

# THE WHARFINGER



Newsletter of the Herefordshire &  
Gloucestershire Canal Trust

50p  
free to Members

Edition 42  
Spring 1994

## WHO DOES WHAT . . .

VICE PRESIDENTS	R. E. Barnes TD, <i>Sir John Knill Bt.</i>
CHAIRMAN	Cliff Penny
VICE CHAIRMAN	Roger Chandler
TREASURER	Liz Connors
RESTORATION GROUP	Roger Chandler, Brian Fox, <i>Simon Hayward, Mike Potts, Ian Reid</i>
PRESS & PUBLICITY OFFICER	David Williams
MEMBERSHIP SECRETARY	Roger Morgan
FUNDRAISING OFFICER	David Penny
SOCIAL EVENTS GROUP	Volunteers required !
BOATS GROUP	<i>Derek Gray, Ray Moses</i>
THE WHARFINGER	Cliff Penny, David Penny
MINUTES SECRETARY	Tony Austin-Bailey
TRUST ADMINISTRATOR	Lesley Lowe
TALKS/WALKS	N Jefferies, M Potts, D Williams
WHARFINGER POSTMASTER	<i>Bob Fairclough</i>

Those in italics are not Directors on the Council of Management

THE TRADING COMPANY  
H & G CANAL [SALES]

*H & G*

DONATING ALL PROFITS  
TO THE CANAL TRUST

David Penny; Liz Connors; Joyce Lynham; Cliff Penny; *Steve Hughes*

Please see CONTACTS, inside back cover, for addresses/phone numbers.

HONORARY POSTS:- AUDITOR Davies, Edwards & Co., Leominster.  
SOLICITOR Sue Newbould, GABB & CO., 25 King Street, Hereford.

### **YOUR COMPANY NAME COULD BE HERE**

The Print Sponsor for **The Wharfinger** is acknowledged on the inside front cover of *each* edition. 1,000 copies are circulated throughout the Country to our Members, Local Authorities, local and national news media, British Waterways, IWA., Government Departments - as well as being sold in the two Counties.

*To discuss this excellent opportunity to support our wholly voluntary work please contact the Chairman.*

## CHAIRMAN'S COMMENTS

### HOW MANY ?

Included within the last edition of **The Wharfinger** was the annual "Sales List" together with a plea from the Trading Company Chairman for your support. Whilst tea towels (*very* good quality - imported direct from the manufacturers in Ireland), and slate coasters etc. may not be to everyones liking, the wide range of items that we sell *to raise funds* should include something that would have made an ideal Christmas present ? So how many Members placed mail orders at Christmas to help swell the coffers ? (a) *less than 5*; (b) *5 to 10*; (c) *over 10*; (d) *over 25*; ? Remember that there are approaching 600 Members - and we have credit card facilities to make life easier. [Answer at foot of p.2] To those who did support us our heartfelt thanks. Please remember, we can provide that unusual birthday (or other) present; orders are welcome at any time of the year !

### HOW ARE WE DOING ?

On these pages last time I asked Members to write and let me know what they thought about our communications with our Members; "*and any other points - good or bad !*". Those Members who put pen to paper all made positive comments which we welcome - thank you for taking the trouble to write. How many wrote to the Trust ? Choice of answers as above. [Answer at foot of p.2] Extracts from some of the letters are on p.21 and we hope to report back in the next edition of **The Wharfinger**. Letters on any topic are always welcome, as we are *your* Trust.

### HOW MUCH ?

I will leave the Restoration Group to report on their excellent progress, during the financial year which closed in February, in the next edition of **The Wharfinger**; obviously the general financial report will also have to wait until then. What I don't want to leave is the most encouraging report from our Membership Secretary, and our Trading Company, regarding your voluntary donations in that period. Two out of three of the mail order sales included a donation and over £1,300 was donated by Members when renewing subscriptions (almost double the previous 12 month period). To all who did so; *a most sincere "thank you"*, it makes a most welcome contribution to our limited funds. *Please* keep the donations coming in 1994 ! *Collectively* (as you can see) it builds up and makes a *very important* contribution to our finances.

*continued on page 2*

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

### CHANGES

Those more observant Members will have noted that the inside cover of the last edition of **The Wharfinger** had the Vice Chairman's position "*to be appointed*" plus "*volunteer required*" in the Minutes Secretary's slot. I am pleased to report that Roger Chandler has been formally appointed as Vice Chairman (and he will continue to play a leading role on the restoration front as well) and Tony Austin Bailey has agreed to transfer to the role of Minutes Secretary. However, as you will see, that now leaves us with the Social Events Group leaders slot empty ... Our "**HELP !**" column, last time, contained a plea for a volunteer in this part of our organisation - *do you really need a choice of answers as to how many offers we received !* **Please** will someone volunteer if only to organise just a single event ? Lesley Lowe is the initial contact. (*see Contacts*).

I am very pleased to report that Joyce Lynham has been persuaded to fill a vacant position on the Board of Directors of the Trading Company (after a number of years working very hard "behind the scenes") and warmly welcome Steve Hughes who is now master-minding our presence at promotional events and exhibitions - taking a considerable workload off my shoulders. We are also delighted to welcome Corporate Member Simon Hayward to the Canal Trust Council of Management.

### PEOPLE POWER !

The Forest of Dean District Council received just over 1,000 objections to their Local Plan at the formal "Deposit" stage; as this document will control the manner in which the whole of their (extensive) area is developed over the next ten years this number of objections is not excessive. What did stand out, however, was the fact that nearly 450 of these "duly made" objections related to just one topic - the Herefordshire and Gloucestershire Canal. [*See pages 6 & 7.*]

### THE WHARFINGER

Our search for a new print Sponsor for **The Wharfinger** has been unsuccessful. [*See page 24.*] If *you* know of a potential Sponsor **please** let me know as soon as possible.

Question; How many Christmas mail orders ? Answer (a) [Less than 5].  
Question; How many letters on communications/strategy ? Answer (a) [Less than 5].

Cliff Penny, Chairman/Liaison Officer

## *The Colwall Park Hotel*

An independent family run Hotel offering special discounts to Members of the Herefordshire and Gloucestershire Canal Trust and IWA.

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

*Basil and Elizabeth Frost, owners of the narrow boat "Jersey Girl", are the proprietors of the Colwall Park Hotel, and are pleased to offer free facilities for meetings and fund raising activities to the Herefordshire and Gloucestershire Canal Trust and IWA.*

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**Egon Ronay**



**JOHANSENS**

Colwall, Near Malvern, WR13 6QG  
Tel:- (0684) 40206 Fax (0684) 40847

## COMMITTEE MATTERS

*Two Council of Management meetings are reviewed by our Chairman in order that our Members and supporters are kept up to date . . .*

### NOVEMBER COMMITTEE

■ Roger Chandler was elected, unanimously, to the post of Vice Chairman. David Mills, the Inland Waterways Association's Nominee Director (and Chairman of the IWA Gloucestershire and Herefordshire Branch), was welcomed to his first Council of Management meeting.

■ It was reported that Joyce Lynham had agreed to serve as a Director of the Trading Company.

■ Hereford and Worcester County Council had accepted the Tender submitted by our Trading Company to clear out a partially blocked culvert, running parallel to the Canal, under the A4103 Hereford to Worcester Road.



■ Tewkesbury Borough Council had resolved to include a positive Planning Policy in their Local Plan, to be published for consultation in the Spring, which would give clear protection to the route of the Canal. This was welcomed.

■ Senior Officers and Councillors from Forest of Dean District Council, Gloucestershire County Council and Oxenhall Parish Council had attended a very successful informal inspection, together with cheese and (locally produced) wine, to mark the completion of the first phase of our restoration work at the Oxenhall Project site in the vicinity of Cold Harbour Lane Bridge. [Photograph on page 9.]

■ Planning Consultants, acting for the Regional Health Authority, had submitted a detailed document regarding the re-development of the former Over Hospital site to Tewkesbury Borough Council and had copied it to the Canal Trust. It contained many favourable references to the Canal and the Lock Keepers Cottage.

■ The Canal Trust had been invited, at short notice, to make a presentation to Officers and Members of Gloucestershire County Council regarding the impact of the major A40/M50 highway scheme on the Canal. A 4 page submission was prepared (utilising the Canal Trust computer in the middle of the night!). The action of the Chairman and Vice Chairman was strongly supported. Subsequently the County Council resolved to oppose the road; one of 5 reasons was the adverse impact on the Canal. A meeting was also arranged with the DoT's Consulting Engineers to discuss the latest plans. [see p. 8]

## COMMITTEE MATTERS ... (ii)

### NOVEMBER COMMITTEE

... continued

■ The Chairman had attended a constructive meeting with senior Officers of the Planning Department of Forest of Dean District Council to discuss major improvements to the proposed wording of the Local Plan in respect of the protection of the route of the Canal.

[detailed report on pages 6 and 7]

■ The seventh version of the Land Owners Agreement was agreed following a small number of amendments requested by a Solicitor acting for one of the major owners. This was a significant step forward and it was hoped that this would be the final version.

■ Proposed development of a business park, utilising an abandoned railway siding, threatened the essential diversion route for the Canal within a mile of the Hereford City terminus. Although the Canal Trust only became aware of this major potential obstruction 48 hours before the Planning Application was due to be determined very prompt representations resulted in the matter being deferred. [see p. 11.]

■ Following a casual comment to a member of their staff British Waterways have donated a surplus oil storage tank to the Canal Trust; this was greatly appreciated [as was the assistance of Corporate Member Simon Hayward who provided transport from Worcester to Monkhide]. continued on page 19



## MICHAEL STIMPSON and ASSOCIATES

SPECIALISTS IN INLAND MARINE  
INSURANCE SINCE 1976

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

### NARROW BOATS

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Our personal policies have the option of Legal Protection cover - our policy provides you with protection in more situations than any policy on the market.

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*Perhaps we should be talking!*

Write or telephone (9.30-6.30) now for details:-

**6 Norfolk Road,  
Rickmansworth, Herts.  
WD3 1QE**

Tel: (0923) 770425 & 770255

FAX: 721559

## TWO WORDS DESTROY THE FUTURE ? . . . PART 3

Following our [*and your*] extensive representations regarding the very inadequate Planning Policy in respect of the Canal our Chairman was invited to discuss substantially improved wording, for the main Policy, with senior Officers of the Forest of Dean Planning Department last November. It has been reported that almost half of ALL of the representations received in respect of the formal "Deposit" version of the Local Plan related to the

Canal! Bearing in mind that the Local Plan sets out Policies regarding the whole of the very extensive area administered by the Council, and that there are many Planning Policies within the necessarily bulky documents, this represents a major demonstration of public support for our objectives.

All supporters who made formal representations should have received a postcard towards the end of January advising them that the Planning and Leisure Services Committee would be meeting on the 8th and 9th February to consider all the representations received. Each objection was listed in the Committee Report together with an indication as to whether or not the Council are being recommended to change the Local Plan. In view of the very large number of representations relating to the Canal it was agreed to list all of the objectors with the actual detail only appearing alongside the objection from the Canal Trust. Otherwise the Committee Report would have been exceedingly bulky with each individual representation being repeated. The fact that every supporter was listed will have

reminded the Members of the Planning Committee of the strength of support for our case!

The Canal Trust had three specific objections to the Plan; the imprecise Policy to protect the line of the Canal ("*where possible*"); the lack of protection to essential diversion routes (where structures have already obstructed the historic line of the Canal) and the fact that the route protection was not shown on the "Proposals Map".

### — DEMOCRACY AT WORK ! —

The proposed changes to the Forest of Dean Local Plan have come about solely as a result of the many *individual* letters of support. To all those who took the trouble to write - *thank you*.

"**Rumpus over Canal Policy**" was the *front page* banner headline carried by the

Gloucester Citizen on the eve of the Council Meeting to discuss possible alterations to the Local Plan. This leading article explained how the Council had received just over 1,000 formal objections to the whole of the Local Plan - 450 of which related to the Canal. Under a sub heading of "**Scuppered**" the Citizen went on to describe just how important this one Policy was to the future of the whole restoration project. With a substantial length of the Canal within the District Council's area the paper quoted Chairman Cliff Penny who explained that this was the "*weak link in the chain*". He said the two counties stood to lose over £2million per year in additional tourism and related income if the lack of a strong safeguarding Policy prevented the complete restoration of the Canal through the District.

At the Council Planning and Development Committee, on the 8th February, the issue of the Canal dominated the start of the proceedings. The Deputy Director of

## TWO WORDS DESTROY THE FUTURE (3) ? . . . *continued*

Planning showed a slide to the Members of the Committee to illustrate that the number of formal objections to the Local Plan was not really as vast as they might seem - *assuming that the Policy relating to the Canal route could be satisfactorily resolved*. When the point of our objections was eventually reached in the Committee Report it was confirmed that the Policy would be - as one Councillor put it (as the Officer searched for an appropriate phrase) "*more Canal friendly*".

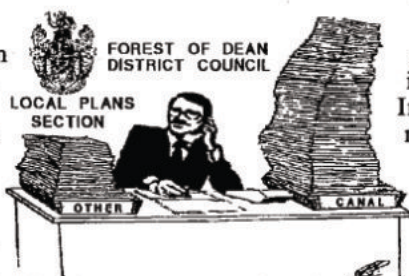
The recommendation was that the Main Policy (and the "Justification") would give a clearer degree of support for the Canal, the "historic line" of the Canal would be shown on the formal Local Plan Proposals Map and agreed diversion

routes would also be protected. It was confirmed that there would be further discussions with the Canal Trust in the hope that we would be prepared to withdraw the formal objection to the Local Plan before the Public Inquiry commences on the 7th June.

Following this Planning Committee meeting we have been consulted on what are *very substantial* improvements to the wording of both the Main Policy and the supporting "Justification" paragraph. [We hope to include full details in the next edition of *The Wharfinger*.] These will be recommended to the Council, for adoption as a modification to the Local Plan, towards the end of March. The Local Plan will then go to a Public Inquiry in June.

More recently objectors to the Local Plan will have received details of a "Pre-Inquiry" meeting to be held, in mid March, with the Inspector who will be holding the Public Inquiry into the formal objections that were made to the Draft Local Plan. We hope to advise the Inspector that, provided the Council accept the modifications when they meet at the end of March, the Canal Trust will be able to *conditionally* withdraw its objections. Therefore there will be no representations to the Inquiry by the

Trust (or any of our supporters) - unless any other evidence is presented at the Inquiry which gives rise to the need for us to make further representations.



"Yes, I can assure you that the revised Plan Policy will be very Canal friendly"

*This should halve the length of the June Public Inquiry and I suspect will be*

welcomed by the Officers of the Forest of Dean District Council and the Inquiry Inspector!

If, for any reason, at this late stage, the Council does not pass a resolution that would result in an acceptable Local Plan (from the point of view of the Canal) then the Canal Trust will write and advise all those supporters who wrote to the Council that we will be presenting evidence to the Public Inquiry in June. You can then appear in person to support our case or indicate that you are prepared for the Canal Trust to act as your Agent.

*However, at the time of writing this article we do not believe that it will be necessary for the Canal Trust to present evidence to the Public Inquiry.* CRP

## A40 - M50 LINK ROAD, GLOUCESTERSHIRE

The Department of Transport's major scheme for a new Trunk Road to link the A40, from Gloucester, to the M50, near Gorsley, has been a proposal for many years - with a number of variations in respect of the likely route. As the formal "Orders" stage is likely to be reached during 1994 Gloucestershire County Council invited the Department of Transport to make a presentation to the relevant Committee so that the Council could determine the stance that it intended to take in respect of the scheme. *[The "Orders" stage is when the necessary legal powers to Compulsory Purchase the land to build the road are sought and invariably involves a Public Inquiry.]*

If this road proceeds on the Department of Transport's published "Preferred Route" it will have an adverse effect on the Canal for over one quarter of the total 34 mile length - *plus* the whole length of the Coal Branch. Nearly four miles of the proposed road would lie on top of the historic route of the Canal. Much of the remainder would be close to the line, with "side roads" crossing the Canal, and the inevitable noise as well as water and air pollution.

Late in October the County Council decided to consult "interested groups" before the Department of Transport made its presentation. We had ten days to prepare our case. On the first day of November Canal Trust Chairman Cliff Penny and Vice Chairman Roger Chandler joined about 20 other invited "groups", plus representatives of Forest of Dean District Council and Tewkesbury Borough Council, at County Hall - and had 10 minutes in which to make a presentation to the Officers and Members. By burning much "midnight oil" the Canal Trust

computer had been used to produce a 4 page leaflet setting out our position. Not only was this handed out at the meeting but a supporting letter, a copy of our booklet "What Is ?", a copy of the current edition of *The Wharfinger* and another copy of the leaflet, were posted to each Member of the Committee during the following week.

As in the case of the Hereford Bypass our position was *not* to oppose the scheme as such; we were unique in that everyone else was either opposing or supporting the road scheme! What we sought was a written assurance from the DoT that provision would be made (as part of the main highway contract) to permit the Canal and Coal Branch to be restored without any additional impediment caused by the proposed road (or any of the associated works). Whilst, in an ideal world, we would prefer the road scheme not to proceed on this alignment, we are convinced that our best chance of success is by acting independently of those (many) groups who are totally opposing the road.

Three weeks after our presentation to the County Council the DoT made theirs. They were asked a number of specific questions by the County Councillors and senior Officers of the County. They were specifically asked to give the County Council the assurances that the Canal Trust sought *and were unable to do so*.

A few weeks later Gloucestershire County Council took the unusual step of formally opposing the whole road scheme. One of five reasons for their rejection of the proposal was the impact on, and lack of provision for, the future restored Canal.

*continued at foot of page 11*



Councillors and Officers of Gloucestershire County Council, Forest of Dean District Council and the Parish Council, inspect our work at the main Gloucestershire restoration site in November.

ABOVE: Between Cold Harbour Lane Bridge and the Tunnel.

BELOW: Inspecting the "leggers cave" set into the side of the cutting.



# ASHPERTON CANOE TRIP

*A short account of a canoe trip from Gerry Davies*

Having driven to the road near Moorend Farm (SO659416) I lowered the canoe down the steep side of the cutting (passing rusty bedstead etc. on the way) down to the rather black and smelly water at the bottom. A short paddle over and through fallen trees and again passing various items of rubbish [*the County Council have now erected "No Tipping" signs - Ed.*] I came to the road bridge crossing the Canal by Moorend Farm. The water is dammed here and further progress was not possible. So returning NW I continued over and through further fallen trees until reaching the Ashperton Tunnel. I knew of its existence from the map, so on went the Petzl head lamp and into the darkness. After an interesting paddle through the Tunnel I was

faced with a climb over various bits of abandoned farm machinery, an old car etc. After this the Canal becomes wider and the paddling more pleasant. After further fallen trees, a couple of bridges (with hanging ivy) and a large earth bank I came to an abrupt end near the road bridge at SO640430. With the return trip it gave a very interesting paddle of some 4.5 km. Getting a 16 foot open canoe back up the side of the cutting was rather difficult but a climbing rope helped here. I've since done the same trip with a kayak and found it much easier. I enclose a photograph taken on the kayak trip [*See page 8*].

[*Please remember that all of the Canal is in private ownership, and do not do anything to harm our relations with landowners - Ed.*]

CANAL CRAFT  
NARROWBOAT BROKERAGE



## **THINKING OF SELLING YOUR NARROWBOAT ?**

**- SAVE MONEY AND HELP THE TRUST BY £100 !**

How's this for an offer? Place your narrowboat on brokerage with Canal Craft, the friendly brokerage specialists, and we will offer you a reduced commission rate of 5.5% + V.A.T. **AND** pay £100 to the Herefordshire & Gloucestershire Canal Trust's funds when your boat sells. We can sell your boat from its present mooring, or from our marina at Crick, near Rugby. We can move your boat to Crick **FREE** if you wish. For further details, phone Tim Langer on (0788) 822 122 any time, or write to him at The Wharf, Crick, Northants, NN6 7XT.

## IMPERIAL BUSINESS CENTRE, HEREFORD

Proposals for the above development were brought to our Chairman's attention in December. A small part of the site involves a former railway siding that has been identified for the essential diversion route to allow the Canal to be brought back into the heart of Hereford City - details having been lodged with the City Planners in 1991. If the planned development proceeds restoration of the Canal will only be possible if existing property is demolished.

Where the original line of the Herefordshire and Gloucestershire Canal remains unobstructed the emerging Hereford City Local Plan offers full protection to the route of the Canal. However, there is a need to deviate from the original line to circumnavigate the Painter Brothers factory and the new Burcot Business Park. This can be achieved by use of the recently abandoned Inco Alloys railway siding (land that is still in British Rail ownership) which is ideal in width for a canal, offers a direct link between the unobstructed original route at the western end of the Aylestone Tunnel and the original route in the grounds of the School of Farriery. There would be an absolute minimum of disturbance to adjacent property and the use of this former rail corridor - which is designated as an "Area of Importance to Nature Conservation" in the Local Plan - would be considerably enhanced.

Although the Canal Trust only became aware of this major potential obstruction 48 hours before the Planning Application was due to be determined our exceedingly swift representations resulted in the matter being deferred. Subsequently a detailed submission was circulated to each Member of the Planning Committee, senior Officers of the City Council, the Applicant, British Rail Property Board, the local MP's and the Herefordshire Nature Trust.

Part of our case was that if the development was redesigned, and only five industrial units were to be proposed (instead of six), it was possible to avoid the main railway siding and the reduced land purchase costs should offset the loss of the one unit. Fundraising Officer David Penny donned another hat and provided the City Council Planning Department with a revised layout plan to prove our point and they confirmed that our proposals were viable. The Application was then deferred for a second time and discussions are continuing with the Applicant's Professional Agent and the British Rail Property Board.

**STOP PRESS** We are very pleased to report that revised proposals have been submitted (and approved) that avoid the obstruction of the essential diversion route for the Canal. To all concerned *thank you*. CRP

### A40 - M50 LINK ROAD *continued*

We are exceedingly grateful for this very clear support from the County Council. It is not known if the outright rejection of the scheme by the Council will stop progress on the design and implementation of the road. There is a major reorganisation of the DoT planned for early April and a revised national road building

programme will almost certainly be published shortly afterwards. The Canal Trust have continued to liaise with the DoT's Consulting Engineers for the scheme and we may yet need to undertake the detailed design of diversion routes for the Canal in preparation for a Public Inquiry later in 1994. CRP

## *Dates For Your Diary*

**May - trip on the Paddle Steamer "Waverley"**

*We regret that the Paddle Steamer Trust have not supplied dates in time.  
Watch this space; we hope to try and arrange a cruise in the autumn.*

**Thursday 19th May - 7.30pm**

**LEDBURY: Chairman's Evening.**

*Our Chairman, Cliff Penny, invites you to his own slide  
show about the Canal and the work of the Canal Trust.*

*The Feathers Hotel, High Street.*

*£1.50 (Members £1) NO TICKETS - please pay on the night.*

**28/29/30th May**

**PELSALL (Wyrley & Essington Canal).**

*Situated on the Birmingham Canal Navigations this  
NATIONAL CAMPAIGN FESTIVAL*

*will bring together hundreds of boats and thousands of visitors.*

*The Herefordshire and Gloucestershire Canal Trust display will be there.*

*Volunteers required ! Please contact Liz Connors (see Contacts).*

**Saturday, 11th June**

**LLANGOLLEN CANAL & RAILWAY**

*A coach excursion to the beautiful Llangollen canal, including  
a 2-2½ hour cruise whilst enjoying lunch, and crossing over  
the magnificent Pontcysyllte Aqueduct, on the restaurant  
boat "Eirlys", and a trip on the Llangollen Railway.*

*Coach ✓ Boat Trip ✓ All for only £15.50  
Lunch ✓ Train Ride ✓*

**The coaches will pick up at:-**

**Gloucester; Newent; Dymock; Hereford; and Leominster.**

**The first of two coaches is already full - the second is filling fast !**

***Tickets from:- Mike Potts;***

**Hereford Camera Centre, 53, St. Owens Street  
or Monmouth Photo Centre, 6 Church Street**

# The BIG prize DRAW!

Enclosed with this edition of The Wharfinger should be some *Grand Holiday Draw* tickets. In each of the past two years we have raised over £2,000 thanks to the generosity of our prize donors *and* the efforts of many of our Members who bought (and sold) tickets. *Please* help us to beat the magnificent total this year.

Unfortunately we were unable to secure a print sponsor this time so we have to make nearly £300 before we break into profit. However, we have plans [*thanks to hard work by Steve Hughes - our new Exhibitions Co-ordinator*] that should see the tickets on sale at a number of *additional* venues - but at the end of the day it is a *small* amount of effort by a *large* number of people that will *ensure* that records are broken!

Every pound raised last year was almost doubled by Grant Aid, so please see if *you* can be our star ticket seller! [For more tickets please write to our Treasurer (and official Promoter of the *Grand Holiday Draw*) Liz Connors (see *NEW* address on the ticket or on the *Contacts* page) - a stamped addressed envelope would be greatly appreciated. *Thank you.*

No 000000	Herefordshire & Gloucestershire Canal Trust - H. & G. C. S.	No 000000
<b>GRAND HOLIDAY DRAW</b>		
★ 1st Prize - NARROW BOAT HOLIDAY FOR 4 ★ One Week (prior to 1st May 1995) Donated by BLACK PRINCE HOLIDAYS		
2nd - TWO VIP TICKETS TO THE LONDON INTERNATIONAL BOAT SHOW 1995 + TOP HOTEL Donated by BRITISH MARINE INDUSTRIES FEDERATION		
3rd - TWO DAY BREAK FOR TWO IN MALVERN Donated by THE AWARD WINNING COLWALL PARK HOTEL		
Promoter: Mrs E Connors, 18 St. Ethelbert's Close, Sutton St. Nicholas, Hereford, HR1 3BP		
Draw to be held at the National Waterways Festival, Waltham Abbey, on Monday 29th August, 1994 Registered with Hereford City Council under Section 5 Lotteries & Amusements Act, 1976		
- TICKETS 25p EACH -		
Printed by: Davis Brothers, School Lane, Leominster, Herefordshire, HR6 8AA		

H&GCS Grand Holiday Draw  
(Stubs and money to be returned to Promoter by 20th August 1994)  
[No coins sent by post please]

Name \_\_\_\_\_

Telephone \_\_\_\_\_

We should like to thank, *most sincerely*, *Black Prince Holidays; British Marine Industries Federation; and Colwall Park Hotel* for their very substantial support in donating all of the prizes. Without their generous actions we would not be able to proceed with this, our major fund raising activity, so please do support their businesses in any way that you can. *Thank you*, to all concerned; *your support is not taken for granted.*

We *guarantee* that every pound raised (after we have paid for the printing) will be spent on the physical restoration of the Canal. This is *YOUR* opportunity to directly influence our rate of progress so *please* support us by selling all of the enclosed *Grand Holiday Draw* tickets *and*, if at all possible, even some more! *Thank you.*

[We appreciate that some Members may, as a matter of principle, not buy (or sell) draw tickets. If this applies to you then we apologise for troubling you - please do not feel obliged to return the small number of tickets enclosed.]

# RESTORATION UPDATE

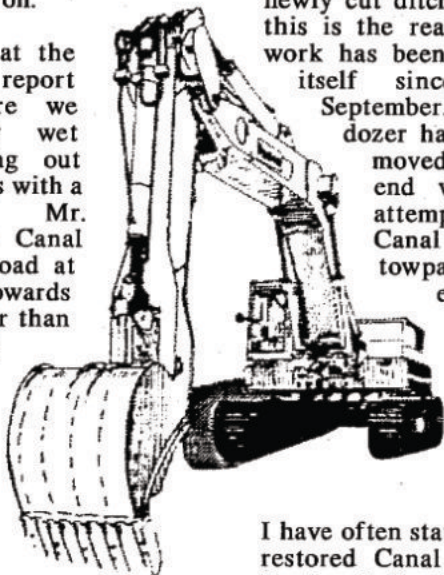
*By Brian Fox*

The restoration volunteers have for some time now been working as two distinct groups restoring the Canal at one site in each county. My time is mostly taken up at the Herefordshire end so I shall continue to report on this in *Restoration Update*, but Roger Chandler has offered to write the report for the Gloucestershire end, which will be titled *Restoration Focus*, from now on.

You may recall at the end of the last report for Herefordshire we left four very wet volunteers sorting out drainage problems with a local farmer, Mr. Williams. The Canal from the main road at Crews Pitch towards Hereford is higher than the surrounding fields and when the Canal was built it became necessary to construct two parallel ditches, on either side of the Canal, to take the excess water draining from the surrounding fields. Since the Canal was abandoned these ditches have silted up and any excess water has tended to find its way into the dried up Canal. Restoration of the Canal has prompted the farmers of these adjacent fields to enquire whether the Trust would be prepared to clean out the ditches at the same time. To cut a long story short, we have reached mutually beneficial agreements with three farmers concerned and the ditches have now

been recut and are taking the water away well. They have already proved their worth during this particularly wet winter. Some more adjustments to the levels still have to be completed but this will have to wait until the ground is a bit drier.

Those of you who have walked the recently restored towpath at Yarkhill have probably noticed the newly cut ditches and realised that this is the reason why no further work has been done on the Canal itself since our camp in September. One excavator and dozer have temporarily been moved to the Middle Court end where we shall be attempting to widen the Canal and level the towpath to try and get this end looking a bit tidier this summer. A start has been made on the towpath and more will be done as soon as it becomes dry enough.



I have often stated in the past that a restored Canal needs maintaining. During 2 Sundays in January our workers were solely employed on such work. Some spent the day replacing the roof of our cabin which unfortunately blew off in the December gales, whilst the rest had to contend with a large willow tree which had also come down in the gales and was proving a hazard to navigation on the Canal. It had fallen on the non towpath bank and necessitated the use of Major Barnes boat to gain access and provide a platform for our chain saw man to cut the branches into manageable

## RESTORATION UPDATE continued

sections which then fell into the Canal from where they were retrieved. I used a few muscles I didn't know I had in getting them out plus a boot full of water but at least someone will have a good supply of logs when dried.

Talking of boats, we have been assisting the boat group in preparation of our trip boat Mallard. Due to problems in obtaining spare parts for the engine it has not been run for a while, but all being well it should be on the water for 'trials' by Easter. Painted in the yellow and

black livery of the Trust, with refurbished seats and an overhauled engine, it should look a treat.



Did anyone spot the deliberate mistake in the last episode ? [Yes ! See p.21 - Ed.]

One of the items we found during our September dig was a brick stamped 'R. Ballard' who I said built the Canal.

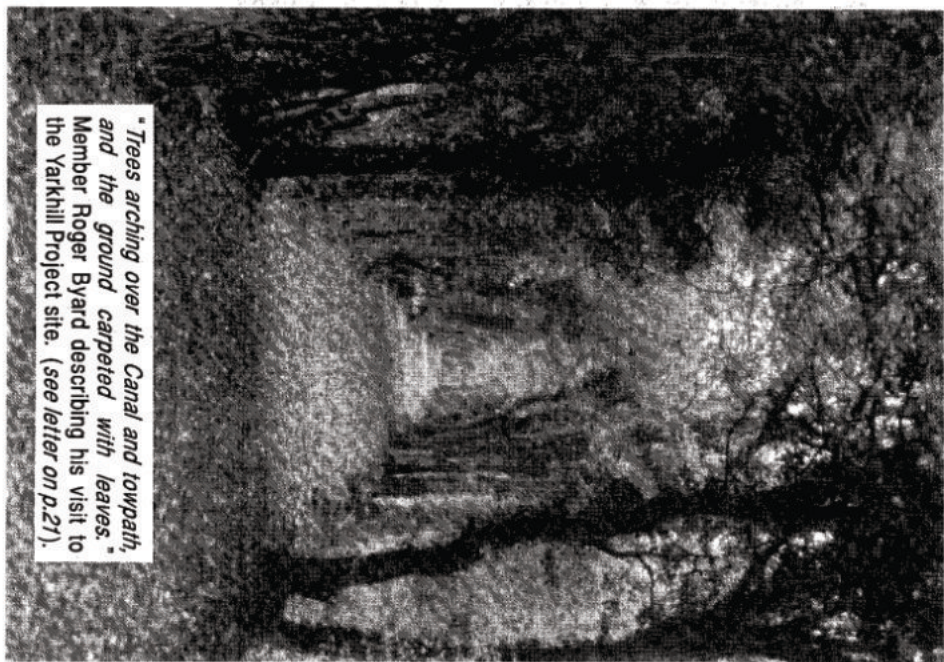
It was Stephen Ballard who built the Canal, Robert Ballard, his brother, only made the bricks at his Ledbury brick works, no doubt giving him a family discounted rate !

### A DAY OUT WITH A DIFFERENCE !

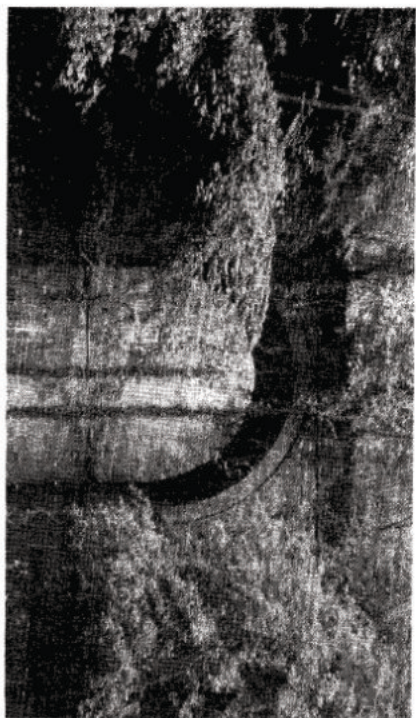
The first weekend, both Saturday and Sunday, of each month the Restoration Group are to be found hard at work. In addition, there are also frequently work parties on other weekends, and now the longer evenings are with us again, even the odd evening one. You can find the Restoration Group actively engaged at either Oxenhall, Monkhide, or the Yarkhill Project sites on several days each month, and *frequently working on two sites simultaneously !* Will you be joining the many volunteers who said they would just come to try it the once ? You will probably meet some of them, as many found it so rewarding that they now come regularly. *It can't hurt to try one day, can it ?*

There is a very wide range of work to be done, from the very heavy, dirtiest digging out wet silt by hand, the more sedately reconstruction of brickwork structures, the clearance of general undergrowth (out of nesting season), to the "manning" of bonfires for a few hours (or even making the tea !) - so if you feel like a day out with a difference why don't you find out WHEN, WHERE, and WHAT the Restoration Group are doing ? If you are interested in helping, in any way, then contact a member of the Restoration Group [during the evening, please].

*Roger Chandler on Dymock (0531) 890671*  
*Brian Fox on Hereford (0432) 358628*  
**CONTACTS:** *Mike Potts on Hereford (0432) 356392*  
*Ian Reid on Ledbury (0531) 635877*  
*Simon Hayward on Gloc. (0452) 305572*



*"Trees arching over the Canal and towpath, and the ground carpeted with leaves." Member Roger Byard describing his visit to the Yarkhill Project site. (see letter on p.21).*



ABOVE: View from Gerry Davies' kayak of Ashperton cutting (see p.10).

BELOW: This could be you! We hope to have the trip boat operating later this year, in Herefordshire, at Monkhide (where this photograph was taken). Further details in the next edition of *The Wharfinger*.



## RESTORATION FOCUS

*By Roger Chandler*

Preparation has continued over the last few months for excavating the Canal between Cold Harbour Lane Bridge and Oxenhall Tunnel.

The dumpers have been cleaned, serviced, painted, and a master brake cylinder rebuilt. One of the excavators is ditching the Canal above the Bridge so the water can drain away more quickly, and in November undertook a days excavation as the weather was good enough. Since then it seems to have rained incessantly! In January the machine worked on the spoil by the lake from the dig in 1992, where more minor work will be needed when it dries out. (The water level below the Bridge is low at present to help drain water away above the Bridge.) Other jobs included removing fallen timber and several large tree stumps. One of these London WRG will be pleased to

know was with considerable difficulty. They know the one, as they became close friends with it as well! Scrub on top of the Tunnel portal has been cleared to expose the brickwork. The bricks themselves have survived well although some lime mortar has washed out and the upper part of the Portal will need rebuilding. On the maintenance side, the tractor has been rewired and the pump has a new undercarriage so it's more manoeuvrable in the difficult site conditions (the mud in places!).

Thanks to all those who helped in 1993, including those behind the scenes. If you haven't visited us before why not try a day in '94. The plan is to excavate towards the Tunnel; rebuild the Tunnel portal; and a few dozen other associated jobs thrown in, so we should be there for the remainder of 1994!

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## KEN GOODWIN

It is with great sadness that we report that Ken Goodwin died peacefully in his sleep at the end of January. Ken played a number of leading roles in the national inland waterways movement culminating in the post of National Chairman of the Inland Waterways Association - from 1982 to 1989. He was a founder Member of the IWA's national Restoration Committee. For a number of years Ken lived at Builth Wells and during that time took a Fatherly interest in the formation of the former Canal Society. Even though he had heavy commitments elsewhere he could always find time to advise the Canal Society during those important formative years.

Shortly after we embarked on the lengthy process that eventually led to the creation of the Herefordshire & Gloucestershire Canal Trust Ken and his Wife Eva retired to Macclesfield. When we wished them a happy move, and an

even happier retirement, his first words were to stress that he was not parting company with us just because he was moving away from the area. *So when the Charitable Trust was launched in April 1992 one of the founder Directors was Kenneth Goodwin of Macclesfield.* The fact that our Council of Management meetings do not finish until late was of little consequence to Ken *"if you want my advice I shall be there".*

Over the past year or so Ken had not enjoyed good health and sadly had to resign as a Director of our Canal Trust last year. He supported many other Canal Societies and Trusts throughout the country; as far as the Herefordshire and Gloucestershire Canal Trust is concerned he must take a fair share of the credit for laying the firm foundation stones on which we are now building. *He will be sadly missed by many.*

CRP

**NOTTINGHAM**  
**BOAT SHOW '94**  
**19-22 MAY '94**

Sponsor of the second prize in our Grand Holiday Draw for 1994 is the British Marine Industries Federation. Whilst our prize relates to the London International Boat Show in 1995 BMIF also organise a number of other leading Boat Shows including the UK's largest inland waterways show at Nottingham. Over 100 narrow boats and cruisers will be on display. 19-22 May is a date for your diary. [BMIF (0784) 473377]

**WORCESTER  
BIRMINGHAM**  
  
**CANAL SOCIETY**

**SILVER  
JUBILEE  
RALLY**  
**9-10 July**

All our readers are invited to join in the special 25th Anniversary Celebrations of the Worcester and Birmingham Canal Society to be held at the "Boat and Railway" PH, Stoke Works, Bromsgrove on the 9th & 10th July. Whether you arrive by boat or car it promises to be a very enjoyable weekend hosted by our only Corporate Member Canal Society. Details: SAE to Joe Morley, 82 Longboat Lane, Stourport, DY13 8AE.

## COMMITTEE MATTERS . . . (iii)

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### NOVEMBER COMMITTEE . . . *continued*

▪ Logi (UK) Ltd., part of the international Logitech group, have donated a scanner, image editing and optical character reading software. This will enable typed text and graphics to be "read" by the Canal Trust's computer and greatly assist in the preparation of *The Wharfinger*, reports and promotional material.

▪ A Senior Citizen Member had donated £50 to the Canal Trust, following his attendance at the AGM, as he was impressed by the progress being made by volunteers. The Council of Management greatly appreciated the donation.

▪ Hereford Civic Trust had donated £50 which would be used to purchase timber to complete the initial fitting out of seating on our trip boat "Mallard".

▪ Following the establishment of a Gloucestershire postal address (to complement the Hereford address) the first phase of revised administration procedures for handling Membership matters had been introduced.

▪ H&GCS was negotiating to operate our trip boat at the Welsh National Eisteddfod, on the Neath and Tennant Canal, for 9 days at the end of July/beginning of August.

▪ The Restoration Group reported that the first stage of re-cutting the two ditches, that run parallel to the Canal adjacent to the Yarkhill Project site, had been completed. Due to the exceptionally wet weather the final grading and shaping would be completed during the Summer of 1994.

▪ Improvements to the very uneven and high towpath, between Skew Bridge and Middle Court Bridge, (on the Monkhide Project site) were agreed.

### JANUARY COMMITTEE [*There was no meeting in December*]

▪ Tony Austin-Bailey agreed to take over the post of Minutes Secretary.

▪ The Planning Application for a business park in Hereford, that would obstruct our diversion route for the Canal to be taken into the heart of the City, had again been deferred. [*See p.11*].

▪ A Chapter within David Bick's revised book on the Canal would be devoted to the work of the Canal Trust. This was warmly welcomed - as was the prospect of seeing the book back in print.  
[*Hopefully we will have copies for sale later in the year - Ed.*]

*continued on page 20*

## COMMITTEE MATTERS ... (iv)

### JANUARY COMMITTEE ... *continued*

▪ Following the recent designation of a part of the Forest of Dean as being a Rural Development Area (including the Newent and Dymock areas) it was agreed that opportunities for additional Grant Aid should be explored. However, it was also noted that applications within the RDA area of Herefordshire had not (so far) been successful.

▪ H&GCS would investigate the use of car stickers as a promotional aid.

▪ The Honorary Treasurer reported that our insurance premium was now very close to £500 per annum.

▪ Concern was expressed at a possible source of pollution; the National Rivers Authority had agreed to monitor the situation.

▪ The amount of silt that was entering the Canal, primarily on the main Gloucestershire restoration site, was also of concern. The Restoration Group will investigate mitigation measures.

▪ There were still no volunteers to take over the Social Events role. Disappointment was expressed that no Member of the Trust had volunteered to organise even a single event. A suitable "central" venue would be sought as an experimental regular meeting place for Members on the suggested "half and a natter" principle.

▪ Progress on the fitting out of the trip boat was reported.

▪ The Membership Secretary reported a record level of voluntary donations received from Members when renewing their Membership [see p. 22]. This was greatly appreciated.

▪ Provisional arrangements to host a meeting of the Inland Waterways Association's National Restoration Committee were agreed.

▪ Following the "re-opening" of Cold Harbour Lane Bridge, Gloucestershire County Council (jointly with the Countryside Commission) had offered a Grant of £600 - provided the money could be spent at short notice. The Restoration Group agreed to accept the challenge - weather permitting!

CRP



**IWA**

The Inland  
Waterways  
Association

GLoucestershire & Herefordshire Branch

**"NARROW BOAT"  
CELEBRATION  
DINNER**

**Friday 13th May**

*The 50th anniversary of the publication of LTC Rolt's book "Narrowboat" will be celebrated by a special dinner. The Guest of Honour will be Sonia Rolt and the Guest Speaker Anthony Burton. Full details are on the insert enclosed - or telephone Des Pinnock (0452) 856233. Book soon!*

# 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 Trust unless specifically stated.]

Dear Editor, I write with reference to your comments on pages 1 and 2 of the latest issue of *The Wharfinger* concerning the suggestion that Members are not kept fully aware of Canal Trust progress or events.

Personally, I cannot understand such a suggestion as I feel, and have always felt, that *The Wharfinger* keeps Members informed very fully of all the Trust's doings both past and future. The "Committee Matters and Restoration Update" sections are both fully comprehensive as are all sections of the magazine. The suggestion of a monthly single sheet "update", involving as it would an additional strain on resources of time and money, is too ridiculous to warrant any consideration whatsoever.

Mr J A Owen p.s. My Wife, also a Member, shares these views.  
[We have received a number of verbal comments expressing similar views. Ed.]

Dear Editor, I have enjoyed reading the 41st issue of *The Wharfinger* which contains much of interest. May I just refer to the statement on p. 18 that R. Ballard built the Canal. In fact it was his brother Stephen who built it. Robert had a brick yard in Bedbury and presumably received orders from his brother when bricks were needed on site. Congratulations on the progress made on the restoration.

Stephen Ballard (the Third!)

Dear Editor, A by-line in *Waterways World* prompted us to visit the 1992 Open Day at Monkhide. An old friend of ours was operating one of the trip boats and David Penny soon convinced me that Membership of the Trust was essential! Although we live in Maidstone I have enjoyed keeping up to date through the excellently produced newsletter *The Wharfinger*.

Having read of the Yarkhill canal camp I was determined to see what had been done when we spent a holiday in the area last autumn. My wife, two small children and I quickly found the towpath on the north side of the A.M.S. As we walked along that first part of the as yet unrestored canal we were quite unprepared for what awaited us. As we stepped into the clearing on a bright autumn morning there lay before us a seemingly endless avenue of trees arching across the towpath, its floor carpeted in leaves, and to the right the unmistakable channel of a newly cut canal. We walked on and on along this avenue marvelling at the quality of the work that had been achieved in such a short time. Upon reaching the site of Barrs Lock we were convinced that restoration of the Canal is possible. Congratulations to all those who contributed in any way to the undoubted success of the Yarkhill Project.

Mr R S Byard.

[A photograph taken by Mr. Byard is on p. 16.]

## MEMBERSHIP MATTERS

### WELCOME TO OUR NEW CORPORATE MEMBER

**Logi (UK) Ltd., Windsor**

*We greatly appreciate their support - thank you.*

### PLEASE REMEMBER . . .

*YOUR Membership is very important to the success of the Canal Trust; please renew promptly. Membership rates have remained unchanged for 4 years to encourage Members to continue their support for our wholly voluntary work. Please, if at all possible, take the opportunity to make a voluntary donation when renewing your Membership - over £1,300 was donated in this way last year; to all who did so our grateful thanks.*

Is your *class* of Membership correct? Membership Secretary Roger Morgan reports a worrying trend of former Family Memberships being renewed at Individual Membership rates. *We really do need every pound* and the difference in cost to Members is very little - yet it all adds up as far as the Canal Trust is concerned. Finally, if you (or your partner) are paying tax *have you Covenanted your Subscription* (including any voluntary donation)? As a Registered Charity we can recover tax that you have paid all for the sake of a few minutes of your time - form [or a form to pay by Bankers (Standing) Order] from 8, Bloomfield Road, Gloucester, GL1 5BL or 6, Castle Street, Hereford, HR1 2NL. *Thank you.*

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# THANKS...

to the following for their greatly appreciated support:-

## **LOGI (UK) LTD.,**

who donated a hand-held scanner, and optical character recognition software for our computer based work.

## **GLOUCESTERSHIRE COUNTY COUNCIL/ COUNTRYSIDE COMMISSION**

who have given us a £600, 30 %, Grant to assist with our work at Oxenhall.

## **BRITISH WATERWAYS [WORCESTER]**

who donated a redundant fuel storage tank to assist us in storing the large volume of diesel we are now using.

## **S&S INTERNATIONAL**

for donating, for a second year, a subscription to Dr Solomon's Anti-Virus Toolkit for our computer.

## **COLWALL PARK HOTEL**

for copy typing text for The Wharfinger and transferring it onto floppy disk.

## **HEREFORD CITY COUNCIL**

who have given us a Grant of £200 towards our "core" costs for 1994/5.

## **DAVID WILLIAMS ESQ.**

for donating 3 computers to assist the professional look of our work.

## **BLACK PRINCE HOLIDAYS; BRITISH MARINE INDUST'YS FED'N; COLWALL PARK HOTEL**

for donating the prizes for our 1994 Grand Holiday Draw - see p.13.

**OUR SINCERE THANKS  
TO EVERYONE**

# HELP!

Our aim has always been to give our Members a range of Social Events and the details of these were "promoted" to the centre pages some time ago to reflect the importance of this part of our activities. This is probably one of the easiest single tasks within the Trust to run successfully - and does not require the organiser to sit on Council. Unfortunately this is an area where frequent pleas for assistance in organising Social Events have generally gone unanswered. For some time now we have been struggling to obtain Social Event details in time for the appropriate issue of **The Wharfinger** and this issue is no exception - except this time we have not received any details, at all, for the coming months.

We hope for a volunteer to co-ordinate all our Social Events - but if you want to help why not offer to organise just ONE event each year? A little effort by a few people could be the difference between the Canal Trust having regular Social Events - or none at all. [Mike Potts has already planned a couple of his highly popular coach/canal (and railway) visits for 1994 [see p. 12] - these are the most difficult to organise so it's only the easy ones left!] Please telephone Lesley Lowe (see Contacts) in the first instance.

The more observant reader (new Members are excused!) may think this column is remarkably like the one in the last edition. In fact it is almost identical - not a mistake, just that no one responded last time, so we thought you might all like another opportunity! *Surely someone could assist by organising just one event?*

## THE WHARFINGER

We may as well admit it; this edition of **The Wharfinger** has been one of the most difficult to pull together for some time - we hope that the finished version does not reflect this too much ! There have been a number of reasons; but the lack of a print Sponsor has been the major psychological factor. Many of the other Canal Societies/Trusts pay [*REAL money - I don't like that idea ! - Ed.*] for their newsletters to be printed (and a number collate and hand staple the finished product). We have been fortunate to avoid this significant drain on our hard-won funds for a number of years. Yet this page is being written on the day when this issue should have been winging its way to the printers - and not a Sponsor in sight.

So what have we done to try and help ourselves ? We cannot expect these things to be handed to us on a plate ! The answer to this holds the key to your editorial teams bout of deep depression - grossly inefficient, inconsiderate (and in the case of one of the smaller banks, even offensive) large businesses that claim to lose correspondence - if they can even bother to reply to our letters. Yes, of course we know that they receive very large numbers of requests; but we do take the trouble to try and ensure that we write to the appropriate person, by name, and we do our best to "set out our stall" (in a way that has consistently brought good results in respect of other aspects of our work). It is disappointing to receive "*standard letter number 56*", saying "*no*", but that is better than a number that claim not to have received the request (*funny that it is ONLY letters requesting support that don't get through*) - or who take 6 to 8 weeks to say "*no*".

For the past year we have benefitted from having Member Bob Fairclough as our "Postman" for **The Wharfinger**. Normally this would entail the labelling and stamping of hundreds of envelopes and, of course, inserting **The Wharfinger**. Thanks to Bob the duties now extend to the hand delivery of many copies saving, in the past year, well over £50 in postage. *Thank you, Bob.*

Finally, our apologies for the fact that this issue of **The Wharfinger** is about two weeks late. We promise to try harder next time !

The next issue of **The Wharfinger** will be our Summer edition. We hope to include details of where we will be taking (*and have already taken!*) the Canal Trust Display this year; information on our main Restoration Camp for 1994 - plus your views and news . .

**COPY DEADLINE FOR THE NEXT EDITION IS SUNDAY 1st MAY**

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

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Whilst we try to ensure dates are correct please verify them with a relevant Organiser.

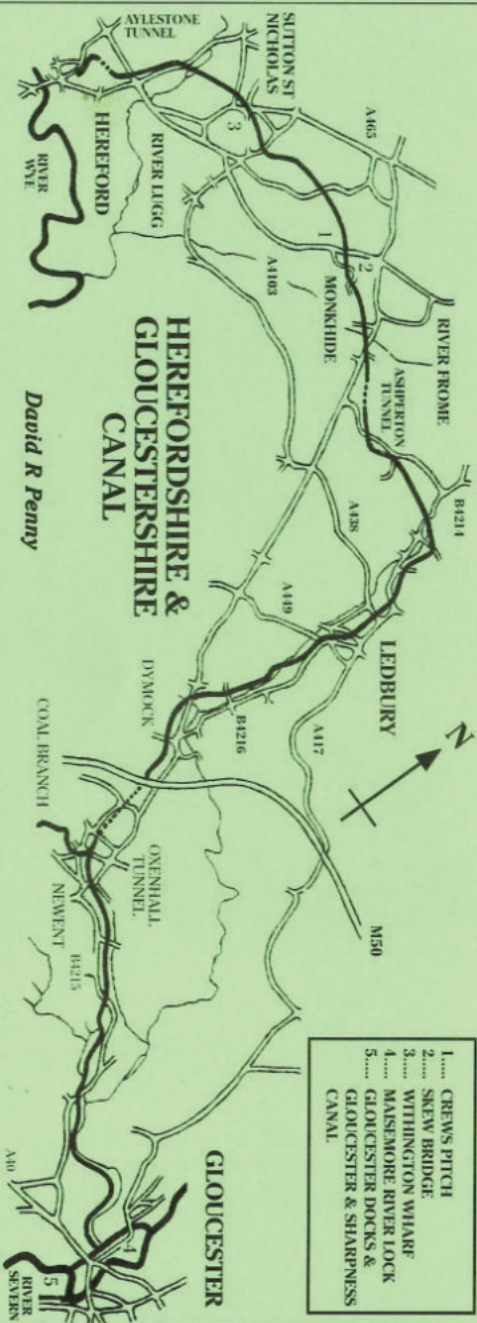
Cover:- Thanks to Sandy Wooldridge, Creative Labels Ltd., Rotherwas, Hereford.

Membership records are computerised. In accordance with the Data Protection Act 1984, your entry is available for inspection if you send a SAE to the Membership Secretary.

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<b>NOT A MEMBER ?</b>	<i>Details from The H&amp;G Canal Trust,</i>
<b>OR</b>	8, Bloomfield Road, Gloucester, GL1 5BL
	6, Castle Street, Hereford, HR1 2NL <i>(sae please)</i>

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*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.