

# THE WHARFINGER



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

**50p**  
free to members

**Edition 33**  
**Winter 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

## RESTORATION GROUP

Brian Fox, Mike Potts, Ian Reid

## SOCIAL EVENTS

Tony Austin-Bailey

## 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



**HP BULMER LIMITED** have sponsored the printing of this edition of *The Wharfinger* to demonstrate their support for the Herefordshire and Gloucestershire Canal Society - *thank you*



# CHAIRMAN'S COMMENTS

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## NATIONAL WATERWAYS FESTIVAL SUCCESS

The annual National Waterways Festival, held for three days each August Bank Holiday, was this year at Netherton, near Dudley, at the heart of the Black Country canals. As regular readers of **The Wharfinger** will know the Canal Society had, for the second year running, a major display at this event. Whilst full details are given in the article on page 6 it would be more than an oversight if I failed to mention the Festival; my (many) pleas for different kinds of assistance in the last edition of this newsletter ("staffing" - "bake a cake" - "bottle stall" etc.) all resulted in better than ever support from our Members; thank you.

Why a success? As I said last year it is not *just* money that we measure the success of our attendance at these events by - our mere presence is very important! We must continue to promote the work of *our* Canal Society to as wide an audience as possible. The Police recently released figures indicating that over 350,000 people visited the event over the three days, quite a few of them found their way into our marquee (some deflected by our bottle draw ticket sellers!) and many expressed a real interest in what we are doing.

Whilst the number of new Members that we recruited was well down on Gloucester (last years venue) - to be expected as we were not on "home ground" - our sales section did reasonably well and the "bottle draw" achieved magnificent results; some £900! [However, don't forget that it cost nearly £500 to be there.]

Perhaps the greatest part of this years success was the "staffing" of the display (not forgetting the setting up and taking down) - thanks to a number of volunteers from outside the Committee the work was spread over a larger number than ever before and we actually *just* had time to see the event as well as be part of it! To those who helped (directly or indirectly) THANK YOU.

## AN APOLOGY ?

Apart from requests in respect of the National Waterways Festival the last edition of **The Wharfinger** contained quite a number of other requests for assistance. A couple of Members have told one of my colleagues that they thought it was all rather excessive. So is an apology about to be made? NO! I am quite convinced that if it had not been for the various requests in the last edition we would not be able to report a success.

*continued on page 2*

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

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As it was we *just* had enough volunteers; *just* had enough bottles etc. - and yet again if it had not been for the stalwart efforts of the usual people our success would not have been achieved. If we don't ask how else are we to achieve our objectives; be it obtaining assistance on the display or in respect of fund raising, protection of the route of the Canal and even the restoration itself? To succeed you have to be a little bit "pushy" - and I will not make any apologies for that - after all it's results that count!

### ON THE RESTORATION FRONT

This is another area where our pleas are *beginning* to be heeded. October saw the largest number attending one of our monthly "working parties". As one of our Restoration Team said - everyone enjoyed themselves AND we got a lot achieved!

This sums it all up - team work in the planning and organisation that is essential prior to the day; like minded people (of all ages, many different backgrounds and both sexes) working *together* and thoroughly enjoying themselves and, at the end of the day, leaving a site substantially improved for the ultimate benefit of the community. One (albeit small) step forward in the overall achievement of our objectives. It does not end there, of course, as the work acts as an advertisement for all that we seek to achieve, reminding land owners and the local authorities that a group of volunteers can achieve worthwhile benefits with minimal resources. Think what progress will be made when we have more substantial grant aid . . .

### THE FUTURE

PLEASE do not heave a sigh of relief, assume that because we have experienced another National Waterways Festival success and are able to report on a very good "work party", we can all put our feet up and hope all will continue to run smoothly. IT WILL NOT!

To the *FEW* [Ed. here he goes again!] who are becoming more actively involved a most sincere thank you (and PLEASE keep it up!); if YOU have not (yet) experienced the delights of assisting on one of our displays, got filthy dirty at Oxenhall (or Crews Pitch), written an article for *The Wharfinger*, sent in a press cutting, recruited a new Member . . . just remember - it is only *together* that we will succeed!

A Merry Christmas and a Happy New Year to you all.

Cliff Penny, Chairman/Liaison Officer



# A CASUAL CRUISE

*By Mike Potts*

It started out as an idea to give the opportunity for some of the land owners along the canal to visit, and cruise along, a working canal - and also to take a few people who have helped us in various ways.

As soon as the news broke that I was organising a visit and cruise on the Abergavenny and Brecon Canal it spread like wildfire and in no time at all I had in

fact overfilled the forty seats that were available. It looked as though I would end up walking alongside the boat (it only takes forty) while all the others cruised!

[Two were unable to make it so I did not have to walk after all!]

Our coach departed from Burley Gate on a lovely bright autumn morning; we picked up passengers at Yarkhill, Bartestree, and other points on route. We had a leisurely drive past Abergavenny to Llangynidr where, thanks to the Landlady of the Coach and Horses Inn, we parked our coach and later had our picnic and a coffee or drink at the Inn. We were made very welcome.

It was a lovely bright mild morning as we walked along the towing path beside the locks. Although a little late in the season there were still quite a few boats around and newcomers were able to see how the locks work.

After our lunch we boarded our boat the Ohmega. This forty seater narrow

boat is driven by huge batteries and was to take us on a two and a half hour cruise to Llangattock Wharf. We met our crew for the afternoon, a very friendly couple. Our captain gave us a brief commentary on the history of the canal before we set off and as we cruised along pointed out places of interest. This was most interesting and I am sure that even the most knowledgeable of us learnt a lot.



We were all served tea and other light refreshments as we cruised along slowly.

Occasionally, as we passed a bridge, our boat would stop enabling some of us to alight and leisurely stroll along the towing path to rejoin the boat again a little further along the canal. What beautiful countryside this is with magnificent views of the hills. The water in the canal was a little low and as we cruised along one could hear the rubbing of the boat hull on the canal bed.

As we arrived at Llangattock Wharf our coach was ready and waiting for us. We thanked the very friendly boat crew who, by now, had been railroaded into parting with a substantial sum by David (Sales) Penny - not just Membership but also a copy of David Bick's book! Our coach took us gently back to Hereford and other parts after an enjoyable and relaxing day. I must admit some of my days have been a little bit overfilled in the past but you all still keep coming back. Next year another cream tea cruise perhaps?

## COMMITTEE MATTERS

*Three Committee Meetings are reviewed by our Chairman in order that our Members and supporters are kept up to date...*

### AUGUST COMMITTEE

■ The wording of the draft land owner agreement was the subject of further debate.

■ It was reported that Officers of the Hereford and Worcester County Rural Area Strategy Committee had recently visited the main Herefordshire restoration site at Crews Pitch.

■ An application for grant aid from a joint fund administered by the Hereford and Worcester County Council/the Countryside Commission had been accepted in principle for expenditure in the current calendar year. This was a maximum grant of £1,000, and was subject to the Canal Society funding 70% of total costs.

■ The Chairman reported that he was actively seeking a new sponsor for the printing of *The Wharfinger*.



■ Final arrangements in respect of the National Waterways Festival at Netherton (over the August Bank Holiday) were agreed.

■ Ongoing liaison with the IWA Solicitors and our own Honorary Solicitor regarding the formation of the Charitable Trust was discussed in detail.

■ Computing facilities currently utilised by the Chairman would not be available in future; it was agreed to proceed with the purchase of a suitable computer and printer.

■ Potential sites/work for Waterway Recovery Group Camps were discussed. Much of the current work did not appear to suit the WRG requirements.

■ A report was presented in respect of planned social events. It was hoped that a more even geographical spread could be achieved, between the two counties, in respect of forthcoming events.

■ It was confirmed that the Society had submitted detailed route plans to Hereford City Council in respect of the route of the Canal to the proposed terminal basin. This included essential diversion routes where development had blocked the original line.

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**Why not give a Canal Society GIFT MEMBERSHIP for Christmas? See Sales List**



## COMMITTEE MATTERS . . . (ii)

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### SEPTEMBER COMMITTEE

■ The Chairman reported on further queries received from the Charity Commission in respect of the Trust formation.

■ It was resolved to set up a separate trading company following advice from the IWA Solicitors and our own Honorary Solicitor. Research was still being undertaken in respect of the advantages/disadvantages of registration for VAT purposes.

■ Further discussions took place regarding the draft land owner agreement.

■ It was agreed to hold a special "de-briefing" meeting in respect of the successful presence at the National Waterways Festival at Netherton. It was reported that the bottle draw alone had raised some £900 (however our costs in attending the event were almost £500); a number of new Members had been recruited and the sales stand had achieved reasonable sales thanks to the teamwork of all concerned.

■ The Chairman reported on helpful liaison with senior Officers of Gloucestershire County Council.

■ A progress report was given in respect of the intended purchase of a computer - attempts to obtain grant aid, from a number of sources, had not been successful.

■ It was agreed that the Canal Society should attend the 1992 National Waterways Festival at Wakefield. It was considered important that the work of the Canal Society should be promoted nationally; that it should be remembered that our Membership was now widespread.

■ The concept of an "open weekend" at Crews Pitch in 1992 was agreed - the date to be fixed at the October Committee.

■ The Restoration Team reported on progress at the main sites in each county. It was agreed to seek volunteers to represent the Canal Society at the "Big Dig" weekend at Wantage in October. It was also agreed to hold a special meeting to discuss the restoration strategy, in respect of future grant applications, especially in respect of the main Herefordshire restoration site.

■ Due to unforeseen circumstances it was reported that the next 3 social events were subject to some change. Mrs. Kay Jennings, a member of the Social Events Group, would be standing down at the end of the year due to pressure of other voluntary work. Mr. Bob Palmer also advised the Committee that he was unable to continue due to other commitments. Both were thanked for their contributions to our work.

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# NATIONAL WATERWAYS FESTIVAL

## THE UP'S & THE DOWN'S

*By David R. Penny*

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Several months before the National Waterways Festival a special Sub-Committee was set up to mastermind our presence and to make sure that it was as good as, and if possible, better than that at Gloucester last year. An essential part of this was to make sure we had the best site possible, and in our opinion this meant being amongst the on-land narrow boat exhibits. This had been secured quite some months prior to the Festival but it was not until much nearer the time that we were certain we had gained our recruitment area at the rear of the marquee, which has become another essential feature of our presence at such events.

As for inside the marquee, a quick inspection of our display boards revealed that it would be essential to overhaul them to keep our image up. Many evenings work by Derek Gray, Tony Austin-Bailey, Cliff Penny, Karen McKay, and myself then ensued to carry out this onerous task - some 21 panels being repaired, painted both sides, the yellow lines replaced, and one completely new panel being produced.

As important as everything else put together, however, was to ensure that this year we had a much higher number of volunteers to man the stand, so that we did not have to endure manning the stand all day, everyday, as some had ended up having to last year. It was therefore decided that each day would be split into two shifts with, if possible, at least six people on each shift. With this set up it would mean that not only could everyone have time to actually look around the Festival site (something never before possible), but also, by having approximately 50% more people manning the stand at any one time, it would hopefully take a bit of the pressure off us and make the time actually on the stand enjoyable as well. As a bonus it would also enable us to push all sides of our presence (P.R., sales, bottle draw, and recruitment) much more strongly than ever before - our whole purpose in being there in the first place. Just the coordinating of this was obviously going to be an onerous task in itself, and so Liz Connors volunteered to take this on, and by some means actually managed to gain what had seemed like, based on attempts in previous years, a totally unachievable number of volunteers for the manning of the stand.

Now that the site, display, and manning had been organised we had to make sure that our presence was a financial success as well. To this end the Canal Society have for many years run a Bottle Draw at the National Waterways Festival, and last year, like everything else we did at Gloucester '90, it was bigger and better. I was determined, however, that this year we would make it even *more* successful than ever before. This meant acquiring *more* bottles



# NATIONAL WATERWAYS FESTIVAL

## THE UP'S & THE DOWN'S

Part 2

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for nothing, folding *more* tickets, and having *more* people selling the tickets on site. A fortnight before the event it all seemed as if this "lets make it bigger than ever" idea had gone too far; only half the 6,000 tickets (no that's not a printers error - there really were 6,000) were folded; only 150 of the 250 bottles had arrived - and we did not have a clue if and when the remaining 100 would turn up; we had no bottle rack upon which to display the bottles; and we had no "Winning Numbers Board": But then as we say in this Society, we have no problems - only challenges!

A couple more nights work by Karen McKay and myself and the tickets were finished; Major Robert Barnes had acquired all the bottles we needed, delivering the last of them 48 hours before we were to leave for the Festival site - another couple of hours and the bottles for each of the three days had been sorted, numbered, and were crated up on the trailer ready to leave. As for the Winning Numbers Board, it had been brought around by Nigel Jefferies only a couple of days after he had received one of those "I wonder if there's any chance..." phone calls. It was only going to be a makeshift job he'd said - what turned up was superbly sturdy, with the facility to change the wording/numbers at a drop of a hat - and should therefore last for many years to come. However, we still did not have a suitable bottle rack - well we did have to leave at least one challenge until we were on the Festival site in case we ran out of things to do!

D-Day minus 24 hours saw the trailer being finally sheeted up by Ian Reid and Stephen Fitzmaurice, and one of the Society's two caravans (for those wishing to stay overnight on the site) being taken over to the Festival's caravan site.

D-day itself (Friday) saw Ian Reid, Tony Austin-Bailey, and myself departing at 8am with the trailer and the second caravan. By mid-morning we were on site and soon realised that the contractors had put the 20' marquee up the wrong way around, so that diagonal bracing was across half the front of the marquee - whereas we wished to have public access through the whole of the front. Enquiries were made; "We can't come just at the moment because one of the main marques is falling down and that's taking priority", was the response we got! So we set about putting the display up regardless.

Over the next hour and a half several heads showed themselves around the corner of the tent with, "oh, got a bit of a problem here haven't we. Do you really need that bracing out of the way, can't you... Oh, well you'll have to speak to Tommy then, but he's very busy bracing one of the big tents after the high winds...", over the radio of the last bearer of this information came "Tommy the Tent says H&G can take the bracing out". To this we obviously rejoiced as we had *such* confidence in Tommy The Tent. So we proceeded to

*continued on page 8*



# NATIONAL WATERWAYS FESTIVAL

## THE UP'S & THE DOWN'S

Part 3

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do as Tommy said, (ignoring the fact that if we could take it out now, why was it there in the first place) and all was well - the tent only leaned over a few inches; hardly noticeable!

One of those heads then materialised around the corner of the tent again, "Oh, it's still standing then - Tommy said it would be O.K. if it didn't collapse in the first half hour". We all thought oh yes very funny ha, ha - some of us did however, watch the tent a little more carefully from now on, and by the last day it was leaning over by at least another 9" - we were somewhat glad we weren't there for a week!

Having all but completed the display the electrician then arrived; "Oh, we were connected this morning", we say. "Ah, err, but you were connected to the wrong supply box. The box you're connected to is for next door, and they're booked out for 4 times the amount you want - there's no way round it we'll have to reconnect you to the right box. Where is it?". "Its behind the display we've just finished putting up over there, but do you have to...". So we partly took down the most complicated corner of our display to allow him access to the electric's. While all this was going on Tony continued to wire up 12 spot lights he'd borrowed from Hereford's Thorn Lighting, which finished off the display superbly when twenty minutes later the power - now connected to the correct supply box - was put back on. The lights proved far superior to anything we had used before - and what's more when we got back after the Festival Thorn Lighting said we could keep them!

All was now going well - but we still did not have a bottle rack. How do you find a 6' high 4' wide, variable shelf height, bottle rack quickly, and for nothing, when you know no firms in the locality? Easy - get the Yellow Pages, look up shelving manufacturers, see a large ad. for Nuttalls Shelving, and ring up their Sales Manager, and be ready to get a big NO. Well luckily it didn't work like that, because they said "YES, of course they would be only to happy to help, come over and we'll see what we can lend you". So Brian Fox and I did, and after having a conducted tour of the factory, and being shown various different shelving systems, we found one that was ideal. What is more, when after the Festival we rang up to arrange to take it back, the Sales Manager said we could keep it with their compliments". Nuttalls Shelving's generosity means we will now not need to waste time trying to find something suitable for future events.

By late afternoon on the Friday the setting up of the display and sales stand was complete and looking much better, and more spacious, than it had at Gloucester '90. Our first aim then, of it looking as good as, or if possible better than, Gloucester '90 had been achieved to the full. What is more, thanks to the teamwork, we had finished setting up by 6pm - not the still working at 12.30am under spotlights we had to endure at Gloucester!





**Egon Ronay**



**Corporate Members of the Herefordshire and Gloucestershire Canal Society**

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# RESTORATION UPDATE

*By Brian Fox*

This is the bit that was called "Mikes Page" but in line with our policy of [trying] to share the workload I have volunteered to write the quarterly restoration bulletin.



We are continuing to work on the two sites, one at Oxenhall in Gloucestershire and the other at Monkhide, Herefordshire.

At Monkhide, we reported in the last edition that the spoil dumped on the towpath last year has now been removed from the Crews Pitch - Skew Bridge section. A full weekend session involving the hire of three dumpers (plus the use of the one on free loan from Britannia Construction) and an excavator returned this stretch to the original towpath level. The spoil was dumped in a large hole, and various other places, on the land owned by Mr. Clay who has always been very helpful to us. He assures us

that he has plenty more holes to fill which will make the job easier when we need to shift the remaining spoil between Skew Bridge and Middle Court Bridge. We are planning to hold an "open weekend" on this whole section next Spring Bank Holiday and between now and then shall be spending most of our Sunday work parties in preparation and general tidying of the site.

Our other site at Oxenhall is beginning to look more like a disused canal again, and not the overgrown boggy jungle as described by Bob Dewey when he led the Waterway Recovery Group Camp there at Easter. Our initial objective was to reconstruct a path on the line of the old towpath so that people could walk comfortably up to the tunnel entrance from Cold Harbour Lane Bridge without the need to wear waders. As reported previously the exercise only started with the WRG Camp getting "stuck in" but we have finally achieved our first goal after a magnificent effort early in October when a dozen volunteers accomplished all sorts of things! Besides completing the path further progress has been made on lowering the level of the stream that runs along the line of the canal and it is very noticeable that many places are now drying out and walkable which were literally quiksand a few months ago. A limited amount of vegetation has been cleared to facilitate our operations and a mystery brick arch structure is currently being excavated close to the mouth of the tunnel. We suspect it may be an old stable for the towing horses but why don't you walk up our new path and see for yourself what we have achieved and inspect our mystery building? Any suggestions gratefully received. We are planning to have a social afternoon in a local barn or hall immediately after our work session on Sunday 1st December at Oxenhall. Anyone who has worked on the section, or indeed anyone who would like to know us, is welcome. Please ring Mike, Ian or myself nearer the time for final details.

***Don't forget last orders for delivery of sales items before Christmas is 10th December!***



## RESTORATION UPDATE continued

As reported earlier, we are planning to spend a fair bit of time in preparation of the Monkhide stretch for the "open weekend", but in view of the growing number of volunteers from the Newent/Dymock area it seems quite likely that we shall be able to continue working at Oxenhall as well. You now have *TWO* choices, so why not come and get some fresh air and exercise as well as doing a worthwhile job? We have ladies, as well as gents, and you can do as little or as much as you want, in a pleasant informal atmosphere. Looking forward to your help in restoring the past, for the benefit of future generations.

*Brian Fox.*

### SOMEONE IS MISSING!

Our Restoration Team have made a plea that any experienced excavator or other construction plant drivers amongst our Membership contact a member of the Restoration Team as soon as possible. We have the urgent need for such



skills in order to reduce our plant costs - we have a number of self drive hire machines available at low cost, *but no drivers*. The minute we hire with a driver the costs spiral and our limited funds will then only permit a very small amount of work to be achieved for the same money!

We are particularly keen to complete the removal of as much spoil as possible from the towpath of the Canal on the main Herefordshire project site well before the planned "Open Weekend" on Sunday 24th, and Monday 25th, of May next year. We have the dumper drivers (and some of the dumpers); we have the holes in the field, what we do not have is a skilled excavator driver. Any offers of help will be very 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*.

**SUNDAY WORK PARTIES, 10am start:-**

Sunday 1st December; Sunday 5th January;  
Sunday 2nd February; Sunday 1st March

*[If you hope to attend the December work party - with our special Christmas celebration - please let us know by early in the last week of November.]*

**CONTACTS:** Mike Potts on Hereford (0432) 356392  
Ian Reid on Ledbury (0531) 5877  
Brian Fox on Hereford (0432) 58628

## *Dates For Your Diary*

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### ★ Thurs 21st November - 8pm

NEWENT:- *"Modern Navvies -the Waterway Recovery Group"*  
Illustrated talk by Chris Davey a director of WRG, at:-  
*The Skittle Alley, Kings Arms, Ross Road.*

### Tues 17th December - 7.30pm

GLOUCESTER:- *"Forest Life - the River Severn"*  
Melville Watts' award winning film, followed by Christmas Fayre, at:-  
*The Schools Room, National Waterways Museum, Gloucester Docks.*

### Tues 14th January - 7.30p.m.

TEWKESBURY: *"Waterways videos"*  
At:- *Tewkesbury Marina Yacht Club.*

### ★ Thurs 16th January - 7.30pm

DYMOCK: *"Canal Tunnels of England"*  
Illustrated talk by Bob Simpson at:- *Dymock Village Hall.*

### Tues 18th February - 7.30 p.m.

GLOUCESTER: *"TWA Branch Members slides and videos"*  
[Contact Doris Toller on Glos 424272 to offer your contribution.]  
At:- *The Schools Room, National Waterways Museum, Gloucester Docks.*

### ★ Thurs 20th February - 7.30 p.m.

HEREFORD: *"The Edwardian Photographer"*  
[From the Bustin Collection, courtesy of Hereford Record office]  
Illustrated talk by Stuart Web at:-  
*The Studio theatre, Hereford Cathedral School.*

### ★ Thurs 19th March - 7.30pm

HEREFORD: *"Skittles evening"*  
*The Skittle Alley, Antelope Inn, Barton Road, Hereford.*

### *Advance notice - Sun 24th & Mon 25th May*

MONKHIDE: *"Open Weekend"*  
To be the biggest event we have ever held!

★ A Herefordshire and Gloucestershire Canal Society Social Evening

★ For verification of arrangements please contact:- <i>Tony Austin-Bailey on Hereford (0432) 269704</i>
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# HEREFORDSHIRE AND GLOUCESTERSHIRE CANAL SOCIETY

WORKING TOGETHER IN THE PRESENT, TO REVIVE THE PAST, AND SECURE A BETTER FUTURE

## ***SALES '92***

1990 saw the level of sales rise to more than all previous years put together, and produced a profit of some £1,255 - compared with £8 the previous year! This phenomenal success has been continued in 1991 and the 91/92 financial year looks set to show a profit of around £1,600. This level of profit is equal to some other canal societies who have been established for more than three times the length of time we have and have triple the membership! Although some £1,000 of the profit (and turnover) comes from the Bottle Draw at the "National" and "Lift and Shift", the balance is from the core sales of the goods overleaf - and for these sales the bulk of the thanks has to go to our Members thank you.

1992 will see some major changes in the sales side of things as, the Charity Commissioners have advised us to set up a separate Trading Company to run the Sales, and future associated trading operations, when the Trust finally comes into being. H & G Sales will be a wholly owned subsidiary company of the Trust and I will be joined by Karen McKay who will, in liaison with our Treasurer, assist with the accounts. The Trust as owners of the Company will have full control over all aspects of its operation and all profits will go to them to spend as they see fit.

In 1991, in addition to attending all Social Events, the Sales Stand has also attended the Herefordshire Tourism Fair; Dymock Festival of Transport; Gloucester Gathering; The National Waterways Festival; and the Lift & Shift Weekend. Manning the display and the Sales Stand at these events has traditionally fallen upon the same old members of the Committee, and this was the case for the events earlier this year. However, thanks to Liz Connors role in coordinating volunteers in the latter part of the year, this is beginning to change. ***Now that there are more volunteers and everyone is under less pressure***, people are finding that it can actually be an enjoyable day out to come and man the stand. There has been comment in 1991 that we were trying to attend too many events, and as we stood at the beginning of the year it was entirely correct. However, we are now building up a team of people who are prepared to man these events (we would welcome more volunteers please! Well I had to get a plea in somewhere!) and this will enable not only the pressure to be taken off the general Committee next year when we attend these events again, but it will also allow us to attend a few additional events and of course, one hopes, make a success of the "Open Weekend" in May.



# **SALES '92**

As will become clear during the course of 1992, with the ever increasing value of restoration work being undertaken, we are being offered a percentage of the cost from one organisation, another percentage from another and so on and it is rarely going to be possible to get 100% funding for any work. We must therefore substantially increase the profits from our trading operations in order to fund even a *few* percent of the work we are to undertake. This will be a major challenge, but it must be achieved if we are to secure the funding from other sources that we require.

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## **SPECIAL OFFER - TO CLEAR**

Him from sales offering us a special offer, not likely, I hear you all cry! Well I am, a real, genuine, cutting of our prices on the following T-shirts, Sweatshirts and Polo-Shirts. There's nothing wrong with them - they're just a bit of surplus stock. Ah, you say but he'll make us buy 456 of them to get our discount - wrong again I'm in a really good Christmas spirit writing this so you've caught me off guard and you'll only have to buy 1, yes just one item, (but please feel ever so free to buy more!) to get the superduper discounts. So you think you've got it, I'm only going to give you 2p off - well your wrong again, you can have a whole 25% off on the following:-

**Black Sweatshirts, large yellow text:-**

*1 No. 30/32" @ £13.50 Now only £10.13*

**Black T-Shirts, large yellow text:-**

*2 No. 28/30" @ £7.50 Now only £5.63; 1 No. Small @ £8 Now only £6*

**Navy Polo-Shirt, small yellow text:-**

*1 No. Medium @ £14.50 Now only £10.88*

O.K. so there's a little (no pun intended) catch - some of you may just have to shrink!

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## **TWO MORE NEW LINES - BOTH PRODUCED BY SOCIETY MEMBERS**

"Herefordshire in Postcards", is written by Member Tim Ward, who runs a shop specialising in old postcards in Ross, and is available at £4.50.

"Skew Bridge", a delightful circular, full colour, illustration of Skew Bridge (in an 8 1/4" square frame) is available at £14.50.

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Lace and Ribbon Plates and a Tray in a Limited Edition of 12 each of either "Restoration at Skew Bridge" or "An Autumnal Scene on the Canal at Monkhide". Plates £12.50 each, 2 (1 of each design) £24; Trays £7.50 each, 2 (1 of each) £14

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**Highest quality, colourful, tea-towels at only £2.45 each or 3 for just £7:-**

Wild Fowl (painting); Principal Canals; Canal Code; British Birds  
Otter (painting); Operation of Canal Locks; British Wild Flowers



# SALES '92

## 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 .....	75p
<i>Any combination of Key Fobs &amp; Bookmarks - 4 for only .....</i>	<i>£2.75</i>
Note-Cases - in black, blue, green, or red, with two .....	each £1.25
pockets - one with 50 sheet pad of paper. 3 for just .....	£3.50

## Greetings and Post Cards

Large 8"x6", Highest quality - showing an engraving .....	each ...65p
of Hereford's middle basin. Printed "Best Wishes". 11 for only .....	£6.50
Post Design 1:- Claverton Pump, K & A Canal .....	each ...10p
Cards 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
One of each of the three above badge designs for only .....	£1

## Logobugs & Books (?) !

A lovely furry duck with a "quacker" of a message on its tail !	
Available in:- red, blue, green, yellow, and white, .....	only 50p
all with two tails - one gold, one yellow. ....	

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.

# Order Form

DESCRIPTION/DESIGN	COLOUR	SIZE	No.	COST
I ENCLOSE DETAILS FOR ..... No. GIFT MEMBERSHIPS				
PLEASE ADD 10% FOR PACKING + DELIVERY (min. 40p)				
DONATION TO H&G CANAL SOCIETY [THANK YOU]				
CHEQUE/POSTAL ORDER ENCLOSED FOR ... TOTAL				

## Gift Membership

Give your friends and relatives an unusual Christmas or Birthday present with gift Membership of the Canal Society. Our normal rates of £5 single, £7 family, £2 junior, and £3 OAP apply, but we will add the personal touch of a gift certificate informing the recipient of their present, enclosed in one of our "Hereford Basin" Greetings Cards, at no additional cost.

Please send name and address of recipient(s) on SEPARATE sheet of paper, together with a brief message to be inserted in the card.

THIS SECTION WILL BE USED TO RETURN YOUR ORDER, BLOCK CAPITALS PLEASE.

NAME .....

ADDRESS .....

.....

..... POST CODE .....

Please send the whole of this page (or a photocopy) to:-  
**H.&G.C.S., "Coppice", Burley Gate, HERFORD. HRI 3QS**  
*Sales list designed and produced by David R. Penny*



## By Canal Boat

*By Nigel C. Jefferies*

*Shortly after his item on the Duke of Bridgewater was published in the Winter 1990 edition of The Wharfinger Nigel Jefferies received a telephone call from a Member in Manchester congratulating him on the interesting article. So this further research is dedicated to Mr. George Jones of Manchester.*

**A**mong the earliest publications of the poet and writer Robert Southey (1774-1843), were "Letters from England", (1807), which formed a delightful picture of English life, as seen through the eyes of an imaginary foreigner - a Spanish traveller, Don Espriella. He makes his way from Falmouth to London and then through the Midlands to the Lake District.

**W**e left Manchester on Monday morning and embarked upon the canal in a stage-boat, bound for Chester, a city which we had been advised by no means to pass by unseen. This was a new mode of travelling and a delightful one it provided. The shape of the machine resembles the common representations of a Noah's ark, except that the roof is flatter, so made for the convenience of passengers. Within this floating house are two apartments, seats in which are hired at different prices, the parlour and the kitchen. Two horses, harnessed one before the other, tow it along at the rate of a league an hour; the very pace which it is pleasant to keep up with when walking on the bank.

**T**he canal is just wide enough for two boats to pass; sometimes we sprang ashore, sometimes stood or sat upon the roof - till to our surprise we were called to dinner, and found that a good meal had been prepared in the back part of the boat while we were going on, as would have been supplied at an Inn. We joined in a wish that the same kind of travelling were extended everywhere; no time was lost; kitchen and cellar travelled with us; the motion was imperceptible, we could neither be overturned nor run away with, if we sank there was no depth of water to drown us; we could read as conveniently as in a house, or sleep as quietly as in a bed.

*continued on page 14*

## By Canal Boat . . . continued

England is now intersected in every direction by canals. This is the district in which they were first tried by the present Duke of Bridgewater, whose fortune has been amply increased by the success of his experiment. His engineer Brindley was a singular character, who thought of nothing but locks and levels, perforating hills, and floating barges upon aqueduct bridges over unmanageable streams. When he had a plan to form he usually went to bed, and lay there working it out in his head till the design was completed. It is recorded of him, that being asked in the course of an examination before the House of Commons for what he supposed rivers were created, he answered after a pause - to feed navigable canals."

*The above extract is taken from "English Life in the Nineteenth Century" by G A Sambrook, published by MacMillan & Co Ltd; it is published here with their consent.*

Writing about passenger transport by canals, Dyos and Aldcroft in "British Transport" (An economic survey from the seventeenth century to the twentieth) record:-

"How much the canals were used for normal passenger services it is not possible to say with any precision. That there were such services from the very beginning and that they continued well into the railway period is clear enough. A passenger service had opened at fares of a penny a mile on the Bridgewater Canal in 1766 and by 1800 its net income was approaching £5,000 a year. Some operators divided the accommodation into classes and the traffic itself was classified in terms of speed. Ordinary packet boats towed by a pair of horses, changed at intervals of four to six miles, normally averaged 8 or 10 miles per hour, and there were in some places fly-boats which improved even on this. But however fast the passage on the unlocked stretch, locks were bound to slow progress down quite appreciably. One such run, for example, on the Leeds & Liverpool Canal between Liverpool and Wigan, involved five locks and took from 8am. to 4pm. to cover the 35 miles. However, the canals never provided a national passenger transport service as they did, for example, in Holland."

N.C.J.



## CANAL OUTING KEEPS ON TRACK . . .

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Sunday 14th July dawned bright and warm. It was the day of the annual Gloucestershire IWA Branch outing, run jointly with the Herefordshire and Gloucestershire Canal Society. Welshpool seemed an ideal destination for both organisations. A Cheltenham/Gloucester coach would pass through both counties enabling local Members to join en route. A boat/rail trip was decided upon and Welshpool was able to provide both.

A nearly full coach of forty-seven Members travelled through beautiful countryside to Welshpool with spectacular views across Shropshire and Montgomeryshire. Narrow boat "Linnet" of Bruce Jones's Montgomery Canal Cruises holds thirty-two passengers consequently two cruises of one hour's duration took us in a south-westerly direction through Town Lock and gave an impressive view of Powys Castle. Picnic and Restaurant lunches were enjoyed beside the canal or at one of the many hosteleries in town.

Our eight mile railway trip on the Welshpool and Llanfair Light Railway was to last fifty minutes winding its way through pastoral and wooded hill country climbing steep gradients over a switch back route between the Severn and Banwy valleys. The railway is noted for its collection of steam engines, ones from West Africa and the West Indies often pull the trains. A modern carriage from West Africa had been reserved for our party although a few deserters sought out an Austrian vintage carriage.

The "Llanfair Line", by virtue of its eastward location, is an ideal introduction to the Great little Trains of Wales. What more fitting way to end our outing, for one of the Inland Waterway Association founder members, Tom Rolt, was also a founder Member and Chairman of the Talylyn Railway - the first to be saved from closure by volunteers.

*Kay Jennings*

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### NEWS HOUNDS UPDATE

IN our last edition (page 8) we made a plea [yet another one!] for Members to send in press cuttings. *Thank you* to those who did; only one item was duplicated so *please* do not assume that someone else will be doing it - if you see the Canal Society mentioned in print *please* cut out (or photocopy) the item and send it to David Penny (address on **Contacts** page).

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**BRITANNIA CONSTRUCTION** (who, as reported on page 5 of the last edition, have donated a diesel engined water pump and placed a dumper on extended loan to the Canal Society) have been of further assistance to us in undertaking a detailed assessment of the likely costs involved in restoration of further sections of the Canal in Herefordshire. This will be used as the basis of significant grant aid applications; further details will appear in a future issue of *The Wharfinger*. In the meantime our sincere thanks are, once again, extended to all at **Britannia** who have undertaken the survey and costing work.



## MICHAEL STIMPSON and ASSOCIATES

SPECIALISTS IN INLAND  
MARINE INSURANCE

*Corporate Members of the  
Herefordshire & Gloucestershire  
Canal Society.*

### 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 - there is no increase in 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 now (9.30-6.30) for details:-

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

Tel: (0923) 770425 & 770255  
FAX: 721559

## COMMITTEE MATTERS . . . (iii)

### SEPTEMBER COMMITTEE *continued*

■ It was reported that Messrs Thorn Lighting had donated a set of mini spot lights to the Canal Society - these had already been put to good use at the National Waterways Festival. In addition, Messrs Nuttalls Shelving, of Dudley, had assisted in providing (at very short notice) a substantial shelving system (for the bottle draw) at the National Waterways Festival - they too had subsequently kindly donated this to the Canal Society. It was agreed that the Chairman would write to both Companies thanking them for their generous assistance.

■ It was agreed that the Vice President and Chairman should accept the request to attend a meeting of the Yarkhill Parish Council in November to see how we could work together to the benefit of the local community. The initiative of the Parish Council was welcomed.

■ Following a report that if it were not for the sponsorship of the cost of printing The Wharfinger it would cost 40 pence per copy to produce, it was agreed that future issues would carry a revised price of 50 pence on the cover for non-Member sales.

### OCTOBER COMMITTEE

■ The Department of Transport had finally "summed up", at the A49/A465 Hereford Bypass Inquiry, on Friday 13th September. The majority of the "minority interest" objections did not feature in the "summing up",

*continued on page 17*



## COMMITTEE MATTERS . . . (iv)

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### OCTOBER COMMITTEE *continued*

or only warranted a brief reference. There were two exceptions to this - the Canal Society and the numerous objectors to the stopping up of Public Rights of Way. As the Inquiry would reconvene in May of next year for evidence (only) in respect of fog it seemed unlikely that a decision would be made before 1993!

- What was hoped would be the final draft of the land owner agreement was circulated - it was agreed that this would now be given to certain land owners for comment.

- The Chairman's actions in respect of the purchase of a computer were endorsed as were arrangements for insurance via the IBM Computer Users Group. Substantial savings had been made over original estimates.

- An amicable meeting with a major Hereford Company was reported by the Chairman - it was not possible to say at this stage if the hoped for sponsorship of the printing of *The Wharfinger* would be forthcoming.

- Arrangements in respect of the Canal Society display at the National Waterways Museums "Lift and Shift" weekend were finalised.

- The Vice Chairman reported that a very successful coach trip had been made to the Monmouthshire and Brecon Canal.

- It was confirmed that Messrs Britannia Construction were prepared to assist the Canal Society in costing the programme of restoration work on the main Herefordshire site in preparation for a grant aid bid.

- It was reported that representatives of the Civic Trust/UK 2000 had recently been given a guided tour of parts of the Canal.

- Arrangements for a special meeting between the Restoration Team and the RDA Officers were agreed.

CRP

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**OUR MARQUEE AT NETHERTON** appears in photographs of the National Waterways Festival in the November editions of both *Canal and Riverboat* and *Waterways World* - it is the one to the right, and slightly to the rear of, the *ColeCraft* narrow boat. Our "recruitment area" lies to the rear of the marquee.

The photographs only show a small part of the Trade Display area; but we certainly had a good position, close to the public address tower (from which the photographs were taken) and adjacent to the Festival sponsors display (British Marine Industries Federation - one of our new Corporate Members).

# THANK YOU . . .



In the last three editions of "The Wharfinger" we published an appeal for bottles for our Bottle Draw at the Waterways Festival. In the final couple of weeks before the Festival you responded to our pleas, and many bottles found there way to me - many via our offices at Hereford and Monmouth (Mike's shops)! Thank you to the following individuals for their kind support:-

Mr. J.P. Ball, Bath; Mr. & Mrs. T.W. Barnes, Australia; Mr. A. Graves, Swindon; Mr. D. Griffiths, Monmouth; Mr. I. Haines, Hereford; Mr. M.R. Harris, Ledbury; Mr. N. Jefferies, Bartestree; Miss. A. Jones, Swindon; Mr. D. Lee, Monmouth; Mrs. E. Lloyd, Malvern; Mr. & Mrs. C.R. Penny, Herefordshire; Mr. & Mrs. J. Powell, Withington; Mr. K. Prately, Hereford.

We would also like to thank the following businesses for their generosity:-

Bulmers Ltd., Hereford; Davies Brook & Co. Ltd, Hereford; Dutton Properties, Hereford; Hereford & Monmouth Camera Centres; Jewsons, Hereford & Gloucester; Lock Hancocks & Co. Ltd., Monmouth; Majestic Wine, Gloucester; M.S. Rait Off Licence, Hereford; Peter Dominic, Hereford; Peterstow Village Stores; Royal British Legion Club, Monmouth; Tanners Wine Ltd., Hereford; Trekitt, Abergaveny; Whitecross Stores, Hereford.

We would in particular like to thank *Bulmers* and *Brook Brothers* for their substantial support in providing approximately a quarter of the bottles.

We should not lose track of the many hours that our Vice President, Major Robert Barnes, spent in cajoling this support and in collecting the bottles having done so. Without his efforts the Bottle Draw could not have been the success it was - thank you.

*David R. Penny*

## WHARFINGER SALES

Eighteen months ago I started trying to find shops which would be prepared to sell **The Wharfinger**, but there were too many other things competing for my time for it to really succeed. Then Joyce Lynham accepted the challenge of boosting the number of outlets. We are now very pleased to have the support of the following in selling **The Wharfinger**:

Beddars Newsagents, Grandstand Rd, Hereford; British School Of Conservation, Hereford & Leominster; Cransbrook House Books, 22 Church St, Newent; C.K. Stores, Aylestone Hill, Hereford; Greysons Newsagents, High St, Newent; Hereford Camera Centre, St. Owens St, Hereford; Link Top News, Malvern; Monmouth Camera Centre; Newent Self Service Garage; Peterstow Village Stores; Phil Jones Garage, Ocle Pychard; "Put The Clock Back", Lost St. Museum, Ross-on-Wye; The Restaurant, Fromes Hill; Three Counties Bookshop, Ledbury; Union Street Stores, Hereford.



# ***SNIPPETS CORNER***

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## **A FREE HOLIDAY?**

Do you own a touring caravan? Would you like a subsidised (or FREE!) three night pitch in Yorkshire with a group of other Herefordshire and Gloucestershire Canal Society Members? August Bank Holiday next year is the date - are you free?

What's the catch? [Suspicious lot, our Members!] Most readers will have made the connection by now; Wakefield is another clue to those who haven't. Next year the annual National Waterways Festival is a long way from "our" Canal. In order that we can ensure adequate (or better still, excellent) "staffing" of our display we hope that some caravan owning Members (or those who can borrow one) will join us for the Bank Holiday weekend.

If you (and at least one other accommodated in the caravan) are willing to assist for two half days each, over the three days, then the Canal Society will pay for the pitch for the three nights - and you will be free to do as you wish with the remaining time.

Provisional bookings are needed **NOW, please**, so that we can secure the necessary places on adjacent pitches. We have a couple of ideas for making this an enjoyable social weekend for all those assisting so please join us! Please telephone Liz Connors **NOW** (0432) 271657 - **thank you**.

~~~~~

## **PLANT APPEAL FUND UPDATE**

In the last edition we promised that this one would contain further details of how the appeal has gone and what we intended to do with the funds raised. As regular readers will know the appeal was not as successful as we might have hoped; for this reason we have (greatly) extended our original deadline. We are still awaiting a final decision from one local authority, nearly twelve months from the original application - perhaps it is a *little* better than an outright "no money" response!

A decision on what to buy will be made soon and, of course, full details will be given in **The Wharfinger**.

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## **WITHINGTON BAPTISM - 1879**

Our thanks to Canal Society Member Mrs. Muriel Cave, of Hereford, who found the following entry in the Parish Registers for the Withington area:

"30th March 1879 - Elizabeth Jane, daughter of John and Katherine NAPPER, Canal Wharf, Withington. Occupation of father; Canal Prospector."

# LIFT AND SHIFT

Perhaps we should have expected bad weather even early in October. Also our previous display at Gloucester - the South West Region IWA "Gloucester Gathering" - had suffered from two days of torrential rain (in June!); so perhaps Gloucester was to be our jinx location for 1991?

The weather was not too bad when Brian Fox, Stephen Fitzmaurice and David Penny arrived on the Friday afternoon to set up our display in the National Waterways Museum car park. Tony Condor, the Museum Curator,



had invited us to attend this unique event - a living exhibition of various means of "lifting and shifting"; past and present. Tony agreed that we could have a corner of one of the roofed (but open sided) areas and had arranged for the sides to be partly sheeted, and for a power supply - so far so good! [Our "lift" exhibit was the diesel engine water pump that Britannia Construction donated to us earlier in the year; our "shift" contribution was the trailer that Ian Reid and David Reynolds built from the chassis of the former caravan donated by Mr. Blair of Monkhide.]

About four hours later all of our name boards were up (at high level so we could be seen from the far side of the Barge Arm) and virtually all of our display panels had been linked together to fit into yet a different shaped area; flexibility was the key word when they were constructed and this is proving to be an excellent feature that would rival many an expensive professional display. A long straight section of the display was rather unstable but this was soon remedied thanks to ingenious use of the extending ladder! Effective improvisation seems to be bred into canal restorers.

Saturday morning dawned with moderate winds and heavy skies, soon turning to rain - eventually to become heavy with stronger gusty winds. The partly sheeted sides of our display area were no match for the elements and the rain managed to penetrate most parts and sales stock had to be rapidly returned to cover; the rising wind buffeted the display panels and many lengths of binder twine later all had been secured from blowing across the docks!

Unperturbed, our Chairman managed to sell a single pounds worth of "bottle draw" tickets (the sole sale all morning) only to have the purchaser win a bottle of champagne (our "star prize") with one of the five tickets! Standing there, bedraggled and soaking wet, Cliff must have presented a very forlorn appearance - so much so that the purchaser - one of our Members - immediately parted with (an unsolicited) donation of £5; *thank you*.

During Saturday afternoon the rain eased off and Sunday was a sunny (but still windy) day. Once again we had a number of new faces volunteer to "staff" the display and, in spite of the weather, a small number of new Members were recruited and we achieved moderate sales; most importantly we were (yet again) active in Gloucestershire promoting the voluntary work of the Canal Society - whatever the weather!



# LETTERS to the Editor . . .

*[Whilst we welcome letters on any topic relating to our work and the Inland Waterways System any opinions expressed do not represent the policy of the Canal Society unless specifically stated.]*

Dear Editor,

ALL FOR FREE ... well almost

Every edition of *The Wharfinger* exhorts more Members to help the Society, in some capacity, or other. One Sunday, in September "YOU" the colour supplement of "The Mail on Sunday" - contained details of two free offers; a miniature bottle each of Pernod and Amaretto, plus (in both cases) a voucher towards your next bottle; and all that it was going to cost you in each case was the price of a second class stamp. *What has that got to do with the Canal Society?* NEXT YEARS BOTTLE STALL OF COURSE!

Why, not start collecting now, and if you don't want the free coupon for yourself, it is quite possible that your friendly supermarket (if it stocks that brand) will deduct it from the bill and if you are feeling generous you can donate the money, to the Canal Society.

Do you realise just how many things are offered all the time in the press apart from those 20p "Fairy Liquid" coupons that may have come through the letter box not so long ago? Recently there have been 50p and 25p off coupons in the paper towards canned Guinness and in the same edition of "YOU" there was a 25p off coupon for "Shape" - whatever that is! And what about the competitions in the papers? Recently, I won a Braun Multipractic Blender in a local newspaper competition and was able to donate it to another good cause as a raffle prize.

So come on, armchair Members, let's all have a go!

*Mrs Elizabeth Lloyd,  
Colwall, Near Malvern.*

Ed.- Thank you for the suggestions, Mrs. Lloyd. As mentioned elsewhere in this issue of *The Wharfinger* we eventually gained all the bottles we needed for the Bottle Draw at the "National", and also at the "Lift and Shift". However, next year we intend to have Bottle Draws at not only the "National" and the "Lift and Shift" but also, of course at our open weekend on the 24th and 25th of May, and at least at a couple of other events. There is no chance therefore of us gaining all the bottles that we require without a lot more help from our Members and I think Mrs Lloyd has found the ideal way for you all to help at little, or no, cost to yourselves. A perfect way to enable an ever larger part of the Membership to take an active role and solve our bottle supply problems! With the first event for which we need bottles being at the end of May we all need to start collecting NOW! please - thank you.

With regard to Mrs Lloyd's comments about raffle prizes, it may be worth pointing out that we intend to run a major fund-raising raffle from next years "Open Weekend" - right through until the "National". We already have the star prize thanks to one of our Corporate Members [full details in the next issue]. We do not, however, have any of the other prizes - yet . . . !

## MEMBERSHIP MATTERS

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

British Marine Industries Federation.  
H P Bulmer, Hereford.  
R W D Marine, Junction Dry Dock, Saul.  
OwnerShips Ltd., London.  
P M Buckle Narrowboats, Peterborough.  
Fabrication Services, Littleover, Derby.  
Delph Marine, Brierley Hill, West Midlands.  
British School of Conservation, Leominster.  
A&H Narrowboats, Hawarden, Deeside.  
Blue Haven Marine, Stockton, Rugby.  
Pearce Developments, Cheltenham.

*We greatly appreciate their support - thank you.*

### **WELCOME** TO OUR NEW MEMBERS *who joined since late May*

Mr. V.S. Reynolds, Hereford; Mr. & Mrs. Ireland, Monkhide; Mr. D.W. English, Haverfordwest; Mr. M. Harris, Ledbury; Mr. K.R. Berry, Melksham, Wilts.; Mr. D. Cottrell, Tewkesbury; Mr. E. Griffith, Cardiff; Mrs. F. Smith, Hereford; Mrs. S. Goldsbrough, Solihull; Mr. & Mrs. Burgin, Walsall; Mr. P. Carpenter, Malvern; Mr. J. Cooke, Shardlow, Derby; Mr. P. Fryar, Stoke Lacy, Hereford; Mr. R. Greatbach, Wooton Woodstock; Mr. N.R. Hall, Overton, Ludlow; Mr. P. Hamblett, Bewdley; Mr. F. Hatcher, Nottingham; Mr. J. Hobson, Batley, W.Yorks.; Miss S. Hubbard, Byford, Hfds.; Mr. & Mrs. J. Hull, Redditch; Mr. M. Napthan, Warndon, Worcs.; Mr. J. Nichols, Hawley, Surrey; Mr. P.J. Oates, Southampton; Mr. C. Orrell, Bristol; Mr. J. Ratty, Llangollen; Mr. & Mrs. Rogers, Wolverhampton; Mr. & Mrs. Scrivener, Solihull; Miss E. Stevens, Bath; Mr. & Mrs. P. Sweeney, Leamington Spa; Mr. C. Rhodes-Thomas, Coventry; Mr. M. Double, Hereford; Mr. & Mrs. Ballard, Sherbourne, Dorset; Mr. & Mrs. Skeet, Hereford; Mr. & Mrs. Haydon, Llangattock; Mr. S. Hibberd, Newbury; Mr. R. Alderman, Reading; Mr. C.A. Blanchet, Ross on Wye; Mr. R.J. Hawkswell, Down Hatherley, Gloucester.

*Members joining after early October will appear in a future edition.*



Three 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...

### THORN LIGHTING, HEREFORD.

Who donated a set of specialist lights to the Society to enable us to illuminate our main display panels at the National Waterways Festival (and subsequent events).

### NUTTALLS SHELVEING, DUDLEY.

Who made our bottle draw possible at the National Waterways Festival thanks to their donation of demountable display shelving.

### BRITANNIA CONSTRUCTION.

Who have undertaken survey and costing work on the main Herefordshire restoration sites to assist our grant aid applications.

### VARIOUS COMPANIES/MEMBERS.

Who donated bottles to our Bottle Draw - please see page 18. Also those Members who baked a cake or helped "staff" one of our displays.

### CONTRIBUTORS TO THIS EDITION.

A record number of contributions were received for this edition...

### H P BULMER LTD.

For printing this edition of The Wharfinger - see page 24.

**OUR SINCERE THANKS  
TO EVERYONE**

## HELP!

Yes the National Waterways Festival may be over for another year but our work goes on - so do the requests for assistance!

All of the text for each edition of The Wharfinger is typed into the Canal Society computer by Cliff and David Penny, then, using the "desktop publishing" software each page is (artistically?) created. A lot of the time is taken up in the initial typing; do you have a reasonably fast typing speed; do you live near Hereford; would you be prepared to spend a few hours four times a year copy typing some of the contributions - just straight typing - nothing complicated! If so please let us know, it would greatly ease our workload.

As you will have read elsewhere in this edition our Social Events Team has been reduced to one person - if you would be prepared to assist Tony Austin-Bailey in any way you will be made most welcome. Alternatively if you have an idea for an original social event, and would be prepared to organise it (even as a "one off" event) please contact Tony with your ideas.

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*If you are reading this before Christmas  
the Canal Society Committee  
would like to wish all our supporters*

## A VERY MERRY CHRISTMAS

*However, if you are reading it in 1992, then*

**A HAPPY NEW YEAR!**

# THE WHARFINGER

Our thanks to Mr. Giles Bulmer, and to H P Bulmer Ltd (one of the new Corporate Members who we welcome on page 22), for sponsoring the printing of this edition of *The Wharfinger*. This sentence is the final piece of *The Wharfinger* to be written, and only 2 days before it goes to the printers we still do not know who will be folding and stapling it - we hope to be able to thank someone for their generosity in the next issue!

Having established a much improved standard for *The Wharfinger* we are anxious to maintain it; to pay for professional printing would not be a sensible use of our hard won funds so continued sponsorship is very important. Unfortunately Messrs Bulmers are unable to sponsor the printing on an ongoing basis - we greatly appreciate their stepping in to assist us with this one issue. Our Chairman is actively pursuing another lead; if any Member (Corporate or otherwise) has any suggestions they will be most welcome!

Thanks to the initiative of David Penny (and subsequent work by Joyce Lynham) *The Wharfinger* is being sold in an increasing number of "retail outlets" in the two counties - further details on page 18. All the shops, garages etc. give the whole of the proceeds to the Canal Society. A small but very welcome gesture of support.

Apart from our regular advertisement from Michael Stimpson [*thank you again!*] we hope that you will notice that another long-standing Corporate Member (Colwall Park Hotel) are supporting us by advertising in this issue. If you are in the area please give them your custom.

This is *your* newsletter. Please let us have *your* ideas for future articles (or write one yourself!). Letters are also welcome. We are getting increased "feedback" - "not a lot" as a certain TV personality might say - more would be appreciated. Let us know what you want from your newsletter and we will do our best to respond!

In the next edition of *The Wharfinger* we hope to bring you details of the arrangements for the Annual General Meeting; we sincerely hope that we will be able to report that the end is in sight with regard to the formation of *The Herefordshire and Gloucestershire Canal Trust* and that good news will be the order of the day in respect of our grant aid applications for the Project Officer post (now referred to as a Technical/Liaison Officer). *Plus all the usual reports and news - and even the odd appeal for help!*

**COPY DEADLINE** for the Spring Edition of *The Wharfinger* is Saturday, 11th January, 1992 - *this is the LATEST date*, PLEASE submit copy earlier if at all possible - *thank you*.

**COPY DEADLINE FOR THE NEXT EDITION IS SATURDAY 11th JANUARY**

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



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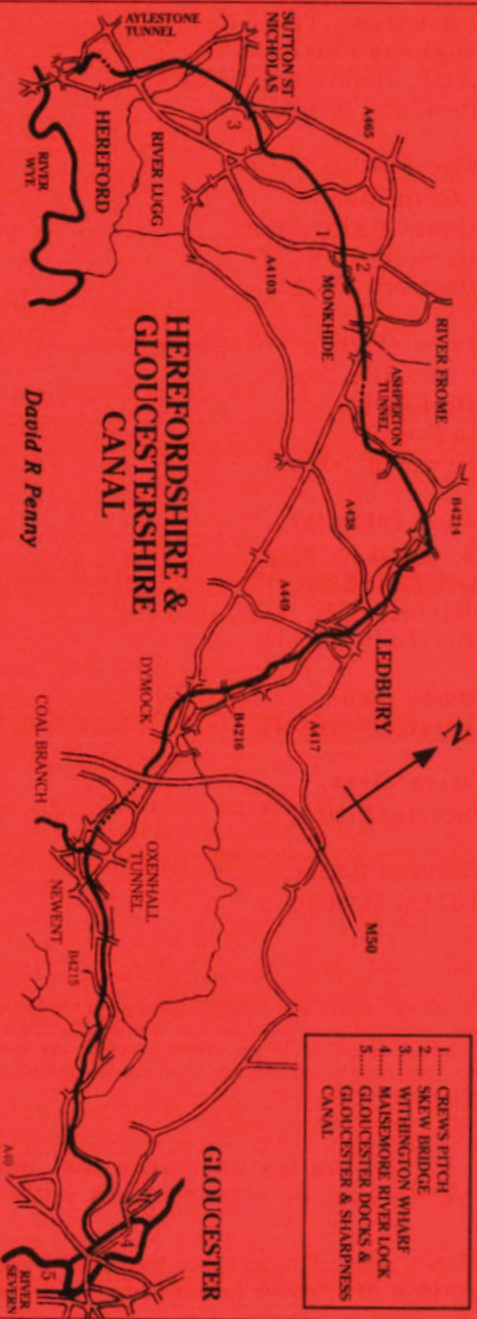
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Whilst we try to ensure that dates are correct please verify specific arrangements with the relevant Organiser.

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.