

THE WHARFINGER



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

40p
free to Members

Edition 32
Autumn 1991

WHO DOES WHAT . . .

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

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Brian Fox, Bob Palmer, Mike Potts,
Ian Reed

SOCIAL EVENTS GROUP

Tony Austin-Bailey, Kay Jennings

PRESS OFFICER

Nigel Jefferies

SALES

David Penny

THE WHARFINGER

Cliff Penny, David Penny

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

SOCIETY HALVE DEPARTMENT OF TRANSPORT COSTS!

At the end of June I represented the Canal Society (for the third time) at the Public Inquiry into the proposed Hereford Bypass. Yet again we had David Stevenson (national Chairman of the Inland Waterways Association) and Michael Handford (Chairman of the IWA Restoration Committee) attending in support.

Following our earlier representations an embarrassed DoT witness admitted (under cross-examination) that the information provided by the Canal Society had enabled the Department to reduce their estimate for a navigable culvert by £90,000 - thus exactly halving their original estimate! Further details are on page 10.

THE WHARFINGER

Unfortunately this will be the last edition of **The Wharfinger** where the printing has been sponsored by **Welsh Water**. I had hoped that the Company (my employer) would have been prepared to continue what *to us* is the major funding of this important part of our promotional activities. Apparently the available funds are very limited and it was felt that we had received our fair share! We are partly the victims of our own success; recent editions have been printed in larger numbers to keep up with the growth in Membership (and the increasing number of copies that are sent to local authorities, waterways press, libraries etc.). The total sponsorship in the current year has been £500 for which we are most grateful.

I am in discussions with a potential replacement print sponsor; fortunately as this edition is published early (to be available prior to the National Waterways Festival) there is slightly more time before the next issue - so I hope that our precious funds can be saved and a new sponsor found by then. As usual you will be kept fully informed via **The Wharfinger**.

WORKING TOGETHER ...

For about eighteen months our letterhead has contained the motto "**Working together** in the present, to revive the past, and secure a better future". I consider that it sums up, rather well, the manner in which we seek to go about our voluntary work - *or at least I did until recently*. However a rather disturbing trend is setting into the Society; *not very many Members are working together* - the same FEW are being left to do all the work (both in front and behind the scenes).

continued on page 2

CHAIRMAN'S COMMENTS ... (ii)

WORKING TOGETHER ... continued

Now I fully appreciate that we have always welcomed "armchair Members"; I have been the first to stress to people that we genuinely value "just" the support of fully paid Membership - I am not going back on that! However, there are dozens of Members out there who have expressed a wish to "become involved" - yet only a (small) handful are actually doing so!

As an example, in the last *two* editions of *The Wharfinger* I have made a plea for assistance in staffing our display at the various events this year. At the end of June we took up the challenge of being at both Gloucester and Dymock. We managed what I believe was a creditable display at both events; inspite of appalling weather we recruited a number of new Members and our sales produced a healthy profit - THANKS TO MY FAMILY AND A STALWART FEW MEMBERS OF THE COMMITTEE WHO WORKED ALL HOURS OVER THE WEEKEND. *We did not have a minute to spare, no time to look around, it was a chore - not a pleasant way to spend a weekend.* A few more volunteers was all that was needed to make the difference, to make it an enjoyable weekend for all concerned.

BROMYARD GALA

Regrettably we had to cancel, at the last minute, the planned presence at Bromyard Gala early in July; there were two reasons for this, the lack of a suitable tent and (more importantly) *the lack of sufficient volunteers who were prepared to spend a few hours promoting the Canal Society.* [I understand that someone at the Gala remarked that, if we could not organise a tent and a few people, then what hope had we got with restoration - I TOTALLY AGREE!

NATIONAL WATERWAYS FESTIVAL

On page 13 there is an appeal for volunteers to staff our display at the National Waterways Festival, at Netherton, over the August Bank Holiday weekend ... PLEASE can we have a few volunteers from our hundreds of Members for what should be an enjoyable three days - *please* volunteer to help on one day. Time is short, please turn to page 13 NOW and telephone Liz Connors to pledge your support for our efforts; *you will be made most welcome.*

ON THE RESTORATION FRONT

It's *slightly* better on the restoration front - but not a lot. The regular SMALL core of volunteers are mainly Committee Members; my special thanks to the few Members who are supporting our restoration work - we have room for many more volunteers! Please see page 15.

continued on page 3

CHAIRMAN'S COMMENTS ... (iii)

THE FEW ...

For the first time I have exceeded my self-imposed two page limit for the Chairman's Comments pages. I make no apologies for this; nor for the fact that I have risked upsetting some Members by "keeping on" about volunteering! I believe that the whole success of our major endeavours must lie in the effectively co-ordinated work of MANY volunteers. Within our Membership we have very substantial resources just waiting to be unleashed! *We will not succeed if we continue to expect a few to take all the load*; I for one am not prepared to let that continue - a view that is equally strongly held by Mike Potts our Vice Chairman. In the next few months we intend to more positively define the role of each member of our Committee and start to build a number of *new* teams; with a Committee Member as Team Leader but, hopefully, with some other Members joining in too. More details in *The Wharfinger* as the ideas develop.

Believe it or not we are doing this for pleasure (and for the long term benefit of the inland waterways system that we treasure). A lot of people doing a little (and doing it well) will enjoy themselves and achieve the objective. *Leave it all to the few, expect too much of them and ... ?*

Cliff Penny, Chairman/Liaison Officer

CONSERVATION MATTERS

In the last edition of *The Wharfinger* we promised to tell you about our policy in respect of conservation. This followed on from criticisms at the open public meeting that we held in Newent prior to our Easter Waterway Recovery Group Canal Camp on the approach to Oxenhall Tunnel. As reported in our **Committee Matters** columns our Chairman has written to the Gloucestershire Nature Trust to re-assure their Director that we are not mindless vandals intent on decimating the countryside. In common with the other recognised canal restoration groups throughout the country - certainly all those supported by the Inland Waterways Association and the voluntary efforts of the Waterway Restoration Group - we have no wish to restore a Canal that is devoid of wildlife!

Canal restoration inevitably does cause some disturbance; not just to the countryside and the animals that reside in it but also to the human beings that live near the Canal! We *try* very hard to *minimise* this disturbance and, as responsible people, are always willing to listen and implement *constructive* advice.

The amount of disturbance must be directly related to the condition of a particular section of the Canal. The worst case is probably where the Canal has become heavily overgrown with scrub and trees *in the bed*

continued on page 20

MEMBERSHIP MATTERS

The Canal Society has had a Corporate rate of Membership for many years but it was only last Summer, at Gloucester '90, that our Chairman "twisted the arms" of a number of companies to commence what has been a steadily expanding list of local and national businesses that are prepared to take the time and trouble to support us.

Listed below are our current Corporate Members:-

Messrs. V.E. and J.E. Arnold, Roman Road, Hereford; Black Prince Holidays, Stoke Prior, Bromsgrove, Worcs; Boatserve Ltd., Canal Wharehouses, Coventry; Bridgewater Boat Builders, Worsely Manchester; Colwall Park Hotel, Colwall, Malvern, Worcs; Dowty Group, Arle Court, Cheltenham, Glocs; Lady Dockers Restaurant, Thames Barge, Gloucester Docks; Lister Petter Marine, Thrupp, Stroud, Glocs; Marine Services, Hempstead Dry Dock, Glocs; J.L. Pinder, Boatbuilder, The Old Basin, Stoke Prior, Bromsgrove; Springer Engineering (Boatbuilders), Market Harborough, Leics; Starline Narrowboats, Upton on Severn, Worcs; Michael Stimpson Insurance Brokers, Rickmansworth, Herts; Ward Marine, Fishtoft, Boston, Lincs; Hoseasons Holidays Ltd., Lowestoft; Saraband, Hanbury Wharf, Droitwich; Staniland & Co. Ltd., Thorne, Doncaster.

We hope that this support will continue and that our other Members, wherever possible, will support our Corporate Members businesses.

WELCOME TO OUR NEW CORPORATE MEMBER

Grist Mill Boatyard, Diglis Basin, Worcester

We greatly appreciate their support - thank you.

A list of our new individual and family Members, who joined after late May, will appear in the Winter edition of **The Wharfinger**.

OUTSTANDING SUBSCRIPTIONS

In the last issue we made a plea for the MANY outstanding subscriptions to be paid promptly and every Member (who was in arrears) also received a letter from our Chairman. We are delighted to report that a large number did pay promptly - *thank you*. However there are still some outstanding, and FINAL REMINDER letters have been sent out - we do not wish to lose valuable Members but it is not fair to those who pay promptly if we continue to send copies of **The Wharfinger** to those who are not fully paid up.



MICHAEL STIMPSON and ASSOCIATES

SPECIALISTS IN INLAND MARINE INSURANCE

Corporate Members of the Herefordshire & Gloucestershire Canal Society
and Sponsors of the "Gloucester '90 National Waterways Festival"

NARROW BOATS

Cover including personal effects with a no claims bonus of up to 40%, a choice of
excesses on own damage claims and no excess on third party claims.
Private Pleasure, Residential, and Commercial - no increased premiums for vintage craft.

CRUISERS

Our latest policy for canal cruisers with 20% no claims bonus after only two years
including cover for personal effects and also for trailers if required.

HOUSEBOATS

In addition to the boat itself, we are able to provide cover for Mooring Liability,
Replacement as New Contents Cover, Personal Liability, All Risks etc.

LEGAL PROTECTION

All our policies have the option of Legal Protection cover and are backed by a
Major British Insurance Company.

Commercial covers and boatyards, marine engineers, surveyors, boatbuilders and repairers.

Perhaps we should be talking !

Write or telephone (930-630) now for details:-

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

Tel: (0923) 770425 & 770255 Fax: 721559

BRITANNIA CONSTRUCTION of CHELTENHAM

We are very pleased to announce that Britannia Construction [one of the Britannia Group of Companies], based in Cheltenham, has donated to the Canal Society a diesel water pump. In addition, having heard how we were trying to reduce plant hire costs, the Company has placed on extended loan with the Society a 2.5 ton dumper. We greatly appreciate this support, from a leading company in the area, and take this opportunity of thanking all concerned - including the Dowty Group who made the introduction!

The dumper will have been in active service by the time you read this; forming a vital part of the special weekend work camp on the Canal at Crews Pitch in July when we hope to make a start on removing many tons of spoli from last years main canal camp dredging operations.

All that our *volunteers* do is ultimately for the benefit of the community. To have such *growing* support from major companies, in any form, is a great encouragement - a most sincere "thank you" to all concerned. CRP

SALES

As mentioned on page 20 we now have several new designs of tea-towels, in addition to the existing ones. Our range now consists of:-

- | | |
|--------------------------|----------------------------|
| Wild Fowl (painting) | Principal Canals |
| Otter (painting) | Waterways Through the Ages |
| Operation of Canal Locks | British Birds |
| Canal Code | British Wild Flowers |

To order see page 21 - only £2.45 each or 3 for just £7

1791 - A Year To Remember

By Brian Fox

In addition to being a member of the main committee and restoration sub-committee, Brian Fox manages, somehow, to find time to work for Ordnance Survey - and even found time to write this article !

I think we all know by now that 1791 was notable as being the year in which the Act of Parliament was passed enabling work to begin on the construction of the Herefordshire and Gloucestershire Canal . But are you aware that a number of other significant events also occurred in that same year.

- The Observer newspaper was first published.
- Thomas Paines book "The Rights of Man" was published.
- The Ordnance Survey (our national mapping agency) was created by an Act of Parliament, and being more widely known than our canal, is having the event commemorated with a set of special stamps issued later this year by the Post Office.

As I have only occasionally read the Observer and never Thomas Pain, I shall try to give a brief history of the Ordnance Survey and link it, where possible, to the construction of our canal.

Prior to 1791 maps were available which had been drawn by men like John Speed. They were only rough sketches done county by county showing towns and villages in relationship to one another with the main rivers and roads also shown but not to any particular scale. They may have been good enough for people to find their way round the countryside but the need for good accurate mapping was demonstrated during the Jacobite rebellion in 1745 when Bonny Prince Charlie was defeated. It was a soldier in that campaign, Major General William Roy, who is regarded as being the driving force in the foundation of the Ordnance Survey.

The name Ordnance came about because the surveyors were part of the Board of Ordnance and indeed all the work of map making was still carried out by the military until the last war.

continued on page 7

1791 ~ A Year To Remember (continued)

The first survey work to be done was the measurement of a base line across Hounslow Heath (where London Airport now stands) and the observation of a series of triangles covering the whole of the country which would form the basis of any mapping to be done.

The threat of invasion by Napoleon across the channel prompted the diversion of the entire staff towards the making of maps of the South Coast and in 1801 the first map of Kent at a scale of 1" to one mile was published. Once the threat of invasion was over the staff were once again dispersed around the country to continue surveying for the 1" series but always preceded by those engaged on the triangulation. This involved the surveyors in establishing permanently marked points on high places, generally hill tops, but in flatter areas much use was made of church towers in order to get the height needed to observe the long distances. The original marks were in the form of bolts in rock or tiles buried a little way underground - the concrete pillars which adorn so many hilltops today have mostly been constructed since the last war. One of the early triangulation points was marked on the apex of the dome of St. Pauls Cathedral and necessitated erection of scaffolding on which was set up the theodolite used to take a series of angles to numerous distant points and taking many weeks to observe.

Maps at a scale of 6" to a mile were first published in 1825 but it was soon realised that the scale was not large enough for showing detail accurately for Land Registration, Tithe surveys, or for engineers engaged in planning and laying out routes for the new railways. One can only marvel at the skills of the canal builders who had to complete their work without the benefits of accurate mapping. It

continued on page 17

IWA NATIONAL WATERWAYS FESTIVAL

AUGUST 24th-26th 1991; WINDMILL END, DUDLEY
A WEEKEND OF ENTERTAINMENT FOR ALL THE FAMILY

THE inland waterways event of the year! Further details on the enclosed leaflet. THE HEREFORDSHIRE AND GLOUCESTERSHIRE CANAL SOCIETY WILL BE THERE - please call and see us.

We will be at A12 amongst the "on land" narrow boats.

NEWSHOUNDS WANTED











Calling all "armchair" Members! As many of our Members will have seen the Canal Society has obtained an increasing amount of publicity in the past year or so. We are anxious to build up a "Press Cuttings Book" - the idea being not only to have a historical record of our publicity but also to have the book on display at social and other events so that those who live in different areas can see what the papers said about the Canal Society. Vice Chairman Mike Potts has started a similar idea with a photograph album; this has enabled many more people to see, for example, details of recent canal camps when attending social events, the AGM etc. We would like to do the same for press cuttings.

We need the help (yet again!) of Members in obtaining copies of any references to the Canal Society/"our" Canal in the papers circulating in *your* area; also in the specialist waterways and national press. Over the past year, in particular, Members have mentioned specific articles in their local paper that the Committee, and Members in other areas, have not seen.



Please volunteer to be our local "newshound"! Anyone can do it; all we ask is if you see anything in print about the Canal or the Canal Society cut it out (or if in a magazine that you wish to keep, photocopy it) and send it as soon as possible to David Penny (address on Contacts page). In order that we comply with copyright regulations please ensure that the name of the newspaper/magazine is given together with the date of publication. If you send in cuttings regularly we will gladly refund postage. *Please do not assume that someone else will send it in - we would rather see something more than once than not see it at all!*

CONGRATULATIONS

 The more observant may have noticed that our inside cover has a new name amongst our WHO DOES WHAT . . . section - yet we do not 
 have any new Members on the Committee! Our congratulations to 
 our Treasurer I:z Wood and Member Roger Connors whose wedding 
 took place in June. We are very pleased that Mrs Connors instantly 
 agreed to take over the Treasurers role! Congratulations to you both. 



Give your friends and relatives an unusual present with gift Membership of the Canal Society. Our normal rates apply.

We will prepare a Gift Certificate informing the recipient of their present, enclosed in one of our "Hereford Basin" cards at no extra cost.

Please send full name and address of recipient (together with a brief message to be inserted in the card) to David Penny - see Contacts Page.

Tell us if your gift is for a Birthday or other occasion and if we do not have a certificate to suit we will create one!

COMMITTEE MATTERS

Another two Committee Meetings are reviewed by our Chairman in order that our members and supporters are kept up to date...

JUNE COMMITTEE

■ The Chairman updated the Committee in respect of the A49/A465 Hereford Bypass Inquiry - due to the lack of a response from the DOT he had cancelled an earlier attendance and the Society would now appear for the third and final time on 27th June.

■ Enquiries were being made to try and obtain a suitable tent in order that the Society could attend Bromyard Gala. It was agreed that the Society caravan no longer projected the right image and the Society would only attend if, as at more recent displays, we could be accommodated under cover.

■ The vice-president, Major Robert Barnes, reported that he was investigating the potential to acquire (either free of charge or at low cost) a suitable tent for use at events such as this.

■ The Society has been approached by the Hereford & Worcester County Council's Rural Development Area Strategy Committee's Project Officer with a view to discussing a major project for the year 1992. This was in keeping with the draft County Council Recreational Policy. [Further details cannot be given at this stage until relevant land owners have been approached.]

■ Some production difficulties with the Summer edition of the Wharfinger were reported as were problems relating to contributors missing clearly stated deadlines by many weeks.

■ Arrangements for the Society to attend the Gloucester Docks Gathering and the Dymock Festival of Transport (at the end of June) were discussed.

■ The Vice Chairman reported extreme difficulties in contacting Mr. Jim Mason of Brent Marine who had previously offered to restore the trip boat. Discussions were ongoing with Mr. J.L. Pinder who had agreed to provide the materials.

■ It was suggested that the Society should, in the light of a Member's actions in writing to the Press, be in a position to decline applications of membership or membership renewal. However, it was thought that freedom of speech was also important but the matter will be reviewed when bylaws relating to the new Trust are drafted.

■ Messrs. Britannia Construction of Cheltenham had kindly donated a diesel pump to the Society and also made available, on extended loan, a dumper. The Committee expressed appreciation for this generous and welcome support.

continued on page 16

HEREFORD BYPASS PUBLIC INQUIRY

The Herefordshire and Gloucestershire Canal Society appeared before the Public Inquiry into the proposed Hereford Bypass, for the third time, at the end of June. Our Chairman, Cliff Penny, once again represented the Canal Society. David Stevenson (Inland Waterways Association Chairman) and Michael Handford (IWA Restoration Committee Chairman) also attended - as they did on the two previous occasions - in order that there was no doubt as to the substantial support that we have from the IWA for our long term proposals.

ROUND THREE

I advised Inquiry Inspector Mr. Michael Kavanagh that our third appearance had become necessary because the Department of Transport, after further consideration, were still not prepared to provide a navigable culvert to allow for the Canal to be restored right into the heart of Hereford City. Instead the Department had written giving an assurance that "...consideration..." would be given to assisting the Canal Society to pass under the Trunk Road after the Bypass had been constructed. When summing up I advised the Inspector that this assurance was "...at best a definite maybe; at worst an insult to the intelligence of the reader".

At the beginning of our "third innings" I pointed out to the Inspector that the Department had sent me a further six paragraph "Addendum to Rebuttal" document (which included the above statement) - this then forced the Department's Barrister to formally refer to the document and gave me the opportunity to cross-examine the DoT witness.

COSTS HALVED !

The embarrassed Department of Transport witness admitted that the evidence from the Canal Society had enabled the Department to reduce the costs of a culvert for the Canal by £90,000 - exactly halving the Department's original estimate. When asked to justify the Department's additional reason for not providing the culvert - they had suddenly suggested that we might be asking for it in the wrong place or at the wrong level - their witness was unable to answer any of my questions. The witness admitted that there were no technical reasons why we should seek a different horizontal alignment and, as far as vertical alignment was concerned, the Department had not taken any levels. The Inspector noted my comments that the Canal Society had an Ordnance Survey professional on our Committee who had levelled the remaining bridges in the vicinity therefore WE had no doubts as to the required level! "Yet again the Department of Transport have made sweeping statements to this Inquiry that they have been unable to substantiate" I concluded.



continued on page 11

HEREFORD BYPASS PUBLIC INQUIRY ... (ii)

SUMMING UP

In summing up the case for the Canal Society I likened the Department's resources to those of a battleship - compared to the rubber dinghy of the Canal Society. In reviewing the effectiveness of the Department of Transport's evidence to the Inquiry I advised the Inspector "our dinghy is still well and truly afloat, indeed we even kept our feet reasonably dry!".

The Department of Transport's contention that placing the proposed highway embankment across the line of the Canal was not in conflict with the protective Planning Policy of South Herefordshire District Council - because it did not prevent future restoration - was also challenged by the Canal Society. "The Concise Oxford Dictionary defines the word "prevent" as to 'hinder or stop'" I advised the Inspector. "The Department have admitted that their proposed embankment will increase the difficulty and cost, therefore they are hindering restoration; they are in breach of the local authority's protection for the route of the Canal".

CONSEQUENCES OF ADVERSE DECISION

The Inspector was advised of the consequences of an adverse decision. Not only would it lead to a very substantial, additional, financial burden for the restoration of the Canal in this area (in constructing a culvert under the Trunk Road in the future), but also the local authorities would (understandably) review their support for restoration. I also pointed out to Mr. Kavanagh the dilemma that would arise if a planning application for development on the line of the Canal was refused by the local planning authority and then went to a formal Appeal - "what would the Planning Inquiry Inspector think if he was told that the Canal Society and the local authorities had been unable to persuade you to allow for the Canal to be restored - had been unable to prevent the Bypass embankment from blocking the Canal - why should the Planning Inspector protect the line - we could lose our protection for the route of the Canal overnight".

WAITING IN THE WINGS

The Inspector was reminded of the consistent support that had been gained from the local authorities and the Inland Waterways Association over the past two years for this major restoration project. "Many other restoration schemes are making rapid advances - *we see the Herefordshire and Gloucestershire Canal as one waiting in the wings ready to assume centre stage in the not too distant future*".


continued on page 14

Canal Society helps transport ministry halve culvert costs ...

An embarrassed Department of Transport witness admitted that the evidence from the Canal Society had enabled the Department to reduce the costs of a culvert for the canal by £90,000 - exactly halving the original estimate.


The Hereford Journal

Dates For Your Diary

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

Tues 10th September - 7.30 pm
TEWKESBURY; "Severn Tidal Power"
Illustrated talk by Dr. T.L. Shaw at:- Tewkesbury Marina Yacht Club.

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

Sat/Sun 5th/6th October 
GLOUCESTER: "Lift and Shift"
Restoration equipment display and local canal groups promotion weekend,
at the National Waterways Museum, Gloucester Docks.

Sat/Sun 12/13 October
Waterway Recovery Group "Big Dig" - see page 15

Tues 15th October - 7.30 pm
GLOUCESTER: "Working Boats"
Talk by Richard Courtenay Lord at the Museum School's Room,
Gloucester Docks.

Thurs 17th October - 7.30 pm
LEDGBURY or NEWENT: "Inn signs"
Illustrated talk by someone at somewhere [to be quite honest we are at sixes
and sevens over this one. With a bit of luck it will take place - 'phone for details.]

Tues 12th November - 7.30 pm
TEWKESBURY: "Gloucester and Sharpness Canal Breach 1990"
Illustrated talk by John Weston (British Waterways Operations
Engineer) at the Tewkesbury Marina Yacht Club.

Thurs 21st November - 7.30 pm
HEREFORD: "The Waterway Recovery Group"
Talk by Chris Davey at the Antelope Inn, Barton Road, Hereford.

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

For verification of arrangements please contact our events team:-

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

NATIONAL WATERWAYS FESTIVAL

Previous sales stands at National Waterways Festivals have benefited from the sale of cakes baked by members as their contribution to our fund raising efforts. We hope



that this years festival will be no exception. If you are prepared to bake some cakes/flap jacks/biscuits, etc. please contact Joan Stephens on Hereford (0432) 268739 **as soon as possible.**

Your support will be greatly appreciated.
[We apologise for the illustration; it is not meant to be Joan and we could not find a cake!]

Volunteers are **urgently** sought to help staff our major display at the National Waterways Festival, Windmill End, Netherton (near Dudley) over the August Bank Holiday. Have an enjoyable day out and help the Canal Society at the same time! We promise that you will have half the day free to look around what is the major event of the inland waterways year. Please contact Liz Connors AS SOON AS POSSIBLE so she can give you further details - Hereford (0432) 271657. **Thank you.**



In the last two editions we have published an Appeal for Bottles for the Bottle Draw. Regrettably only THREE Members have so far contacted the Chairman to pledge their support.

No this is not a printers error. We are however quite prepared to handle a last minute rush! Please restore our faith in the Membership - hopefully the message in this edition is becoming clear - a few members of the Committee cannot do it all.

Joyce Lynham has persuaded a few shops to donate a bottle (full credits for these bottles, and all other help, in the next issue); in the meantime, *thank you, Joyce.*

PLEASE help us to make this years attendance at the National Waterways Festival a success - don't leave it all to the Committee!

CONTACTS:- CAKES: Joan Stephens: Hereford (0432) 268739
STAFFING DISPLAY: Liz Connors: Hereford (0432) 271657
BOTTLES: Cliff Penny: Hereford (0432) 820420 **Thank you**

HEREFORD BYPASS PUBLIC INQUIRY...(iii)

My final statement to the Inquiry was "The lack of provision for the Canal to pass under the proposed Bypass will jeopardise the whole concept of once more linking Hereford City (and the towns and villages of Herefordshire and Gloucestershire) to the inland waterways network."

"The Canal would be a major public amenity with significant tourism and employment prospects - it is inequitable that the voluntary resources of the Canal Society should have to pay the substantial additional costs for a culvert to be constructed at a later date, when - as we have proved - it would cost so little from public funds as part of the main Bypass contract."

LETTERS TO THE HEREFORD TIMES

Following the initial appearance of the Canal Society at the Public Inquiry in April a number of letters have been published in The Hereford Times criticising our efforts and saying that the costs of the requested culvert would be better spent elsewhere. There have been two letter writers, one of whom is a current Member (and former Secretary of the Canal Society), the other is a retired Civil Engineer.

Each letter has received a response from our Chairman (who is also a Chartered Civil Engineer) and the Editor of The Hereford Times has given very fair, indeed extensive, coverage to the issue (which he has now closed). As reported on page 3 of the last edition of The Wharfinger Sir John Knill also had a letter published strongly supporting our efforts. In total there have been letters in no less than eight issues of the paper - ***far more coverage than for any other (many would say more important) issues raised at this major Public Inquiry!*** They say that all publicity can be turned into good publicity and your Committee consider that this certainly has been the case in this instance.

It is not possible to fairly reproduce extracts from the letters, both for and against us, here. However we do appreciate that many of our Members will not have seen the various letters and could well be interested in the debate. We have no wish to suppress freedom of speech! If you would like a photocopy of all the letters published in The Hereford Times please send a stamped addressed envelope PLUS a loose first class stamp (to cover photocopying costs) to Cliff Penny (address on Contacts page).

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*

RESTORATION UPDATE

We're too busy working to write anything now - you know what has been done, and what we plan they said - why don't you write it ...



For the first time we have had Canal Society "Sunday Work Parties" in both Herefordshire and Gloucestershire *at the same time*. Not large numbers (*why not volunteer - please see below!*) but slow and steady progress is being made.

At the main Herefordshire site Ian Reed and helper have made substantial progress on replacement brickwork adjacent to Middle Court Bridge - the local vandals have managed to leave their mark on some of this, unfortunately. The whole Restoration Team and others (they hope!) plan a major weekend "spoil removal exercise" along the towpath between Skew Bridge and the main Worcester road as this is being typed (mid July) - a report will be in the next issue.

The creation of drainage channels (all by hand) continues on the Gloucestershire stretch (on the approach to Oxenhall Tunnel) thus allowing the main body of silt to dry out ready for a major dredging exercise of mainly dry material in the future. Clearance of seasonal weed and undergrowth along the nearby Canal towpath (a public footpath) is also being undertaken.

CRP

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*.

SUNDAY WORK PARTIES 10am start:-

Sunday 1st September; Sunday 6th October; Sunday 3rd November

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

The BIG DIG !

Full details were given on page 21 of the last edition of *The Wharfinger*. We are anxious to ensure that the Herefordshire and Gloucestershire Canal Society sends a good team to this major national restoration event. The publicity will be of benefit to all restoration schemes throughout the country. Help us to do our bit on Saturday and Sunday 12th/13th October, near Wantage, on the Wilts and Berks Canal.

Please volunteer **NOW** by contacting any member of our Restoration Team. This is essential in order that both transport and accommodation can be arranged. The last Big Dig was 14 years ago and people still talk about it - this is **YOUR** chance to play a part in a little bit of inland waterways restoration history!

COMMITTEE MATTERS . . . (ii)

JUNE COMMITTEE continued . . .

■ The Restoration Team reported plans for further work on the Canal at Monkhide. Also their very satisfactory discussions with a number of landowners in the area.

■ Thanks were expressed to Ian Reed and Mr. David Reynolds who together had converted a large redundant caravan (donated to the Society by Mr. Blair from Monkhide) into a robust trailer.

■ Brian Fox reported that he had recently completed the acquisition of data relating to original canal levels in Gloucestershire.

■ The membership Secretary expressed concern at the large number of members who had yet to renew their subscription.

■ Preliminary details of further social events were reported.

■ David Penny reported on action that had been taken in respect of development proposals that might have frustrated restoration of the Canal in the Withington area. He also confirmed that a diversion route for the Shelwick Green area (near Hereford) had been submitted to South Hereford District Council.

■ The Chairman reported that, following adverse comments prior to the work commencing on the Easter Canal Camp at Newent, he had written to the Chairman of the Gloucestershire Nature Trust stressing that the Canal Society had no intention of creating the havoc that appeared to be uppermost in the objectors minds. Whilst some disturbance of wildlife was inevitable the Society were anxious to take advice and were confident that, in the long term, any temporary disturbance would be far outweighed by the benefits to the general public in being able to observe the wildlife without trespassing.

continued on page 19

"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. . . we reported in the last edition of The Wharfinger.

Not only did the firm get to the finals of the BBC Great Midlands Spring Clean (Business Section) but they won it! The prize was £500. Our congratulations to Mr. Kavanagh. It just shows what can be done - even on such a short length of the Canal.

We hope that this will be the first of many awards for work on the Herefordshire and Gloucestershire Canal.

1791 ~ A Year To Remember (continued)

took until 1863 to finally decide that the 6" map was only good enough for the mountain and moorland areas, but a new scale of 25" to the mile would be introduced for cultivated areas and the larger towns and cities would be surveyed to a scale of 10ft. to the mile. The 6" and 25" maps are still with us, but the town map scale was finally settled in 1938 at 50" to the mile.

Another aspect of surveying which is particularly relevant to canals is levelling. Modern levelling is done with very accurate instruments which will give readings down to parts of a millimetre, but it is also possible to achieve good results over long distances using water which naturally finds its own level. There are stories of surveyors running long lines of levels in the Highlands, who, on coming to a lake would take a reading to water level at one end drive round to the other end, perhaps 10 or more miles, take a reading to water level and then retire to the nearest pub having just completed a weeks work in an hour!

If we consider the 10 mile summit level of our canal from Ledbury to Barrs lock you can appreciate that a discrepancy of only one foot in that distance would mean that water was flowing out at one end before it was full at the other! The network of benchmarks which cover the whole country now were not available to Clowes and Ballard when they were building the Herefordshire and Gloucestershire Canal, because the Ordnance Survey only started observing lines of levels in 1841. In order to maintain the accuracy required to maintain the correct levels they must have constantly referred back to the starting point so that by the time they reached Hereford it would have been

continued on page 18

LIFT and SHIFT weekend

and local Canal Restoration promotion

OCTOBER 5th and 6th 1991, GLOUCESTER

NATIONAL WATERWAYS MUSEUM, GLOUCESTER DOCKS

An unusual weekend with a display of **LIFTING, SHIFTING** and other equipment from days gone past to the present time **PLUS**

THE HEREFORDSHIRE AND GLOUCESTERSHIRE CANAL SOCIETY DISPLAY WILL BE THERE - plenty to see and do!

1791 ~ A Year To Remember (continued)

necessary to run levels all the way from Gloucester and back again at least once and all across open fields without the benefit of hard road surfaces to set their instruments upon. It would not be an easy task even today and one can only have praise for the dedication and tenacity of the canal surveyors in completing such a monumental task.

The modern Ordnance Survey is staffed entirely by civilians with a purpose built HQ in Southampton and with offices in strategic towns throughout England, Scotland and Wales. The principal task is to maintain all maps, both small scales and large, by updating them as soon as possible after changes occur and to make this information available, in various forms, to map users, like District Councils, Public Utilities, Land Registry, etc. and also the general public. The best known maps are probably the 1/50000 scale Landranger series (the old 1" map) and 1/25000 Pathfinder but it may not be so well known that less than 10% of the budget goes towards producing them. The vast majority of staff are employed on updating and producing the large scale maps of 25" and 50" to the mile. It can be a bit like painting the Forth Bridge just when you think that the map is completely up to date someone comes along and builds a new house, or a farmer grubs up a hedge and there are even bands of dedicated troublemakers who go around the countryside digging up stretches of long forgotten canals and filling them with water. Why should I complain - it keeps me in a job!

There are probably a number of people reading this who will remember the Canal Society composite map at 1/25000 scale showing the canal over its entire length. It is always a good place in our exhibitions to start a conversation with a stranger and there are certain committee members who are expert at enticing these unsuspecting souls into the hospitality area where their signature on a membership form (plus subscription) is extracted before they are released!

Who knows where we would be without a good map?

COMMITTEE MATTERS . . . (iii)

JULY COMMITTEE

■ The Chairman brought the Committee up to date in respect of his third and final appearance at the Hereford Bypass Inquiry. He expressed disappointment at the lack of support from the Society - there being more members present from Lugg Heritage.

■ The Vice President confirmed that three specialist aluminium fabricators had each agreed to donate component parts which together would provide a frame for a tent for the Society. He was still attempting to find a suitable source of white "canvas".

■ A further draft of the proposed land owner agreement, drafted by our Honorary Solicitor, was circulated.

■ There was a detailed debate regarding restoration priorities. There was some doubt expressed as to the desirability of looking at another site within Herefordshire in respect of the Rural Development Area Strategy Committee's proposals for 1992.

■ The Chairman reported, with regret, that his employers were no longer prepared to sponsor the printing of the Wharfinger.

■ In spite of the appalling weather favourable recruitment and sales reports were presented in respect of the Society's displays at the Gloucester Gathering and The Dymock Festival of Transport.

■ The Chairman and Vice Chairman expressed grave concern at the lack of volunteers from within and outside the Committee to staff such events. In view of this and the lack of a suitable tent it was decided that the presence at Bromyard Gala, should, regrettably be cancelled. It was agreed to hold a special meeting to review arrangements for the National Waterways Festival and all other promotional events.

■ Hereford City Council had donated £300 to the Plant and Equipment Fund. The Committee appreciated this support. The Chairman agreed to pursue the outstanding Councils.

■ The possible need to form a separate trading company was again discussed and further investigations were reported to be in hand.

■ There was a debate regarding recent letters published in the Hereford Times and the Chairman circulated copies of further letters (and his responses) that he had received direct from the same individuals.

■ The Vice Chairman reported that he had received, on behalf of the Society, two substantial cheques from Miss K. Colley and Miss M. Colley in support of the representations made by the Society at the Hereford Bypass Inquiry. The Committee expressed great appreciation for these generous donations.

■ Following a suggestion from the Vice President it was agreed to consider a category of Life Membership when the new Trust bylaws were drafted.

CRP

SALES

Since the last sales page [way back in the Spring issue of The Wharfinger] the money has continued to trickle in. Unfortunately a consequence of this is the stock has poured out! [We have spent more so far this year on purchasing clothing than we probably have in all previous years put together!] But do not fear [or give a sigh of relief!], we continue to replenish our stocks of items like tea-towels, and this will, yet again, lead to an increase of choice - instead of the 5 designs we used to stock we shall now stock 8. In addition to this we are also progressively launching completely new lines. At the National we shall have two different pictures of the Canal on lace and ribbon plates, and small trinket trays, as limited editions of 12 each - place your orders now before you are too late! [Plates £12.50, trays £7.50] We shall also have a new line of keyrings - but to find out about these, and appreciate the beauty of the above, you will have to come and visit our stand at the National, or any other event we attend, as I have no more room.

CONSERVATION MATTERS . . . (ii)

of the Canal. Obviously, in order to restore the Canal, it is necessary to remove all such growth *from the bed of the Canal*. We emphasise *from the bed* because we DO NOT just rush in and strip an area bare!

On the off-side (the non towpath side) we try to leave everything undisturbed; only if a tree was clearly in danger of falling, or is overhanging the canal at *low* level (so impeding navigation), would it be removed or severely lopped. Even on the towpath side we do not attempt to clear everything; if there is a tree on the towpath then it will only be touched if it is literally blocking the way - we do not envisage horse drawn traffic along the whole Canal so a few trees between the Canal and the towpath are of little concern - in fact they can only add to the beauty of the canal corridor.

The timing of work is also important. We have learnt that we should not undertake certain operations too close to the nesting season. The extent of work in any one location is also another critical point; if relatively short areas are tackled this leaves adjacent (alternative) habitats undisturbed.

We are still actively pursuing the appointment of our own honorary Conservation Advisor. We are determined to maintain a good reputation in all that we do; we will do our utmost to respect other peoples views and react positively to *constructive* advice. What should be remembered, however, is that we are working on the various sites with the approval and co-operation of the respective land owners - they too do not wish to see a restored Canal devoid of wildlife! CRP

David R. Penny

SALES

Sweatshirts

Original Style:- Black with large yellow print	£14.50
Mike's Design:- Yellow with small black print	£14.50
Nigel's Design:- Black with small yellow crest	£15.95
:- Yellow with small black crest	£15.95

T-Shirts

Original Style:- Black with large yellow print	£8.00
Karen's Design:- Yellow with large black print	£8.00
Nigel's Design:- Black with small yellow crest	£9.00
:- Yellow with small black crest	£9.00

Polo-Shirts

Original Style:- Navy blue with small yellow print	£14.50
Nigel's Design:- Navy blue with small yellow crest	£15.95
:- Yellow with small black crest	£15.95

Leather Goods

Key Fobs - in green, blue, black, or red leather	75p
Bookmarks - in black, blue, or red leather	65p
<i>Any combination of Key Fobs & Bookmarks - 4 for only</i>	£2.50
Note-Cases - in black, blue, green, or red, with two pockets - one with 50 sheet pad of paper.	each £1.25 3 for just £3.50

Greetings and Post Cards

Large 8"x6", Highest quality - showing an engraving of Hereford's middle basin. Printed "Best Wishes".	each ...65p 11 for only £6.50
Design 1:- Claverton Pump, K & A Canal	each ...10p
Design 2:- Crofton Beam Engine, K & A Canal	11 for only £1
Design 3:- Skew Bridge, H & G Canal	
Gift tags:- Old canal wharf scene	11 for 50p

Knick-Knacks

Pens:- Be different, be square! Yellow and black square pens	40p
Pencils:- Luxurious, black, triangular, gold stamped + dipped end	20p
Badges:- Help restore the H & G Canal	30p
Gloucester '90 [limited edition of 50]	40p
Netherton '91 [limited edition of 50]	40p
<i>One of each of the three above badge designs for only</i>	£1

Logobugs & Books (?) !

A lovely furry duck with a "quacker" of a message on its tail !	
Available in:- red, blue, green, yellow, and white,	
all with two tails - one gold, one yellow.	only 50p
The Herefordshire & Gloucestershire Canal, by David Bick	£10
Thames + Severn Canals Towpath Guide, by Michael Handford	£6.95
The Stroudwater Canal (vol. one), by Michael Handford	£3.50

All the above books are personally signed by the author.

All orders to:- David R. Penny, "Coppice", Burley Gate, Herefordshire, HR1 3QS
Please add 10% for packing + delivery unless you can collect from the sales stand at one of our social or other events. Thank you.

David R. Penny

PROJECT OFFICER

As reported in the last edition the Inland Waterways Association have agreed, in principle, to partly fund the appointment of a full time Project Officer for the Canal commencing in 1992. This is dependent upon each of the local authorities along the line of the Canal contributing towards the costs and the Canal Society itself will be expected to contribute. This is a major achievement as there are only two other such appointments in the whole country to which the IWA contribute - one at Milton Keynes (where the appointment is not a similar one) and the other is on that major restoration scheme the Montgomery Canal.

The idea behind such an appointment is to assist the Canal Society/Trust in maintaining the substantial interest that has been generated in the past two years and, in particular, in accelerating the detailed feasibility and related studies (along the whole Canal) that are essential to restoration progress. Initially the appointment would be for a three year duration. Quite clearly it is essential that we do make maximum progress in order (hopefully) to be in a position to fully justify continued funding, from the various sources, for the appointment to be extended. There are numerous tasks that will be handled by such a full time Officer that (on a reasonable time scale at least) are beyond the part time voluntary resources currently available to us.

Further details will be carried in **The Wharfinger** as the months go by but, in the meantime, *it is absolutely essential that the Canal Society continues to gain credibility with each and every one of the local authorities along the line of the Canal in order that, when approached, they agree to meet their share of the costs of such an appointment.*

Every achievement will be noted - *as will any failures!* It is essential that the Society build on our past successes to help ensure that all goes well; this is a major opportunity that **MUST** be utilised to the full in order to build firm foundations on which to base the whole of our future work.

CRP



Two editions ago we challenged you all to go out and recruit a new member. To those who have a sincere thank you. To the vast majority who have not *please try a little harder!* Our membership numbers really do matter.

We are determined that the numbers should continue to grow and thus demonstrate the essential support that is necessary when we apply for grant aid to the local authorities.

THANKS...

The Canal Society wish to thank the following for their assistance...

TEWKESBURY BOROUGH COUNCIL.

Who, as reported in the last issue, donated £100 to our Plant and Equipment Appeal.

HEREFORD CITY COUNCIL.

Who donated £300 to our Plant and Equipment Fund Appeal.

SOUTH HEREFORDSHIRE DISTRICT COUNCIL.

Who donated £600 to our Plant and Equipment Fund Appeal - this does not appear in our Committee Matters pages as it was received after the last Committee!

BRITANNIA CONSTRUCTION.

Who, as reported elsewhere in this issue, have donated a water pump and given us the free use of a dumper.

JEWSON (HIRE) HEREFORD.

For assistance with the lighting of our display at the Gloucester Gathering.

DAVID REYNOLDS.

Who, together with Ian Reed, has created a large trailer from the chassis of a redundant caravan (donated by Mr. Blair of Monkhide).

**OUR SINCERE THANKS
TO EVERYONE**

HELP!

Throughout this edition of *The Wharfinger* there are pleas for HELP! As the Chairman states in his Chairman's Comments pages, we fully appreciate that we have assured our Members that active assistance was not essential. "*Armchair Members*" welcome we say - and we sincerely mean that!

YOUR fully paid up Membership is VERY important to us. *If you really feel that you cannot help, in any other way, then our apologies for our repeated requests.*

However, your Committee cannot continue to shoulder all of the work alone so we hope that some of you *will* feel able to help. As our efforts to promote the restoration of the Canal gain increased recognition so does the work that needs to be done. It is not all "muck shifting", either!

The help that we seek is so varied that, hopefully, many of our Members will feel able to assist in some way. *A few hours by many soon adds up to significant progress.* PLEASE consider volunteering and then you will be able to say that YOU have directly contributed to our next success!

FURTHER DETAILS:-

- RESTORATION - page 15
- "STAFFING" AT EVENTS - page 13
- BOTTLES FOR THE NWF - page 13
- CAKES FOR THE NWF - page 13
- THE WHARFINGER - page 24
- PRESS CUTTINGS - page 8
- RECRUITMENT - page 22
- THE BIG DIG - page 15

THE WHARFINGER

This edition of **The Wharfinger** has been published early in order that it can be made available prior to (and at) the National Waterways Festival.

The next edition, our Winter Edition, is not published until mid November - but you do still get four copies per year! This slightly larger than usual gap will at least give our small team time to recover and, hopefully, a few new contributors the opportunity to write to us.

Mike Potts, our Vice Chairman, has been actively associated with the production of **The Wharfinger** until the last couple of issues. At his request we have deleted his name from our editorial/production team as Mike wishes to concentrate more on our restoration activities - they say a change is as good as a rest and he certainly is not resting! It would be quite wrong to let this change go by without paying substantial tribute to the fact that many past issues of **The Wharfinger** were written entirely by Mike. He also organised all of the printing as well, utilising very low cost facilities in order to conserve our precious funds. On a number of occasions these substantial efforts resulted in criticisms of the production standard which was rather unfair when no-one else was prepared to assist. There is no doubt that if it had not been for Mike's determination there would have been a number of quarters when no edition of **The Wharfinger** would have appeared. Our grateful thanks.

A number of readers have asked why the colour of the cover of **The Wharfinger** changes from one issue to the next? This is yet another idea to which the credit must go to Mike Potts - there is a clear logic to it all - provided you know about it, that is! The idea is to help differentiate between issues. The Spring issue has a green cover; that in the Summer a blue one; this edition adopts our "house colour" of golden yellow and the Winter edition has a seasonally red cover. Simple really!

In the next edition we hope to bring you up to date on how our **Plant Appeal Fund** has finally fared; the results of our attendance at the **Black Country Waterways Festival & the "Lift and Shift"** event at the National Waterways Museum Gloucester; the usual reports and news *and* the prize crossword (that we had to hold over from this edition) - *plus details of how you, the Membership, have reacted to the numerous requests for assistance that seem to appear on every page of this particular issue!*

COPY DEADLINE for the Winter Edition of **The Wharfinger** is Saturday, 28th September, 1991 - *this is the LATEST date*, PLEASE submit copy earlier if at all possible - *thank you*.

COPY DEADLINE FOR THE NEXT EDITION IS SATURDAY 28th SEPTEMBER

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

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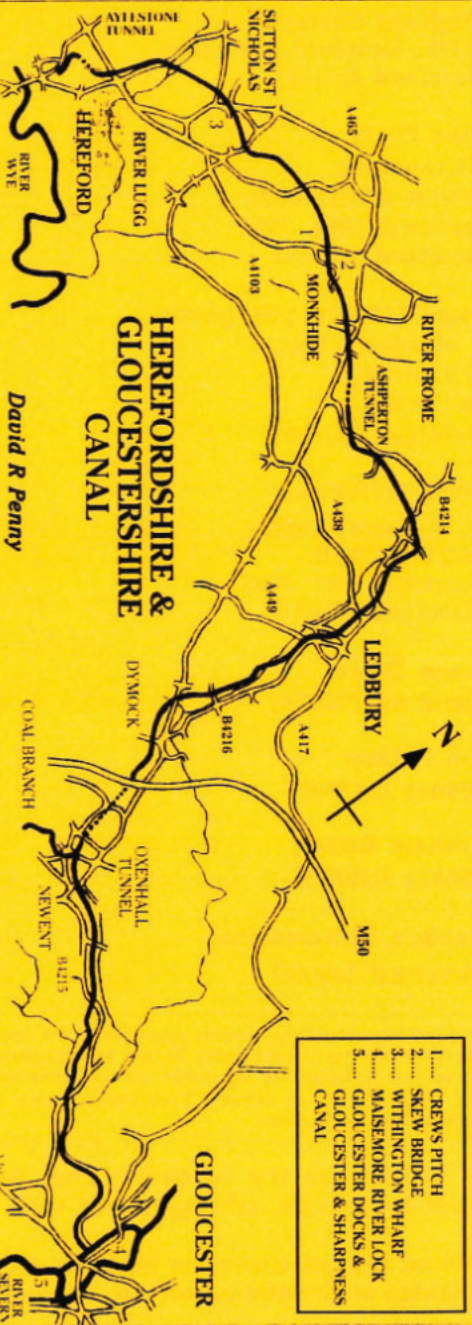
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Whilst we try to ensure that dates are correct please verify specific arrangements with the relevant Organiser.

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

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David R Penny

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.