

# THE WHARFINGER



**Newsletter of the Herefordshire &  
Gloucestershire Canal Society**

**40p**  
free to Members

**Edition 31  
Summer 1991**



# WHO DOES WHAT...

VICE PRESIDENT	R. E. Barnes TD
CHAIRMAN	Cliff Penny
VICE CHAIRMAN	Mike Potts
TREASURER	Liz Wood
MINUTES SECRETARY	Nigel Jefferies
MEMBERSHIP SECRETARY	Gwyn ("Steve") Stephens

## RESTORATION GROUP

Brian Fox, Bob Palmer, Mike Potts,  
Ian Reed

## EVENTS GROUP

Tony Austin-Bailey, Kay Jennings

## PRESS OFFICER

Nigel Jefferies

## SALES

David Penny

## THE WHARFINGER

Cliff Penny, David Penny, Mike Potts

## HISTORIAN/ARCHIVIST

James Dunn, Nigel Jefferies

## IWA / WATERWAYS LIAISON

Graham Ettles

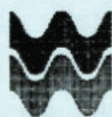
## COMMITTEE MEMBERS [in addition to those listed above]

Derek Gray, Stephen Fitzmaurice, Karen McKay

For addresses and/or telephone numbers please see  
CONTACTS on the inside of the back cover.

## HONORARY POSTS:-

SOLICITOR	Sue Newbould
STRUCTURAL ENGINEER	Ron Munden
CONSERVATION ADVISOR	to be appointed



Printing of **The Wharfinger** is kindly  
sponsored by Dŵr Cymru - Welsh Water.  
Our thanks to the Company, and print room manager  
Martyn Roberts, for their support and assistance.

## CHAIRMAN'S COMMENTS

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### HEREFORD A49/A465 BYPASS

A lot has happened since I sat down to write this column for the previous issue of **The Wharfinger**; to say that it has been a busy time would be rather an understatement! The Public Inquiry into the proposed Hereford Bypass commenced in mid-March. This £38 million scheme will cross the line of the Canal some 2 miles from the original Hereford City terminus. Although the new Trunk Road would be on embankment, with adequate headroom where it crosses the line of the Canal, there is no provision for the Canal to pass under the proposed road.

I represented the Canal Society at the Inquiry - it proved to be a very demanding and interesting time! [A more detailed report commences on page 10.]

### ANNUAL GENERAL MEETING

Over 50 people attended the AGM this year - not a vast number you may say but double that of previous meetings. A Member (who belongs to a number of other voluntary run associations) subsequently told me that "it was the most enjoyable AGM I have ever attended". As with everything we do I hope that we can build on this success.

### EASTER CANAL CAMP

Our week long Waterway Recovery Group Canal Camp at Easter was the first major Camp in Gloucestershire. I should like to pay tribute to the work of the **volunteers**, from all over the country, who organise and attend these Camps. It is so easy to take it all for granted. To those who paid to sleep on the Oxenhall Church Hall floor for a week, and got themselves filthy dirty (and exhausted) on our behalf - a sincere "thank you". We should not forget the work of our own Restoration Team in organising/coordinating the Camp; on each day there was at least one (and frequently more) volunteer from the Canal Society also working on site. [Report from Mike Potts on page 4; article by Bob Dewey (Canal Camp Leader) on page 6.]

*continued on page 2*



## CHAIRMAN'S COMMENTS ... (ii)

### PROJECT OFFICER

As regular readers will know I have been stressing the importance of maintaining the progress that we have achieved and the fact that, as volunteers with demanding "day jobs", we cannot be expected to continue unaided. Our Committee Matters reports have told you that a Paper was submitted to the Inland Waterways Association requesting substantial support for the concept of appointing a full-time "Project Officer". Our suggestion was for an initial three year appointment.

I am delighted to be able to tell you that the IWA have agreed to contribute up to £3,000 per year, for three years (commencing in 1992), to such a post. This is at a time (as with many organisations) when funds are heavily committed; there are only two other similar appointments backed by the IWA. As there are 118 restoration schemes in the country this is a major gesture of support that must be backed up by results! [A more detailed report will appear in the next edition.]

The IWA S.W. Region have also given the Canal Society £1,000, from the proceeds of "*Gloucester '90*", towards our Plant and Equipment Fund. *Our sincere thanks.* [Fund update - page 18.]

### MEMBERSHIP RENEWAL

In view of all our recent successes I am very disappointed that quite so many Members will be receiving a Membership Renewal Reminder letter with this copy of *The Wharfinger*. PLEASE support our efforts by paying promptly (before you forget - again!). Our Membership is our strength - you are very important to us.

### DONATIONS

On the plus side I am very grateful to the many Members who *did* pay promptly *and* enclosed a donation - in the first few weeks of our new Membership Year the subscription income was almost doubled by donations - to those Members, *thank you, most sincerely.* [A list of donors appears on page 22.]  
[Prompt Payers *Free Draw* result - see page 16.]

Cliff Penny, Chairman/Liaison Officer



# THE WHARFINGER

As regular readers will know, we have been fortunate enough to benefit from 12 months sponsorship, of virtually all our printing [The Wharfinger, thousands of Membership Application Forms and various items of promotional material] thanks to Land and Leisure Tir A Hamdden [one of the Welsh Water group of companies].

This arrangement came to an end with the last issue of The Wharfinger. Whilst many readers have complimented the Canal Society on the greatly improved presentation of The Wharfinger the quality of the finished product has been due to this print sponsorship. Our grateful thanks to Land and Leisure Tir A Hamdden [now trading as Hamdden Ltd] for their past assistance.

Having established our new look for The Wharfinger I was anxious that we should do our utmost to maintain it! In keeping with my usual philosophy this should be achieved without seriously draining our financial reserves.

I am pleased to be able to tell you that this issue and the next are being printed thanks to direct sponsorship from Welsh Water. We are negotiating with regard to the possibility of printing future editions. Apart from enabling us to maintain (I hope) our overall standard of presentation it also maintains our link with the Brecon Print Department. Manager Martyn Roberts has been exceedingly supportive and of considerable assistance to us. *To all concerned, our sincere thanks.* CRP



DŴR CYMRU  
WELSH WATER

## "DEFENCE OF CANAL POLICIES

A friend has sent me a copy of the letter written by the Chairman of the Herefordshire and Gloucestershire Canal Society, of which I am a Member, which appeared in The Hereford Times on the 2nd May.

I entirely agree with the reply of the Chairman and, incidentally, it is good to have somebody as resolute and forthright to defend the Society's policies ..."

*Letter from Sir John Knill Bt. to The Hereford Times*

SEE PAGE 10 for details of the Hereford Bypass Inquiry

## MIKE'S PAGE

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This year's week long Easter Work Camp proved successful, but very wet, with volunteers from the Waterway Recovery Group being joined by Members of the Society for a rather mucky and strenuous week at Newent. Press and Radio coverage, and the many people who paid the site a visit, gave us all moral support.

In the section between the two minor roads the towpath was made easier to walk and the stile rebuilt. Steps were also built down to the towpath under the bridge, and the towpath levelled. The rubbish and old tyres here, and in the section up to the tunnel, were removed and taken away, as was the old Morris car from the Canal above Lock House. In addition, drainage channels were cut down to the Canal either side of the bridge for flood water from the road.

Working on the section up to the tunnel proved as problematic as we thought it might. It was like working in a swamp - as fast as one channel was dug it silted up and had to be re-dug. Perseverance made slow progress in lowering the water level, which had been as much as two to three feet above towpath level!

The towpath from the tunnel entrance southwards was levelled and made walkable for a short distance until water made it impassable any further. Working in the other direction, from the road towards the tunnel, the towpath was again made walkable until we reached the water-logged length. Subsequent work here will enable us to restore the towpath throughout.

Our week's camp was finished off by a social evening in Oxenhall Parish Hall. Refreshments were organised by the Society. Our thanks to Mr. Elgee for the cider!

We have received many comments since thanking us for our efforts. Mr. Goulding and Mr. Elgee, the two land owners, were also very supportive and happy with the work done.

We wish to extend our thanks to the members of the Waterway Recovery Group for all their work - a very arduous task. Also thanks to all the others who took part in the week, the landowners - without whose co-operation none of this could have taken place - and of course to the organisers!

Hopefully our next camp will be a dry one!







## MICHAEL STIMPSON and ASSOCIATES

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*Perhaps we should be talking !*

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149a High Street, Rickmansworth, Herts. WD3 1AR

Tel: (0923) 770425 & 770255 Fax: 721559

## MIKE'S PAGE . . . (ii)

### MONKHIDE NEWS

The canal at Monkhide will see some more work shortly. The spoil on the towpath has been drying out and Peter Ball has agreed to level the towpath from Crews Pitch to Middle Court Bridge shortly.

Our Restoration Group paid a visit to Mr. and Mrs. Ireland, the new owners of the Old Post Office at Monkhide, where we were made most welcome. They were most impressed by the work we, as volunteers, had done for the benefit of others.

We regard this section of the Canal, between Crews Pitch and Middle Court Bridge, as our highest priority for completion. Subject to progress we also hope to hold an open weekend here before too long - once the area has recovered from the work on the towpath and the grass has become established. Hopefully this will also coincide with the completion of the work on the small trip boat.

Mike Potts, Vice Chairman

### OTHER RESTORATION NEWS:-

*Bob Dewey, the leader of the Easter Waterway Recovery Group Canal Camp writes on page 6; page 21 contains a plea to our own volunteers plus details of THE BIG DIG !*

# EASTER CANAL CAMP REPORT

*Bob Dewey was the leader of the official Waterway Recovery Group Canal Camp that undertook preliminary clearance work in the vicinity of the southern portal of Oxenhall tunnel at Easter. Not only did Bob organise the Canal Camp on behalf of WRG, get tired and filthy dirty leading the volunteers and arrange all the many tasks at the end of the Camp - he also happened to "be in the wrong place at the wrong time" when our Chairman was seeking articles for this edition of The Wharfinger! So our thanks to Bob for leading a very successful Camp and for writing this article ...*

The problem with canals is that when they are derelict they seem to have too much water, when they are restored there always seems to be a shortage! The Herefordshire and Gloucestershire must still be *very* derelict. Despite the valiant efforts of the local workers trying to reduce the water level to below that of the towpath there was a serious excess when we arrived on Good Friday. When Waterway Recovery Group refer to a "jungle bash" they don't usually expect the Amazon rain forest!

The team arrived - most of them had never seen a canal before; they certainly questioned how this linear swamp came to be a canal. "Shouldn't it have water in it?", one volunteer asked. Those of us with more experience could see that the problem was precisely the opposite. To cut a very long story short, we aimed to create a towpath through "the swamp" to lead visitors to the tunnel mouth. The technique was to dig drainage channels to lower the water level and to use the spoil to build up the path. The sight of the volunteers wading around in mud slightly more runny than porridge is one that will remain; you can try and imagine it for yourself. Also try to picture *shovelling* the stuff!

Despite heavy rain (which could have negated our efforts) we just about managed to form a path right through and your Chairman was the first to negotiate the path (although he came close to sinking without trace when he missed his footing)! Given a dry summer you should have a pleasant walk alongside the Canal - I look forward to bringing my dingy *when* you've managed to get the section dredged. *[Is that an offer - in writing- to dredge it for us, Bob?]*

Bob D.

PLEASE NOTE: There is NO PUBLIC RIGHT OF WAY along the Canal at this point. The preliminary clearance work is *stage one* of our plans to restore the towpath as far as the tunnel portal. Currently the path is NOT at all easy to walk - further work is planned as things dry out - *PLEASE* do NOT attempt to walk this section.



## IT DIDN'T COMPUTE...

As reported in the Spring Edition of **The Wharfinger** Mr. Harry Miller had agreed to "scan" into a computer the manuscript that Sir John Knill has kindly given to the Society for publication.

We appreciated that by resorting to modern techniques our life would be made much easier when editing and producing a final document - much time consuming retyping and checking is avoided by scanning.

What we did not appreciate was that the manuscript had been typed on a rather old manual typewriter using variable quality ribbons. The end result was to defeat the modern technology! So many errors were arising that not only did it rapidly overwhelm the computer system but it also made correcting the input a major task.

Having volunteered to scan the work for us Harry did not wish to let us down so he enlisted the help of two friends and between them they re-typed the whole of the

manuscript into the computer. This was a mammoth task equivalent to many hours of typing.

We are very grateful for this very substantial contribution to an unusual part of our efforts. The assistance is all the more appreciated as all three people are not members of the Society. Many thanks to Harry, Mrs. Ada Logan and Miss Marion Pickard; all of whom live in Cheltenham. Our thanks also to our Members who suggested Harry might be able to help - we don't know if they are still on speaking terms!

When I explained to Mr. Miller that Sir John and ourselves considered that it might not be economical to print the book as such, and we might serialise extracts in **The Wharfinger**, he further volunteered to examine ways of publishing the full document more economically than we at first considered possible. So it really is a question of watch this space... CRP



**HELP !** *That was our plea on page 18 of the last edition.* Have an enjoyable day out and help the Canal Society to "man" our display at one of the *(ever increasing)* number of events to which we have been invited - see page 12 for details - more to come! Please contact, in the first instance, Liz Wood [Hereford (0432) 271657].

## COMMITTEE MATTERS

*Our Chairman writes his usual summary of what has been discussed at our Committee - due to print deadlines and Committee dates only two meetings are reviewed this time ...*

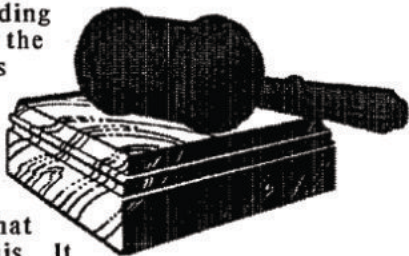
### MARCH COMMITTEE

▪ Draft copies of the Proof of Evidence for the A49/A465 proposed Hereford Bypass, to be presented by the Chairman, were distributed. It was confirmed that the Chairman of the IWA (David Stevenson) and the Chairman of the Restoration Committee (Michael Handford) were being kept fully in the picture and hoped to attend the Public Inquiry.

▪ Arrangements for the display in respect of the Hereford Tourism and Leisure Fair were agreed. A small sub-committee was established to organise this event, the National Waterways Festival and other similar displays.

▪ Concern was expressed regarding the external site allocated for the "Gloucester Gathering" and it was agreed to seek an internal site.

▪ It was reported that the IWA restoration Committee was fully supporting the concept of a Project Officer but there was some concern that the main Council might not endorse this. It was agreed that the Chairman should actively pursue this matter.



▪ Disappointment was expressed at the local authority responses so far received to our Plant and Equipment appeal.

▪ Following adverse comments from a small number of people attending our open meeting at Newent it was agreed that the Society would contact the Gloucestershire Nature Trust. It was thought that one of their members had misunderstood our intentions in respect of the recent Easter Canal Camp and had anticipated that we were going to completely decimate the area!

▪ Ongoing liaison with Britannia Construction was reported; it was hoped that a site meeting might be arranged soon.

▪ Arrangements were confirmed in respect of the forthcoming Annual General Meeting.

▪ A developers Architects had approached the Society in respect of proposed work on a factory site adjoining the Canal in Hereford. This positive and helpful liaison was welcomed.

*continued on page 9*



## COMMITTEE MATTERS ... (ii)

*[The March meeting was held at the end of the month and the May meeting early in that month - resulting in there being no April meeting.]*

### MAY COMMITTEE

■ The Chairman reported, in detail, on his two appearances at the Public Inquiry in respect of the proposed Hereford Bypass. The Department of Transport had requested further time to reconsider their position and either a letter would be received from them or the Society would have the opportunity to appear before the Inspector for a third time - to sum up - if a satisfactory conclusion was not reached with the DoT.

■ The terms on which the IWA had agreed to contribute to the costs of funding a Project Officer were reported and welcomed.

■ As part of the enquiries relating to the Hereford Bypass a helpful letter from British Rail had been received favourably reporting on the condition of the Aylestone Tunnel.

■ Unfortunately the Society had not been represented at the most recent Southern Canals Meeting. It was agreed that greater efforts would be made to attend in the future.

■ The presence at the Hereford Tourism and Leisure Fair had been a success with significant interest and a number of new members being recruited. As a direct result the organisers of the Bromyard Gala had offered the Society a subsidised display area at their event which it was agreed we should accept.

■ The Chairman reported that the response from the local authorities to the Plant and Equipment appeal continued to be very poor.

■ It was noted that two letters had appeared in the Hereford Times criticising the Society for its efforts following the representations at the Hereford Bypass Public Inquiry. The Chairman had written a response that had been published in full and had liaised with one of the writers who was a Member of the Society.

*continued on page 16*

### **"In Finals ...**

Motor repair firm M T Kavanagh & Co. has been recognised for tidying and landscaping the short length of canal that passes to the rear of their premises on the outskirts of Hereford. The work has earned a place in the finals of the BBC Great Midlands Spring Clean (Business Section). The firm beat other entrants to become the finalist for the County of Hereford and Worcester."

**The Hereford Times**

# HEREFORD BYPASS PUBLIC INQUIRY

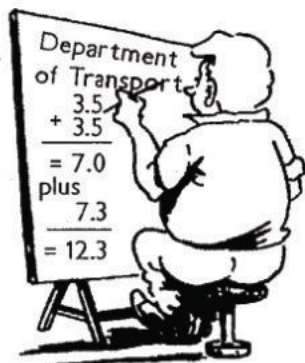
*Our Chairman, Cliff Penny, reports on his submission to the major Public Inquiry in respect of the proposed bypass that will block the line of the Canal some two miles short of the original Hereford City terminus basins.*

## ROUND ONE

On Tuesday 9th April I presented a formal "Proof of Evidence" to the Inquiry. This comprised some 39 pages, with supporting appendices running to another 50, the fruits of rather a lot of concentrated effort over the Easter Holidays. In attendance we had David Stevenson (the National Chairman of the Inland Waterways Association) and Michael Handford (the Chairman of the IWA Restoration Committee). However, as part of a deliberate policy (agreed with the IWA), I presented the evidence, and handled the cross examination, on behalf of the Canal Society. It was considered essential that the Inspector could assess the ability of the Canal Society to achieve it's long term objective of *once more* connecting Hereford City (and the towns and villages of Herefordshire and Gloucestershire) to the inland waterways network.

## CROSS-EXAMINATION

On the day that I presented our evidence I first had the opportunity to cross-examine the DoT witness. The highlight of this specific part of the Inquiry has to be the point where I sought an explanation as to why the Department had advised me (in a letter prior to the Inquiry) that the top of the proposed highway embankment would be a total of 12.3 metres wide. Their evidence to the Inquiry included cross-sections that clearly indicated verges of 3.5 metres width either side of a standard 7.3 metre wide carriageway. I had expected to be told that it was a typing error. However, after much hesitation and an explanation from the DoT witness that did not stand up to further questions, the Barrister



*continued on page 11*



## HEREFORD BYPASS PUBLIC INQUIRY ... (ii)

requested further time so that it could be referred to the Departments "experts"! [A week later the DoT admitted, as a written part of their "Rebuttal Statement", that  $2 \times 3.5 + 7.3$  *does* equal 14.3!]

### OUR CASE

The main thrust of the Canal Society case was that both of the local authorities in the immediate area of the bypass (Hereford City and South Herefordshire District Council) had protective formal Planning Policies in place that sought to prevent any development frustrating the ultimate restoration of the Canal; that the County Structure Plan supported canal restoration and that the County Recreation Strategy (at a final draft stage) specifically recognised the benefits to be derived from the restoration of the Herefordshire and Gloucestershire Canal.

One of the points put forward by the Department of Transport was that the cost of a navigable culvert (built at the same time as the new Trunk Road was constructed) could not be justified unless it was brought into use within 13 years. The DoT were only prepared to provide a navigable culvert if the Canal Society paid the full cost - estimated by the DoT to be £180,000 yet our own bridges engineer had produced a much lower figure.


### ACCUSED OF MISLEADING THE INQUIRY!


My statement that the DoT's costings for the culvert were excessive annoyed their Barrister and I was accused of misleading the Inquiry - "Mr. Penny the reduced costs can only be achieved by the use of pre-cast concrete culvert units; are you not aware that they are not made that big". Thanks to our bridge engineer Member being present I was able to give the Inquiry the name and address of a manufacturer who *did* make them in the required size - the DoT then sent someone out to telephone the manufacturer and were even good enough to tell the Inspector that we were (once again) correct!

*continued on page 14*

"Bypass Inquiry resumes with broadside ...  
DoT "negative" on canal bridge need - the Department of Transport came under fire from representatives of transport of an earlier age ... because of it's ... negative and literally obstructive action..."  
The Hereford Times


## Dates For Your Diary

Sat/Sun 22nd/23rd June - 10am to 6pm   
GLOUCESTER: *Gloucester Docks Gathering 1991*  
Full details of this weekend of entertainment are adjacent

Sun 23rd June - 10am to 6pm   
DYMOK: *Festival of Transport*  
Full details of this unusual day out are on page 20



Sat/Sun 6th/7th July   
BROMYARD: *Bromyard Gala* [A465 Hereford/Bromyard Road]  
24th year of this Country show and steam rally £3.00  
(senior citizens/child £1.50) - free car parking.

Sun 14th July  
WELSHPOOL: *Gloucestershire Branch IWA/H&G*  
joint coach trip to the Montgomery Canal and the  
Welshpool and Llanfair Light Railway  
Coach and Boat Trip £7.50 (senior citizens/child £6.50)  
plus optional Railway trip £3.00 (£1.50). *Departs Cheltenham*  
*at 8.30am with pick ups at Gloucester, Newent, Dymock,*  
*Hereford and Leominster. EARLY BOOKING ESSENTIAL.*  
FURTHER DETAILS (& booking form) FROM KAY JENNINGS

Sat/Sun/Mon 24th - 26th August [Bank Holiday]   
WINDMILL END, DUDLEY:  
*IWA BLACK COUNTRY NATIONAL WATERWAYS FESTIVAL*  
*THE national inland waterways event of the year . . .*

Tues 10th September - 7.30pm TEWKESBURY: *talk - to be announced*  
[Gloucestershire Branch IWA] at the Marina, Bredon Road

Thurs 19th September - 7.30pm  
HEREFORD: *"Hereford Rails & The Canal Age"*  
*Illustrated talk by the Reverend David Tipper at*  
*the Antelope Inn, Barton Road, Hereford*

 INDICATES THAT THE CANAL SOCIETY DISPLAY  
WILL BE THERE - WE HOPE YOU WILL BE TOO! 

CONTACTS:- Kay Jennings Hereford (0432) 270907  
Tony Austin-Bailey Hereford (0432) 269704



THE GLOUCESTERSHIRE BRANCH OF THE INLAND WATERWAYS ASSOCIATION  
AND BRITISH WATERWAYS JOINTLY PRESENT

# GLOUCESTER DOCKS GATHERING '91

Waterways Weekend June 22nd - 23rd 1991

A Weekend Entertainment for the Family in the Historic Gloucester Docks

*Look at what the Festival has to offer:-*

■ Boat Trips

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■ Refreshments

■ Boat Parade



**WATERWAYS FOR YOUTH**  
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Live Music ■ Boat Rally

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*All proceeds go to local Waterways Charities and Trusts  
[Including the Herefordshire and Gloucestershire Canal Society]*

**FREE ADMISSION** OPEN DAILY FROM 10am  
AMPLE CAR PARKING

HAVE A GOOD DAY OUT

**& SUPPORT YOUR CANAL SOCIETY!**

## HEREFORD BYPASS PUBLIC INQUIRY...(iii)

The Department of Transport seemed rather un-prepared for the depth and breadth of our submission! Their Barrister refused to cross-examine at the end of my presentation of our evidence and requested the opportunity to prepare a written "Rebuttal Statement" - the Inspector gave them a week to do so.

### ROUND TWO

A week later the DoT presented their "Rebuttal Statement" - most of it very complimentary to our efforts and endorsing many of the points raised in our own submission. However there were a number of sweeping statements regarding the "excessive costs" and "extreme difficulties" that we would encounter in restoring the last two miles of the Canal to a point within a few yards of the original City terminus basins. On completion of their submission I had the further opportunity to cross-examine the DoT witness. He was unable to quote a single example to illustrate the points that he was making. Indeed, there was some doubt that he was familiar with the detail of the route of the Canal at all! Subsequently the DoT's Barrister brought forward a member of the Department's Consulting Engineers to assist in substantiating their case - the Inquiry Inspector then made it clear that he was not prepared to have a "**double act**" in order to try and present satisfactory answers to my questions!

### UNUSUAL STEP

As a result of all this the Department of Transport took the unusual step of requesting (yet more) time to reconsider their position and to discuss the matter with the Canal Society whilst the Inquiry continues. We have reserved the right to go back (for a third time) and "sum up" if a satisfactory offer is not forthcoming from the Department of Transport. This would then leave us in the hands of the Inspector who would make a recommendation to the Secretary of State later in the year. This is the current position (mid May). As soon as we have further news it will be reported in **The Wharfinger**.

*continued on page 15*

*"Bypass route would jeopardise canal restoration ...  
Please leave the door open to the future - don't close it to the past! ...  
Without a bridge, or culvert, it throws in doubt the prospects of  
the canal ever reaching the City ..."*

**Hereford Journal**



## HEREFORD BYPASS PUBLIC INQUIRY ... (iv)

### THANK YOU

An important part of our presentation to the Public Inquiry was the Appendices document, which contained many letters of support/confirming information from various sources. This is an ideal opportunity to thank those who contributed:-

*British Rail (Area Civil Engineer South Wales); British Waterways (Brian Rodgers Esq., Regional Manager, South West); British Waterways (Glen Millar Esq., Research Manager); Department of Transport; Dowty Group; Heart of England Tourist Board; Hereford and Worcester County Council (Highways, Rights of Way and Planning Departments); Hereford and Worcester Rural Development Area Strategy Committee; Hereford City Council; Hereford Times; Inland Waterways Association; Malvern Hills District Council; South Herefordshire District Council; Waterway Recovery Group; Waterways World Magazine; Will Frecknell Esq.*

CRP

### LETTERS TO THE CHAIRMAN

Our Chairman has received two letters from the Inland Waterways Association. In one, David Stevenson, the national Chairman, states:-

*"I shall convey to Council how highly I rated the manner in which you handled your case. Not only did it do you proud, but it raised the image of your own Society and that of the Waterway restoration movement as a whole. The DoT still seem to underestimate our case and I believe that you will make them pay for that. I hope that the Inspector will come to a similar conclusion. Whatever the outcome, you can be well proud of your part in it. On my own behalf and that of Council and the Association I thank you for all your hard work and dedication; may it be justly rewarded."*

The second letter was from Michael Handford, Chairman of the IWA Restoration Committee and veteran of a number of successful Public Inquiries involving canals; he said:-

*"I must congratulate you on your superb appendices and evidence. It was without doubt the best and most comprehensive ever presented by any Canal Society at any Inquiry I ever attended. Your whole presentation was most professional. It was great fun too to see you tie in knots both the DoT Barrister and the Chief Witness!"*

### FOR SALE

If you would like a spiral bound copy of the formal "Proof of Evidence", together with the Appendices (as presented to the Public Inquiry), a limited number are available for sale at £10 + £1 p&p. Please send cheque (payable to H&G Canal Society) for £11 to Cliff Penny (address on **Contacts** page). All proceeds go to Canal Society funds. *Please print your name and address*

## COMMITTEE MATTERS . . . (iii)

### MAY COMMITTEE *continued*

■ There was a further discussion regarding conservation matters and it was agreed that steps should be taken to fill the vacant post of Honorary Conservation Advisor.

■ The Vice Chairman reported on a number of talks that he and other members of the Committee had either given, or were planned, to other Societies and organisations. There was an increasing demand for such talks and a considerable amount of time and travelling was involved.

■ Arrangements for further social events were discussed. The monthly meetings were becoming increasingly popular. It was hoped that the programme of events could be more widely publicised as both potential and existing Members were welcome to attend.

■ The Restoration Team reported that they viewed the removal of spoil (from last summers work) from the towpath between Crews Pitch and Middle Court bridge at Monkhide to be a high priority. They were in active discussions regarding the most economical means of transporting the material to the "hole in the ground" kindly "donated" by a neighbouring farmer.

■ Revised access arrangements had been agreed in respect of our use of the land and barn at Crews Pitch. The Society greatly appreciated the ongoing co-operation of land owners.

CRP

## **FREE DRAW** for prompt payment of your Membership Subscription **RESULT**

In the Spring edition of *The Wharfinger* we announced our *free prize draw to win a sweatshirt of your choice* - entry was automatic for all those who paid their Membership Subscription, in full, prior to the commencement of our AGM on the 25th April.

The draw took place at the AGM and the winner was:-

Mr and Mrs A J Ward of Ledbury  
*congratulations and thank you for paying promptly!*

Mr and Mrs Ward are dealers in postcards and have a number of the Herefordshire and Gloucestershire Canal - thanks to our little competition that got our Sales Section into discussions regarding the possibility of printing some of the postcards to add to our (ever expanding) sales list . . .



## MUSICAL INTERLUDE

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*Some time ago we asked Members to write and tell us about their interests (other than the inland waterways!). Following the lead set by David Penny (who wrote about terrariums) Committee Member Derek Gray tells us about his love of music and, in particular, recorders and cornettes.*

Recorders need no introduction, but cornettes can perhaps be said to be ancestors of some modern "brass" instruments, with a somewhat softer, "warmer" tone even more to my liking than that of their modern counterparts.

I believe recorders were gradually abandoned a little after Handel's time, and cornettes must have "lost out" as valves appeared on brass instruments (or even before then), but both had a long history. Some did linger on though, for there was a Serpent (bass of the cornette "family") still in use in an English orchestra early this century, though no doubt in a somewhat updated form.

Both instruments were made in a variety of sizes, ranging from Sopranino/Soprano to the Double-Bass/Contra-Bass (recorder/cornette).

Cornettes were made of wood (some covered with leather), had finger holes and a tapered bore. A mouth piece, not unlike that of a modern "brass" instrument was fitted into the narrowest end the player producing the note by means of the lips, much as modern brass players do, thus it was more difficult to sound a note than on the recorder.

The finger holes of the larger instruments seem to have been placed within reach (just!) of the fingers, rather than where they should be in relation to the size of the instrument. Hole size also was kept down to that which could be stopped up by the finger. Both the above were in spite of the existence of keys which had long been invented, and which enabled out of reach and/or large holes to be employed. Indeed, cornette makers curved all but the smallest instruments in an effort (not wholly successfully) to keep the finger holes within reach, hence the shape of the Serpent. Consequently, deep instruments suffered badly from bad intonation and weak tone, as contemporary writings and surviving examples prove. The complicated bore of surviving recorders clearly highlights the advanced technological levels attained by makers long before the demise of this instrument, for the precise angle of taper was varied in specific places along the bore in order (I understand) to correct inherent intonation inadequacies. This level of



## PLANT APPEAL LAUNCHED

During late February we launched our **PLANT APPEAL** - requests for financial assistance have been sent to each of the five local authorities along the line of the Canal plus Gloucester City Council, Hereford and Worcester County Council, Gloucestershire County Council and the Inland Waterways Association (at both national and local level).

The objective is to raise funds so that the Canal Society can purchase its own (second-hand) heavy plant and equipment. Last year a substantial proportion of our (hard won) funds were spent on the hire of plant.

Our target is £12,500 by the end of May. In his letter to the bodies mentioned above Chairman Cliff Penny has explained that our intention is to purchase our own excavator, "muck shifting" dumpers/trailers and a sludge pump. We have a number of our Members who are skilled plant operators and others willing to be trained. All items are regularly required as the efforts of our Restoration Team continue on sites in both Counties.

## UPDATE

Alongside is an extract from the Spring edition of **The Wharfinger**. Unfortunately the response has been very disappointing. Apart from the £1,000 donation from the SW Region of the IWA [from the proceeds of "Gloucester '90" *thank you*] only £100 has been received - so far [from Tewkesbury Borough Council] - from the local authorities. The various responses were as follows:-

Forest of Dean - no reply.

Gloucester City - "unable to assist on this occasion".

Gloucestershire County - no reply.

Hereford City - forms sent & completed - no decision.

Hereford and Worcester County too late for last year - too soon for current year(!)

Malvern Hills - need to be submitted by December for consideration in April.

South Herefordshire - will be considered in June.

Tewkesbury - £100 *thank you Tewkesbury*.

Whilst the Canal Society appreciates that funds are restricted it is *very* disappointing that our *detailed* submission has, generally, been so poorly received.

CRP

## BRITANNIA CONSTRUCTION GROUP

We are very pleased to report that Britannia Construction, a leading Cheltenham Company, are in discussions with the Canal Society to see how they might assist our restoration efforts. We are very grateful to the Dowty Group for this introduction. *Further details will be given in the next issue.*



## FORMATION OF THE TRUST ... *UPDATE*

We can now confirm that (at last) all the papers have been sent to the Inland Waterways Association's Solicitors. One of the outstanding items, on which we are taking their advice, is the need (or otherwise) to set up a separate "trading" company. This may have certain tax advantages and, in any event, be necessary in order to satisfy the Charity Commission.

It is likely to be a number of months before the matters are finalised. Eventually it will be necessary to call an extraordinary general meeting of the Canal Society to, in effect, "wind it up" and transfer the assets to the Herefordshire and Gloucestershire Canal Trust. Obviously we will keep you fully informed via *The Wharfinger*.

### MUSICAL INTERLUDE ... (ii)

knowledge just does not match up with the implication that makers did not know how to make good big instruments! I believe they must have known, but the reason why they didn't is beyond my knowledge.

Thankfully, modern recorders are now fully equipped with whatever keys are necessary, so the bigger ones must be a great improvement on their ancestors. The double bass recorder I play in "my" Church group has ample power, and blends with the rest of the "family" beautifully.

The smaller recorders are relatively easy instruments on which to learn to play a simple tune, and this is used to advantage in junior schools (but you may disagree if you live close to one!).

However, if the small instruments used in these schools (and in such large numbers) represents your sole experience of the recorder sound you can have no conception of the beautiful sound of a complete, balanced, "family" group (a group which would more correctly be called a Great Consort). Players with no more than average abilities can easily produce such a sound when properly directed, and playing within their capability.

A good plastic recorder is as good as any but the best wooden ones (though "purists" may not agree!) and very much cheaper, and I for one, am very thankful indeed for the modern quality production and updating treatment these instruments have received. Indeed, I am only sorry that the same attention has not been given to the cornette family, but I suppose this would be expecting too much!

I would be delighted to hear from anyone interested especially recorder players (and "brass" too, for I also play in "my" Church small brass band).

Derek L. Gray

# DYMOCK FESTIVAL OF TRANSPORT

*Sunday, 23rd June 1991, 10am to 6pm in the centre of  
Dymock - to the rear of the Beauchamp Arms Inn -  
at the junction of the B4215 and B4216 roads*

Whilst preliminary details were given on page 16 of the last edition here are a few reminders!

## LEADON VALLEY ELECTRIC RAILWAY ASSOCIATION

will be exhibiting details of their proposals for a tramway from Ledbury to Gloucester Docks. They hope to have a 25ft. long working model of a double tramway on display.

**THE "DAFFODIL LINE"** - the original steam railway that served Dymock will feature in a display of photographs and other detail as well as a 33ft. long working scale model of Dymock Station and surroundings as it was in 1930.

## THE HEREFORDSHIRE AND GLOUCESTERSHIRE

**CANAL SOCIETY** will complete the trio of transport of days past and future with a part of our comprehensive historical display - plus, of course full details of the Society and our plans for the future.

### PLUS

display of Veteran, Vintage and pre-1959 vehicles nearby  
very rare early 1900's 80-key fairground organ  
hot and cold food [with the Beauchamp Arms Inn as well]

*Admission:*

*Adults £1; Seniors and Juniors 50pence.*



# ***The BIG DIG !***

Why not help Waterway Recovery Group to celebrate their 21st Birthday? A "BIG DIG" is planned for the weekend of the 12th/13th October. The site will be near Wantage on the Wilts and Berks Canal. The aim is to get at least 1,000 people - all volunteers - undertaking various restoration tasks along a 2 mile length of the canal.

The last "Big Dig" was over 14 years ago. It generated much positive publicity for the restoration of inland waterways and the thousands of volunteers, throughout the country, who work for the long-term benefit of the community. [Of course the Herefordshire and Gloucestershire Canal Society did not even exist then!]

*We* have gained significant benefit from the activities of Waterway Recovery Group. Not just in the physical assistance (very much appreciated) on the restoration of the Herefordshire and Gloucestershire Canal, but also we must thank them for playing a *vital* role in promoting the concept of restoration in general. It is largely thanks to their many years of effort (and that of the Inland Waterways Association - of which they are a part) that local authorities, tourist organisations and government departments (to name but a few) take restoration *seriously*!

So book the date in your diary, please. WRG ask that each Canal Society/Trust in the country be represented - we hope that the Herefordshire and Gloucestershire Canal Society will not let them down.

CRP

*Further details can be obtained from Helen Davey [SAE please], 42 Orchard Close, New Alresford, Hants, SO24 9PY - or contact one of our Restoration Team (see below) who will be co-ordinating our presence! Don't forget, you do not have to be handy with a shovel - sandwich butters and tea makers are also welcome!*

## **RESTORATION - VOLUNTEERS APPLY HERE!**

On the first Sunday of each month the Canal Society Restoration Team are usually to be found actively engaged *somewhere* on the Canal. How do you know where, and what, they are doing?

If *you* are interested in helping, in any way, then please find out WHERE they will be working, and WHAT they will be doing, by TELEPHONING a member of the Restoration Team [during the evening] *in the week prior to the first Sunday in the month*. Our sites and work are varied. We appreciate that you may not wish to attend on a particular Sunday, either due to the location or type of work, but if you don't ask you will not know!

Our Restoration Team are spending an increasing amount of time contacting people asking if they are interested in a specific Sunday. Many say "yes" - but it would be much easier for them if our volunteers would *please* take the initiative and TELEPHONE to find out "what is on and where". This enables us to plan our work more effectively and makes for a more productive (and enjoyable) day.

**CONTACTS:- Mike Potts on Hereford (0432) 356392  
Ian Reed on Ledbury (0531) 5877**

*Our Vice Chairman (Mike Potts) writes about restoration on page 4*

## MEMBERSHIP MATTERS

### **WELCOME TO OUR NEW MEMBERS** *who have joined since late January*

R. Bailey, Credenhill; M. & P. Britton, Solihull, W. Mid.; J. Cave, Hereford; M. Chamberlain, Hereford; R. D. Chandler, Dymock; Mrs. Caulfield, Hereford; Ms. G. Coles, Hereford; S. Collins, Hereford; C. Cook, Hereford; J. D. Edmondston, Lugwardine; A. & D. Foster, Newent; D. Fuller, Camberley, Surrey; G. Gladwin, Ross; P. D. Grant, Longfield, Kent; R. Halse, Chippenham, Wilts; Ms. S. Hamilton, Lewes; M. Hanwell, Gloucester; J. & A. Hillier, Burghill; Mr. & Mrs. Jones, Hereford; N. R. Kay, West Malvern; Mr. & Mrs. J. P. King, Hereford; R. J. Lewis, Hereford; P. Miles & V. West, Burghill; L. D. Miller, Newent; S. & S. Moss, Newent; Mr. & Mrs. A. Owen, Hereford; K. Pople, Newent; V. S. Reynolds, Hereford; Mrs. E. Riley, Newent; J. Roger, Hereford; P. Rowling, Cowplain, Hants.; Mr. & Mrs. G. Roy, Warwick; Mrs. M. Smith, Sutton Coldfield; G. Stanton, Kenstoke, Weston-S-Mare; R. J. Wade, Newent; Mr. & Mrs. West, Ruislip, Middx.; J. Wilkins, Pencombe, Bromyard; H. C. Wooler, Fownhope, Hfd.

*Members joining after late May will appear in a future edition of The Wharfinger*

### **WELCOME TO OUR NEW CORPORATE MEMBERS**

Hoseasons Holidays Ltd., Lowestoft.  
Saraband, Hanbury Wharf, Droitwich.  
Staniland and Co. Ltd., Thorne, Doncaster.  
*We greatly appreciate the support of these businesses - thank you.*

### **THANK YOU TO OUR MEMBERS** *who sent donations on renewal*

Mr. W. B. Brown; Ms. M. E. & K. Colley; Mrs. B. O. Cooper; Mr. A. T. Crow; Mrs. M. Fawn; Mr. W. Frecknall; Mr. R. A. Flint; Dr. Field-Richards; Mr. & Mrs. P. Gould; Mr. & Mrs. D. L. Gray; Mr. M. T. Hale; Mr. & Mrs. M. A. Hunt; Mr. & Mrs. T. J. Ingram; Mr. K. J. Jefferies; Mr. N. Jefferies; Mr. M. W. Main; Mr. & Mrs. A. M. Meredith; Mr. R. W. Munden; Ms. P. Moore; Mr. P. H. Ogden; Mr. D. C. Pinnock; Mr. P. Platt & Mrs. J. Wells; Mr. M. D. Peach; Mr. & Mrs. G. L. Powell; Mr. M. Potts; Mrs. S. Purnell; Mr. T. Randles; Mr. B. Stevens; Mr. & Mrs. G. Stephens; Mr. J. D. Wall; Mr. A. J. Ward; Liz. Wood.

*We believe that this list is correct as at the end of May - our sincere thanks to everybody.*

### **OUTSTANDING SUBSCRIPTIONS**

At the end of May, two months into our new Membership Year, HALF of our Members are outstanding with their subscriptions. We appreciate that some may have forgotten (it is easily done!); that those who joined part way through the year may be aggrieved at our rules regarding renewal date - see *Chairman's Comments*, page 2, in the last (Spring) edition of *The Wharfinger* and that some of our Members - not many, we hope - will not wish to renew.

If you are one of the many with the subscription outstanding you will have received a letter from our Chairman with this copy of *The Wharfinger*. If you do not intend to renew your Membership then please tell us why not - if we are doing something wrong we would like to know and have the opportunity to put it right!

*An apology. If this does not apply to you then our apologies - however we do feel that it should be of interest to all our Membership that we are having to spend so much time and effort on this aspect of our activities.*



## THANKS...

Yet again we are able to fill a column with acknowledgements to businesses, organisations & individuals who have assisted us...

### LADDER AND FENCING INDUSTRIES (NEWENT) LTD.

Provided materials for us to build a style and repair a short length of fence during our Easter Canal Camp.

### GLOUCESTERSHIRE COUNTY COUNCIL.

Who took away the remains of the car, and much other debris taken out of the Canal, at Easter.

### SANDY WOOLDRIDGE.

Of Creative Labels from Rotherwas, Hereford who continues to amend the front cover of *The Wharfinger* for each issue.

### MARTYN ROBERTS.

Of Welsh Water Print Department who continues to be of great assistance to us.

### MICHAEL STIMPSON.

Whose recruitment campaign is continuing to bring in new Members - and who supports us with regular advertising as well! [Page 5]

**OUR SINCERE THANKS  
TO EVERYONE**

## GOTTA BOTTLE?

In the last edition of *The Wharfinger* we told you what a "money spinner" our *Bottle Draw* was at major events. As a result of our appeal for bottles we have received ONE single bottle of wine! [Last year the Chairman's Wife persuaded a number of stores to part with a total of 48 bottles - this year she said "let's leave it to someone else to have a go"....]

If you, or a company that you have regular contact with, might be persuaded to donate a bottle or two (or even a few dozen!) then please contact the Chairman. Wine, cider, pop, beer - even whisky - all are very welcome and will be turned into profits of two to three times their value.

It looks as though we will have to abandon our thoughts for a *Bottle Draw* at the more imminent events. However The National Waterways Festival is fast approaching [August Bank Holiday] and it would be a great shame if we did not have any bottles for that. As a last resort an introduction to a wholesaler who would be prepared to provide a few cases at cost would be of assistance, please!

### SALES SALES SALES SALES

All of our normal sales items are still available. Please refer to the centre pages of the Spring edition for details of our popular sweatshirts etc., details of Gift Membership were on page 9 of that edition.

# THE WHARFINGER

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This is *your* newsletter. Your Committee appreciate that, for the vast majority of our Membership, **The Wharfinger** is the vital link keeping you informed of what is going on. Whilst we try to keep the content as a mixture of factual reporting and more light-hearted articles *your* suggestions for improvement will be appreciated (and acted upon wherever possible). We welcome short articles and letters for publication. *Please* do not always assume that *someone else* will write to us!

The next edition of **The Wharfinger** will, hopefully, be published (as usual for the Autumn edition) a little ahead of time so that you have it prior to the National Waterways Festival [August Bank Holiday]. We have a much larger than normal print run and have it on sale at the Festival as a major part of our ongoing recruitment campaign. So if you have something to contribute *please* note the copy deadline date below - if you can get it to us earlier it will be greatly appreciated.

In the next edition we hope to include articles about the Project Officer appointment; an update on the Hereford Bypass Inquiry; an item regarding our policy in respect of conservation; details of our proposals for our display at the Black Country Waterways Festival; an update on our Corporate Membership - plus the usual reports *and* a prize crossword ... so if your Membership is overdue *please* secure your copy by paying now (before you forget)!

**COPY DEADLINE** for the Autumn Edition of **The Wharfinger** is Saturday 6th July. This really is the latest date as our deadlines are very restricted. [*Two vital contributions for this issue were four weeks late!*] Not only does this make life *very* difficult for the editorial team but it also means that we cannot spend time in presenting the items as we would wish. - In future this is likely to result in the items being missed out - a great shame if we are to maintain our standards of presentation and coverage - so please submit material **BY - (OR BEFORE)**, the deadline, *thank you*.

**COPY DEADLINE FOR THE NEXT EDITION IS SATURDAY 6th JULY**

This edition of **The Wharfinger** was compiled by Cliff and David Penny using **JetSetter** software.



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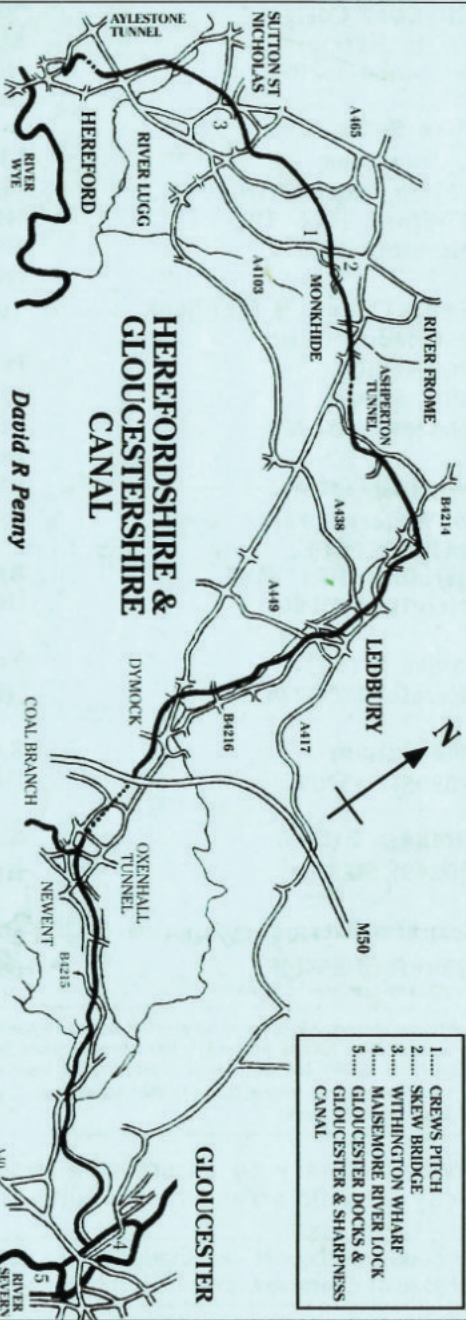
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**Whilst we try to ensure that dates are correct please  
verify specific arrangements with the relevant Organiser.**

Front and back covers; our thanks for the design and artwork to Sandy  
Wooldridge of Creative Labels Ltd., Netherwood Road, Rotherwas, Hereford.





*Please Note: We are working on the Canal with the permission and co-operation of the land owners. Unless specifically indicated it should not be assumed that there is any public right of way along the Canal towpath. Please help the Society to maintain its good relationships with the local land owners.*

Work began on the Canal in 1792 but there were many problems which meant that it was not completed until 1845 making it the last major route to be built in Britain but for the Canals of Birmingham and the Manchester Ship Canal. The Canal stretched for 34 miles and utilised 22 locks and 3 tunnels to overcome the problems posed by the undulating fields of Herefordshire and Gloucestershire.