

THE WHARFINGER



Newsletter of the Herefordshire &
Gloucestershire Canal Trust

50p
free to Members

Edition 43
Summer 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 !
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

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TRIP BOAT

*Ron & Sarah Ashley, Steve Hughes, Ray Moses,
Joyce Lynham, David Penny, Pat Skeet*

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

WORKING TOGETHER

We exchange newsletters with a number of other Canal Trusts and Societies around the country. Almost all of them have been established for *many* more years than we have - in most cases for over twice as long - therefore it is interesting to read how they are progressing. We compare very favourably in almost all respects bar one - the level of external funding that we receive ! I am confident that, given time (*and the usual disproportionate voluntary paperwork effort*) our turn will come.

In just over ten years we have made quite amazing progress where we consider it matters - in getting the *political* support for our longer term objective. Yes I know that many of you reading this would like to see greater progress on the ground but a fat lot of good that is if we then find that lack of attention to *policy* detail has led to the total loss of the historic Canal line (or an essential diversion route) somewhere along the 34 miles.

With the necessary "route protection" now being proposed in each of the five Local Plans we need to continue to work *together*, with each of our District Councils (and the two Counties), to secure the necessary funding. Detailed liaison with statutory bodies, such as the NRA, is also essential. Our voluntary endeavours will then become a permanent asset to the community and the national inland waterways network.

DoE INSPECTOR BACKS CANAL

We have just heard that the Planning Appeal in respect of the proposed Gypsy site at Rudford, which would have been located right on top of the historic line of the Canal, has been rejected. One of the major reasons was the prejudicial effect on the future restoration of the Canal. *[Full report in the next edition.]*

MORE GOOD NEWS !

Since the last issue of *The Wharfinger* there has been a wealth of other *good news* - excellent progress with Local Plans *[p.16]*; the A40 link road has been abandoned *[p.2]*; a major colour feature about the Canal in a national magazine *[p.13]*; *The Heart of England Tourist Board* have identified the Canal as a major asset to future tourism in Hereford City *[more details in the next edition]* and David Bick's revised and updated book on the Canal has just been published *[p.8]*.

Cliff Penny, Chairman/Liaison Officer

A40 - M50 LINK ROAD, GLOUCESTERSHIRE

Within days of the last edition of **The Wharfinger** going to the printers the anticipated revised National Road Building Programme (*p.8 and p.11 of the last edition*) was announced. This scrapped the scheme and cancelled the protection for the route of the road.

The road would have affected about one quarter of the whole Canal (certainly in terms of noise) and significant challenges would have arisen, over a number of miles, in designing a revised alignment for the Canal in the immediate vicinity of the proposed Trunk Road. A huge

amount of voluntary time would have been spent in securing the necessary accommodation works for the Canal and an appearance (or two or three!) would have been essential at the major Public Inquiry.

There is no room for complacency, however. *The best way of safeguarding the route is to restore the Canal.* We hope that the various land owners, a number of whom approached the Canal Trust for support [*the Trust remained neutral. Ed.*], will now act with us to secure the restoration of the Canal through this area as soon as possible. **CRP**

~~~~~  
Many things in life are taken for granted and the safe passage of our post is perhaps one of many. Whilst accepting that millions of letters and packets safely reach their destination it is always unfortunate when problems arise.

Regrettably we have become aware of a significant problem with some of the copies of the last edition of **The Wharfinger**. At least a dozen, perhaps many more, were damaged within the automatic sorting machinery spilling out their **Grand Holiday Draw** tickets. Whilst these tickets have been returned by **Royal Mail** we have not had any copies of **The Wharfinger** returned [*too good a read? Ed.*] but



**Royal Mail**

at least two Members have written to say where had their copy got to (we photocopy all the sheets of labels used to dispatch each edition so we know that their copies were posted).

**Royal Mail** are investigating. They have asked us to ask you to tell us if you a) received a damaged envelope without the **Grand Holiday Draw** tickets; b) didn't receive the last issue (*Edition 42, Spring, 1994, with green cover*). We will replace the missing items and **Royal Mail** will then consider a compensation claim from the Canal Trust. Please telephone Lesley Lowe (*see Contacts*) as soon as possible if you fall into either of the above categories. *Thank you.* **CRP**

### ~~~~~ BAKE A BISCUIT OR TWO?

On Saturday 10th September we are holding an Open Day and small Trail Boat Rally at Monkhide. Lesley Lowe and Liz Connors have agreed to "mastermind" the catering arrangements and would appreciate your help with some home baking. Please telephone either Lesley or Liz (*see Contacts*) prior to getting the flour out so that they know what to expect and can ensure a wide range for our visitors! *Thank you.*



**OPEN DAY**

**Saturday 10th September  
and small Trail Boat rally  
at Monkhide** *off A4103, 8 miles  
east of Hereford.*

*See Britain's skewest canal bridge and the Trust's restoration work.*

**\* BOAT TRIPS**

**\* SMALL TRAIL BOAT RALLY** *Entry for slip launched  
boats £5 - see page 12*

**12 noon  
to 10pm.**

**\* TRY A CANOE**

**\* CHILDREN'S CANAL QUIZ**

**\* FULL TRUST DISPLAY**

**\* HI-FI PRIZE DRAW**

**\* CANAL SLIDE SHOW**

**\* REFRESHMENTS**

**\* CREAM TEAS**

**\* SALES STAND**

**\* SIDE SHOWS**

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*All events subject to change in the event of circumstances beyond our control.*

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## COMMITTEE MATTERS

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

### FEBRUARY COMMITTEE

■ Revised wording for the Forest of Dean Local Plan Policy relating to the Canal was discussed. Whilst the main Policy was accepted amendments to the "Reasoned Justification" were sought.

■ An account for legal fees had been submitted by a Solicitor acting for a land owner in relation to the current Land Owners Agreement negotiations. In view of the extensive amount of work that had been undertaken on this first Agreement it was, exceptionally, agreed to pay the amount involved.



■ Hereford City Council had confirmed that the modified proposals (preserving the essential diversion route for the Canal) had been approved for the Imperial Business Centre [see page 11, Edition 41].

■ Estimates for printing The Wharfinger were discussed. The Chairman was authorised to negotiate with two local printers to see if they would match the lowest bid from a London firm.

■ Further consideration was given to subscribing to the Parliamentary Waterways Group now that Press and Publicity Officer David Williams lived in London. Other groups already attending would be asked for their views before a final decision was taken.

■ Mercury Communications had agreed to lay additional cable at a point where a lowered bridge on the Canal would require rebuilding (to save very expensive cable jointing costs in the future). This was greatly appreciated.

■ The Chairman would present evidence at the Public Inquiry into the proposed gypsy site on the line of the Canal at Rudford.

■ Restoration activities in Gloucestershire had been hampered by the very wet weather. In Herefordshire repair work on the tractor had been completed and work was continuing on the Trip Boat.

■ A special reduced rate Life Membership for Senior Citizens (£50 single, £80 joint) was agreed.

■ Consideration of increases in Subscriptions, recommended by the Membership Secretary, was deferred for a report to be put before the Membership at the AGM.



## COMMITTEE MATTERS ... (ii)

### FEBRUARY COMMITTEE

... continued

■ A decision taken by a number of Trust Directors to bring forward monies previously approved for expenditure in the 1994/5 Financial Year, to secure matching funding for a grant that was available at very short notice from Gloucestershire County Council, was challenged by a Director of the Trust. Following an explanation the Chairman of the Finance and General Purposes Committee resigned.

■ The first Finance and General Purposes Committee meeting would consider its Terms of Reference (which had not been defined at its inaugural and only meeting many months earlier) and report back to the Council of Management for ratification.

■ A derelict property was subject to discussion with Gloucestershire Heritage Trust.

■ It was decided that the Canal Trust should take a neutral attitude to the activities of the River Wye Restoration Trust.

### SPECIAL MEETING; MARCH

■ The Special Meeting was primarily to discuss the decision taken by four Trust Directors, outside Committee, to bring forward by six weeks expenditure that had already been approved for 1994/5 Financial Year. This was in order to gain a £600 grant, offered at short notice by Gloucestershire County Council. It was agreed

*continued on page 20*



## MICHAEL STIMPSON and ASSOCIATES

*Corporate Members of the  
Herefordshire & Gloucestershire  
Canal Trust, and IWA*

## INSURANCE

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renewal notice be this year?  
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**FAX: 721559**



## *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.*

Situated in the centre of Colwall Village, on the B4218 between Ledbury and Malvern, the Hotel has twenty en suite bedrooms, Conference Rooms, Ballroom, and a Restaurant specialising in English menus.



**Egon Ronay**



**JOHANSENS**

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## NATIONAL CAMPAIGN FESTIVAL, PELSALL

This Festival, over 3 days at the end of May, attracted over 200 narrow boats to the northern reaches of the Birmingham Canal Navigations. It was intended, amongst other things, to promote the restoration of local Canals.

The previous week was the coldest and wettest for many a year so we arrived to find a very wet site. Memories of the quagmire that resulted at the National Waterways Festival at Wakefield (over the August Bank Holiday in 1992) came flooding back -*excuse the pun* !

Waterway Recovery Group had been hard at work laying on water supplies to some of the boats, together with all the other "behind the scenes" work that can so easily be taken for granted, and the relatively small

trade and craft exhibitions area, plus a few other marquees, were also ready for business. Steve Hughes and David Penny had hired a large van [*unable to borrow one this time so £104 + fuel to add to the slate !*] and loaded our display from its secure store at Broomy Hill Water Works in Hereford (*thanks again, Welsh Water*) over the Friday lunch time. Together with Joan and Cliff Penny they erected our display and sales area in record time that evening.

Early the next morning Joan and Cliff were on site by 8am to ensure that all was well and it soon became clear that the rain of the preceding week was going to cause us problems as the area behind our sales tables was exceedingly wet and boggy. A  
*continued on page 8*

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.

## NATIONAL CAMPAIGN FESTIVAL, PELSALL *continued* . . .

number of requests for straw went unheeded, so some was "acquired", and soon gave an improved surface from which to trade! Unfortunately Cliff and David suffer from Hay Fever so they really were not *that* miserable if you visited our stand . . .

Considering that the event was free entry for visitors the Saturday was very "slack" but we doubled our trade on the Sunday and the Monday was also reasonable - with better weather at last. Even after subsidy the tentage and electricity costs were almost £200 so add the van (and fuel) and our presence cost some £330. Was it worth it? The answer has to be a resounding "yes" because, *once again*, we showed senior national representatives of the Inland Waterways Association that the Herefordshire and Gloucestershire Canal Trust means business, we recruited a number of new Members (and one of our existing Members renewed as a Life Member - *thank you*); and we sold sufficient Grand Holiday Draw

tickets and sales items to make a small profit as well.

To the [*dare he say few? Ed.*] small number [*almost right!*] of Members who staffed this event our sincere thanks; it really was an enjoyable (if sneezy) weekend. Just for the record our star sales were almost £75 worth of children's "Lucky Dips", at 25p a go, (although the Wife of H&GCS Sales Co-ordinator Steve Hughes had to be reprimanded for *deliberately* finding a glider, and then flying it across our display area!). Our new line of "Cuddly Toys" (I am assured that they all have links with creatures that might be found on or near the Canal . . .) also sold very well. A quick telephone call to Liz Connors (*see Contacts*) will ensure that *you* have a chance of joining in the fun - whilst spreading the serious message around the Country that the Herefordshire and Gloucestershire Canal is destined to be one of the major *National* Canal restoration schemes within a few years time. CRP

## THE HEREFORD & GLOUCESTER CANAL

**By David E Bick**

*15 years ago the first book about the Canal was written and published by David Bick.*

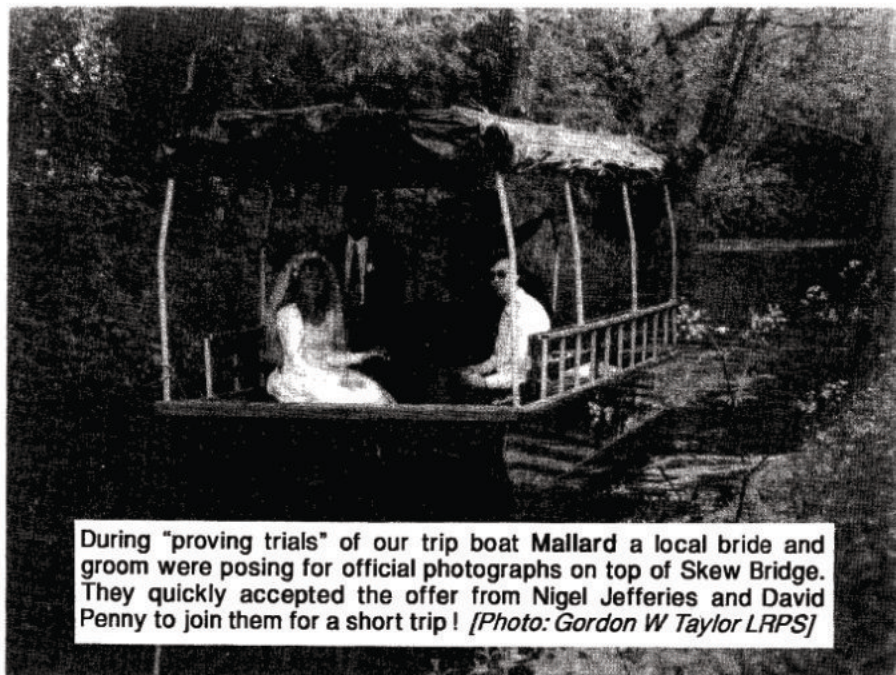
**NEW EDITION  
NOW AVAILABLE**

He wrote "*Throughout the length and breadth of England, no major navigation is so lost in obscurity as the Hereford and Gloucester Canal*".

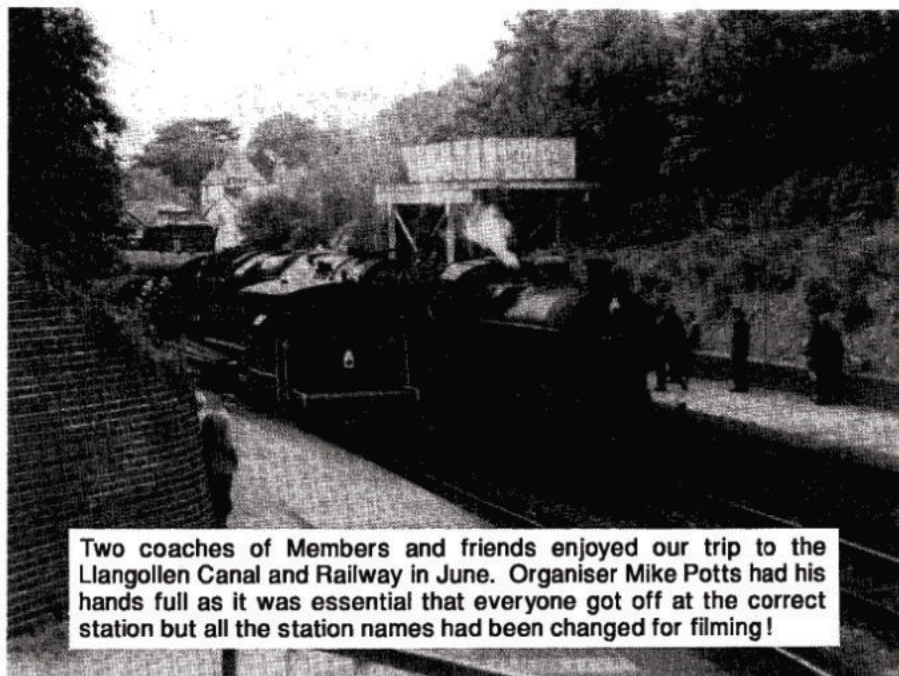
The book contains two new chapters, one of which briefly summarises recent developments involving the Canal Trust. 104 pages, printed on art paper to A5 format with over 30 photographs, plus numerous maps and other documents - this is a book no supporter of the Canal Trust should be without. Price £7.95 (inc. P+P) from Herefordshire & Gloucestershire Canal (Sales), "Coppice", Burley Gate, Hereford, HR1 3QS. Payment by Access, Visa, cheque or postal order.

*Credit Card No./expiry date please. Cheques/PO's payable to H&GCS.*





During "proving trials" of our trip boat Mallard a local bride and groom were posing for official photographs on top of Skew Bridge. They quickly accepted the offer from Nigel Jefferies and David Penny to join them for a short trip ! *[Photo: Gordon W Taylor LRPS]*



Two coaches of Members and friends enjoyed our trip to the Llangollen Canal and Railway in June. Organiser Mike Potts had his hands full as it was essential that everyone got off at the correct station but all the station names had been changed for filming !

# 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 am writing to protest and to ask for the support of all those concerned at the wholly catastrophic and inappropriate plans put forward by the Cherwell District Council for Tooley's historic Boat Yard in Banbury.

Tooley's Yard, which has been in existence for upwards of 100 years or more, is to be mothballed and turned into a static museum and the business moved to a new site away from the town. Tooley's is most certainly the last traditional "narrow boat" yard on the Oxford Canal and could very well be the last in its original state in the country. It is a scheduled Ancient Monument and it should be retained as a **WORKING AND SCHEDULED ANCIENT MONUMENT** of which there are abysmally few left in the country.

All those who have read and loved Tom Rolt's classic "Narrow Boat", and have been influenced by its philosophy, should please protest at this blatant vandalism so that it may be stopped in its tracks.

To express your disapproval you should write to:

Cherwell District Council, Bodicote House,  
Bodicote, Banbury, Oxfordshire, OX15 4AA

Sir John Knill Bt.,

Ex. "Number One"; Hon. Life Member IWA;  
President, The Commercial Narrowboat Operators Association;  
President, The Association of Canal Enterprises;  
Vice President, Cotswold Canals Trust;  
Vice President, Herefordshire and Gloucestershire Canal Trust.

Dear Editor,

We feel guilty! We have been (somewhat distant) Members for a couple of years and have contributed very little beyond selling a few Grand Holiday Draw tickets. So here we are, just a few miles from Pelsall and we will be away on holiday, cruising the Cheshire Ring, just when we could have assisted with the Canal Trust Display.

But we can do something - so send us some more Draw tickets and a Deed of Covenant and a Standing Order Form (please) and we will do what we can! We very much enjoy The Wharfinger and find it very informative. We will try harder to respond to your pleas for help.

The Burgin Family.

[Active fund raising; paying Membership by Standing Order and Covenanting is a pretty good start! Thank you Tim, Jill, Helen and Lucy. Ed.]



# RESTORATION FOCUS

*By Roger Chandler*

I think the main thing about Spring in Gloucestershire this year was that it was wet. At Oxenhall work progressed slowly, as early in the year the slewing gearbox on the excavator failed. One of the shafts inside the gearbox had shattered and presented us with a problem of repairing it and finding the cash to do it as this was not in the budget for the year. Our thanks must go to Chris Hill and several others who spent many hours and days working on this problem. Now the machine is working well, we are working Wednesdays and Sundays (weather permitting), removing the many tonnes of sand washed into the Canal between Cold Harbour Lane Bridge and the southern portal of Oxenhall Tunnel. Fortunately not too much time was lost as the weather would not have allowed us to work moving soil before now.

Slowly this part of the Canal is beginning to reveal some secrets lost for some time. As some of you are aware this section is cut out of the sandstone rock and is not lined with clay. When the Canal was built the cost of this section would have been high and it would appear that cost cutting measures were made even then as parts of this stretch are only about one metre deep and the width in most places is only wide enough for two boats to just pass - and in others only one boat wide. For more details wait for the next edition or visit the site!

During the remainder of the Spring work continued on Cold Harbour Lane Bridge with a new drain being constructed on the

north side of the Bridge (the last one) and a new abutment wall below. Some concreting remains to be done and then the area landscaped. All of the pointing to the bridge has also been completed. Hopefully we should be able to report in the next edition of *The Wharfinger* that this part of the project is finished.

Once again some time has been spent on the stable/leggers rest near the Tunnel portal with the face having been repointed. Work on this interesting structure will now move to repointing the underside of the arch.

*p.s.* On the excavation front progress is being slowed down at the moment by the lack of dumpers. We desperately need the loan of one or two 3 - 5 tonne dumpers for a few months (or more!) to enable us to make the most of the much longer hours we are now working. The couple of dumpers we have are not sufficient due to the long haul route at Oxenhall - and also having to share them with our colleagues in Herefordshire. [*Always a bit of a fight over this - Ed.*] If anyone has a suitable machine that they could lend us, or knows someone who might be worth approaching, please contact me on (0531) 890671. *Thank you.*

All we need now is some dry weather to allow us to work towards the Tunnel!

## WANT TO GET INVOLVED?

Volunteers to assist in our restoration (and maintenance) work are always welcome. Please telephone Simon Hayward on (0452) 305572 or Ian Reid on (0531) 635877.

## *Dates For Your Diary*

### **Saturday 30th July - Sunday 7th August**

NEATH - WELSH NATIONAL EISTEDDFOD

We will be operating our Trip Boat "Mallard"  
for all 9 days - plus a small sales presence.

*Volunteers still required. Please contact Liz Connors - (See Contacts).*

### **Sunday 7th August**

HEREFORDSHIRE COUNTRY FAIR

Our full display will be at this very popular event.

### **Saturday 10th September**

OPEN DAY AND TRAIL BOAT RALLY AT MONKHIDE

*See Britain's skewest canal bridge and the Trust's restoration work.*

*Activity on land and water, teas, evening barbecue.*

*£5 entry for slip launched boats (includes certificate).*

*Trail boat entry forms from David Williams (see Contacts).*

*Volunteers required. Please contact Liz Connors. (See Contacts).*

**FURTHER DETAILS ON PAGE 3.**

### **Sunday 11th September**

MONMOUTH AND BRECON CANAL

*As in 1993, a cruise with the Dragonfly Boat, where  
we were made most welcome. An afternoon cruise  
along this pretty canal with tea, sandwiches and  
cakes as we cruise. One or two other coach stops  
during the day to explore the canal.*

Coach from Hereford *(More details with the tickets).*

£11.00 each inclusive of Coach, Cruise and Refreshments.

**BOOK EARLY - ONLY 41 SEATS AVAILABLE**

Not quite such an early start with this one, you can all have a lie in!  
9.30 am. Hereford Bus Station, returning at about 6.15 pm.

*Tickets from:- Mike Potts (see Contacts) or  
Hereford Camera Centre, 41 Maylord Orchards, Hereford  
or Monmouth Photo Centre, 6 Church Street, Monmouth*

### **Advance Notice:**

**Friday 23rd September - 7.30pm**

**MIKE'S NOSTALGIA NIGHT**

*Full details in the next edition of The Wharfinger*



Four full colour pages of the August 1994 edition of the national magazine

# Waterways World

**Waterways World** (at newsagents from 14th July or by post from H&GCS - *David Penny*; see *Contacts* - £2.40 post paid) are dedicated to a Restoration Report on the Canal. WW Assistant Editor Euan Corrie has produced an excellent feature on the Canal (and the work of the Canal Trust). Final "proofing" took place whilst the Editors of *The Wharfinger* were travelling on the canal system; involving a helpful solicitor's office in Wolverhampton (photocopier) and extended use of the 'phone at Shropshire Union Cruises, Norbury Junction! *Thank you to everyone.*

## ***The BIG prize DRAW!***

Sales of tickets are going well *but please don't ease up now!* YOUR continued efforts are *essential* to the successful outcome. Experience has shown that the last couple of months are very important so, *please*, do your bit to raise funds for *your* Canal Trust. *Thank you* to those who have already returned stubs and money. If you have mislaid your tickets (or would like more) please send a SAE to Liz Connors (see *Contacts*).

A number of Members have written (as in previous years) requesting more tickets - *thank you*. One Member wrote a very serious "Dear Sir or Madam" letter to Liz Connors (our Honorary Treasurer and official "Promoter" of the Grand Holiday Draw) making it quite clear that they had absolutely no time for "raffle" tickets and insisting that we did not send them tickets ever again. We fully understand that some Members are not prepared to sell draw tickets (and a very clear note to that effect was at the bottom of this page in the last issue of *The Wharfinger* and is repeated below) - to those who took the trouble to return them for further use *thank you* - to our disgruntled Member sorry to offend you but we do not have the resources to eliminate you from the hundreds that *are* prepared to sell the tickets. It is a mammoth task sending out each edition of *The Wharfinger* (especially when there are enclosures to be placed within the same envelope) without being selective in who gets what.

The prizes really are worthwhile - we were delighted to hear from last years First Prize winner (see article in the next edition of *The Wharfinger*) - as the "Pools" Companies say, "you've got to be in it to win it" - *are YOU in with a chance (MUCH better odds than the Pools) !?*

Once again our grateful thanks to *Black Prince Holidays; British Marine Industries Federation; and Colwall Park Hotel* for their very substantial support in donating all of the prizes. Each year the Chairman writes to the prize donors to say who has won and how much we have raised; *please* help us to make 1994 a record breaking year. *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 previously enclosed.]*



# RESTORATION UPDATE

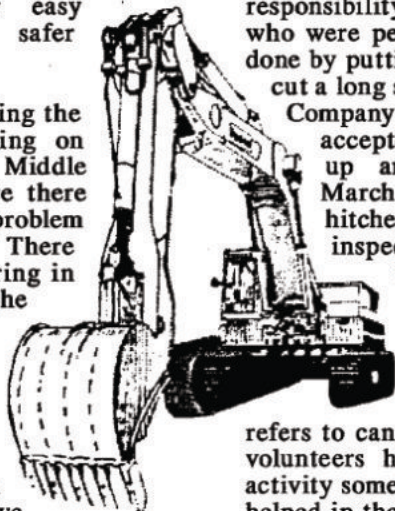
*By Brian Fox*

Spring is finally here and we can start moving equipment again after a very wet and frustrating winter. The time has not been wasted, however, and all the heavy machinery has been serviced and ready to go for a trouble free six months - fingers crossed! We haven't been completely idle as those who have walked the towpath through Monkhide will have noticed. The path has been levelled and seeded and the approaches to the Accommodation Bridge have been graded for easy maintenance and safer walking.

At the time of writing the excavator is working on the section next to Middle Court Bridge where there has always been a problem with the drainage. There appears to be a spring in the bank and the water has to escape right across the towpath to the Canal so it will be necessary to lay some drainage pipes underneath the path before we can expect to solve the problem. There is also a fair amount of soil to shift in order to make the Canal and the towpath the correct width. We have the permission of Mrs. Clewes, who owns this section of Canal, and the field next to it, to spread any spare soil into a few depressions providing we level everything and seed it when we are finished. So far we haven't filled in all the available holes in the area and we hope we can continue to work in such a way as to provide a mutually beneficial

service to the local farmers and to ourselves.

You may recall that we have been working on recutting the drainage ditches which run parallel to the Canal on the Yarkhill Project side of the main road. A brick culvert takes one of these ditches under the main A4103 at Crews Pitch and this was also full of accumulated silt so it wasn't much use clearing the ditches without doing the culvert at the same time. This, however, was the responsibility of the County Council who were persuaded to get the job done by putting it out to tender. To cut a long story short, the Trading Company put in a bid which was accepted. The job was taken up and completed during March, not without a few hitches, but the work was inspected and approved and the money was paid providing us with a reasonable profit for our funds.



Restoration normally refers to canals but this winter our volunteers have had a change in activity some weekends as they have helped in the restoration of our trip boat Mallard to full running order. Some have been working on the mechanical side in getting the engine overhauled whilst others have been constructing a weather proof canopy and applying the necessary paint/preservatives to the hull and seating. The relaunch took place in April without any ceremony and since then trials have been undertaken successfully with numerous trips along the Canal. Training of "steerers" is now under way so that there will be enough



# RESTORATION

volunteers capable of operating Mallard as we prepare for the Open Day on Saturday 10th September [see page 3]. We have been busy clearing vegetation from the far bank with the help of Waterway Recovery Group who came down from Birmingham one weekend. But we have an ongoing problem [Nay - not a problem just a challenge! - Ed.] with the growth of weed in the Canal which threatens to choke everything including the outboard motor. Those who remember our last Open Weekend two years ago will remember that we had to enlist the help of a specialist boat to clear the Canal of weed the day before or there would have been no boating possible. So far this year we are keeping the channel clear [it's nice to be optimistic - Ed.] by running the boat as often as possible which stirs up the water and slows the growth and also by scooping out vast fork fulls as we go along. It can be back breaking work, as some of our volunteers will testify, but it is the only way we know short of getting the weed clearing boat back and that will cost hard won cash.

Those of you who like to get involved will be itching to hear when our "annual dig" is to be held so that you can be sure to book your holiday for an alternative week as it always rains during the restoration camp! September 17th - 25th is the provisional date set and we hope to be carrying on where we left off last year at Yarkhill with the aim of finishing all the necessary tasks ready to fill the Canal with water next winter. It depends on how much money is in the kitty for fuel and the necessary permission of the relevant land owners being obtained. There will not be the

# UPDATE continued

need to use so many dumpers as last year as we are hoping that most of the soil removed from the dry bed will be spread around on the towpath and locally. Much of the time will be spent on clearing any remaining vegetation, grading the banks and towpath ready for seeding, filling four breaches in the far bank and repuddling to make everything watertight. We also have to construct a temporary overspill weir at the Barrs Lock end to take excess water into the neighbouring ditch and generally make the whole stretch a show-piece of what a restored Canal can look like. We want to be proud to show visitors around and hopefully encourage others to look favourably on our efforts. We may only be volunteers working to a very restricted budget but we do get results [and excellent value for money - Ed.].

We shall, of course, be working other weekends until September, always the first Sunday in the month, sometimes Saturdays and other days when it is convenient to the volunteers who want to play a part in what can be a very satisfying and worthwhile project.

[Recent visitors to the Monkhide area may have been concerned at the tall stinging nettles on the sloping bank of the towpath. We do not (yet) have our own flail cutter for our tractor and a contractor who had agreed to maintain the sloping banks has failed to undertake the work. We are seeking grant aid for a suitable attachment so that all routine maintenance will be under our direct control - Ed.]

## — WANT TO GET INVOLVED ? —

Volunteers to assist in our restoration (and maintenance) work are always welcome. Please telephone Brian on Hereford (0432) 358628



## TWO WORDS DESTROY THE FUTURE ? . . . PART 4

Regular readers will (I hope) be gaining a good idea of the complex manner in which a Local Plan is prepared and the lengthy consultation process that is involved before it is adopted as the Policy document for all Planning issues for the District. *[Just a bonus of being a Member of the Herefordshire and Gloucestershire Canal Trust ! Ed.]*

The *very substantially* improved proposed Main Policy, and the associated "Reasoned Justification", (mentioned in the last edition) were approved by the Forest of Dean District Council and published in a "Proposed Changes" document which was the subject of another period of public consultation. The revised wording was:

" FTO.8 THE DISTRICT COUNCIL WILL SAFEGUARD THE HISTORIC LINE OF THE FORMER HEREFORDSHIRE AND GLOUCESTERSHIRE CANAL AND ITS ASSOCIATED WORKS, BUILDINGS OR FEATURES FROM DEVELOPMENT WHICH COULD PREVENT RESTORATION. WHERE THE ORIGINAL LINE IS ALREADY OBSTRUCTED BY PERMANENT STRUCTURES AN ALTERNATIVE ROUTE WILL BE AGREED AND SUBSEQUENTLY SAFEGUARDED.

6.31 Part of the former Herefordshire and Gloucestershire Canal lies within the District. It is the long term aim of the Herefordshire and Gloucestershire Canal Trust to restore the entire length of the Canal between the River Severn and Hereford, a distance of 34 miles. Considerable effort has already resulted in the restoration of several sections of the Canal and it is important that the ultimate re-instatement is not compromised by development. The Plan will therefore safeguard the historic line of the Canal where it is not already obstructed by permanent structures. Where so obstructed, the Council will safeguard any agreed diversion routes. Part of the route of the Canal is affected by the proposed new A40(T) which would require the diversion of the Canal to permit successful restoration. If the road scheme does not proceed then the historic route of the Canal where it is presently affected by the highway proposal will be protected by this Policy. If the road is built, then any agreed diversion will be protected by this Policy. Where the Canal is presently restored it offers considerable recreational opportunities. When restoration is complete very great tourism and economic advantages will accrue to the area as well as informal recreation and nature conservation benefits by the restoration of an important water feature. The Council support the Herefordshire and Gloucestershire Canal Trust in their endeavours to restore the Canal to a full navigable waterway. "

*NOTE: Following the formal announcement, in April 1994, that route protection for the A40 road scheme has been withdrawn [see page 2], the Council intend to advise the Inspector at the Public Inquiry into the Local Plan that they wish to delete the three sentences relating to this road as they are no longer relevant.*

At the end of the consultation period the Council had received over 100 forms supporting the proposed change and also the conditional withdrawal of the formal objection to the Local Plan from the Canal Trust. A single formal objection to this specific Policy was received. This was from a land owner who, at that time, had



## TWO WORDS DESTROY THE FUTURE (4) ? . . . continued

a current Planning Appeal under consideration in respect of a proposed gypsy site on the line of the Canal. [*This has since been rejected - see page 1.*] Another more general objector to other Policies in the Local Plan has also included a short objection to the Canal Policy in his Proof of Evidence to the Public Inquiry. The Canal Trust has submitted a short written statement to the Inspector, responding to these two objectors. The Public Inquiry commenced on the 7th June.

The Public Inquiry into the Forest of Dean Local Plan is not due to close until the end of July. It is unlikely that the Inspector will present his recommendations to the Council until the autumn. *We will keep you informed !*

### OTHER LOCAL PLANS

Whilst the Forest of Dean Local Plan has always been the most advanced in the approvals process the other Councils along the line of the Canal are catching up fast ! Two others are now at the very important Deposit stage:-

### HEREFORD CITY

Deposit Draft Local Plan issued - closing date for comments was 2nd June.

The Local Plan contains an excellent Main Policy on which we have been consulted. However, in the light of developments over the past few months we have requested some relatively minor changes. The Deposit Draft reads:

“ 10.28 The Herefordshire and Gloucestershire Canal reached Hereford in 1845 and operated until 1881, when increasingly severe competition from the railways forced its closure. The route of the Canal is still visible in part within the City, running from Roman Road through the Holmer Trading Estate and passing under Aylestone Hill before reaching its original terminus north of Canal Road. Much of the original line has been filled in and in places built over although the Aylestone Hill Tunnel is still intact and an active Canal Trust has undertaken preliminary restoration works at Staniers Way, where as a result a section of the Canal is in open water.

12.29 Restoration of the Canal is supported by the County Council's Countryside Recreation Strategy, and both the Strategy and a number of local plans along the route seek to safeguard the Canal corridor from obstructive development. The City Council acknowledges the recreational and tourism benefits of a restored Canal; in particular an improved route with agreed public access could offer the City a significant link to the open countryside. However, full restoration of the Canal on the original line within the City is not feasible in places where permanent buildings have been erected on the line since the closure of the Canal. In recognition of the difficulties involved in restoring the original route within the City, alternative routes and terminus locations may be proposed by the Canal Trust following negotiations with landowners. The City Council will support such routes and locations where they do not conflict with other planning policies and are otherwise acceptable.

10.30 Within the Holmer Trading Estate a section of the Canal has been filled with tile waste and other material. It is recognised that if Canal restoration is to proceed beyond this point into the City the original alignment must be maintained due to the proximity of the Aylestone Tunnel to the west and the presence of a high

*continued on page 18*



## TWO WORDS DESTROY THE FUTURE (4) ? . . . *continued*

pressure gas main to the south. Proposals for this part of the Trading Estate (policy E8) emphasise the need to retain the filled line of the Canal as open land; open storage and display uses will normally be permitted but such permissions will usually be granted on a temporary basis in order to avoid prejudicing future options.

10.31 To the east of the Trading Estate the Canal has not been filled and this section, extending as far as the pond at the Burcott to the north of Roman Road, has been identified as a Special Wildlife Site by the Herefordshire Nature Trust. This section includes the partly restored length at Staniers Way. Proposals for further restoration or improvement work in this section of the Canal should be discussed with the Nature Trust and comply with the nature conservation policies of this Plan. Finally a number of original features associated with the Canal survive within the City and it is important that these are retained where possible.

### Policy R15

The City Council will encourage the improvement and restoration of the former Herefordshire and Gloucestershire Canal within the City boundary where the route is not obstructed by permanent buildings, and will seek to ensure the original Canal features are retained. Where full restoration is possible on the original line the City Council will safeguard the line from development that would prevent restoration. Where the original line is already obstructed by permanent buildings and full restoration is not possible, the City Council will encourage improvement schemes which serve to mark the Canal line and will assess development proposals on this basis. The City Council will support alternative routes or terminus locations proposed by the Canal Trust in conjunction with the majority of landowners provided that such proposals are in accordance with other relevant policies of this Plan. "

Our requested changes were that a major section relating to the latest position on the Hereford Bypass should include a reference to the fact that both Hereford City and South Herefordshire District Council had supported the Canal Trust in our success at the Hereford Bypass Inquiry. Also that the Local Plan should re-state that support for the provision of a navigable culvert under the Bypass (if it is built to the east of Hereford).

We also requested that the reference to the other Local Plans should be changed to reflect that *all* five local authorities now support the restoration of the Canal.

Finally we requested that the last sentence of the Policy reads:-

*"The City Council will support alternative routes or terminus locations agreed with the Canal Trust provided that such proposals are in accordance with other relevant policies of this Plan."*

### MALVERN HILLS

Deposit Draft Local Plan issued for public consultation just as this item was being concluded - closing date for comments is 15th July.

The Local Plan contains an excellent Main Policy on which we have been consulted. Apart from the deletion of the word "*normally*", it is unlikely that the Canal Trust will be seeking any changes. Full details will be included in the next edition of *The Wharfinger*. CRP



## MEMBERSHIP MATTERS

### **WELCOME TO NEW MEMBERS** who joined since last September

Anthony, Mrs. P.F., Hampton Dene, Hereford; Begg, Mr. A., Hereford; Begg, Mr. G.D., Hereford; Bird, Mr. R. & Robbie, Ms. D., Mottingham, London SE9; Boddington, Mr. & Mrs. R.B., Hereford; Bowden, Mr. M.J.H., Tibberton, Glocs.; Burkett, Mrs. & Mrs. C.N., Hampton Dene, Hereford; Chappell, Mr. & Mrs. J., Southwell, Dorset; Cooke, Mr. J.D., Shardlow, Derby; Cresswell, Mr. & Mrs. J., Wellington, Herefordshire; Crowhurst, Mr. & Mrs. D., Kilcot, Newent, Glos.; Davies, Mr. & Mrs. G., Hampton Park, Hereford; Davis, Mr. L.W., Tibberton, Glocs.; Delacourt-Smith Mr. S. & Palmer Ms. L., Gloucester; Elliott, Mr. & Mrs. L.G., Llyswen, Brecon; Enser, Mr. J.M., Abersoch, Gwynedd; Farr, Mr. & Mrs. P., Burghill, Herefordshire; Frazer, Mr. & Mrs. S.K.R., Hereford; Gayler, Mr. A.R. & Lewis, Miss R.E., Wolverhampton; Gerrish, Mrs. E.F., Tibberton, Glos.; Hale, Mr. & Mrs. P., Halesowen, West Midlands; Howliston, Mr. T.J., Newent, Glos.; James, Mr. A., Reading; Jones, Mr. & Mrs. E., Tupsley, Hereford; Morgan, Mrs. M. Penhenllan, Cusop, Hay-on-Wye, Hfds.; Pennycook, Mr. P., Hursley, Stroud, Glos.; Perks, Mr. A.J., Kennington, Oxford; Pinnock, Mr. R. & Smith Ms. G. Newent, Glos.; Porter, Mr. & Mrs. J., Fulwood, Preston, Lancs.; Roper, Mr. & Mrs. I., White Cross, Hereford; Rose, Tania, Tibberton, Glocs.; Soulsby, Mr. J.C., Hereford; Toyer, Mr. P. Ledbury, Hfds.; Wall, Mr. P., London SE9; Wilcox, P.C., Rudford, Glocs.; Winter, Mrs. D.J., Hereford; Woodward, Mrs. L.J., Burghill, Hereford.

*Members joining after late June will appear in a future edition.*

### **WHERE'S MY COPY OF THE WHARFINGER ?**

A few Members have said they have not received all recent editions of *The Wharfinger*. If it is just the last edition [green ("*Spring is here*") cover] please see p.2 for details of problems with copies lost in the post.

Another reason is the late payment of Membership Subscriptions ! The Canal Trust Articles of Association state that a Member:-  
"*shall cease to be such . . . (a) If an annual subscription shall remain payable and unpaid three months after the date on which it fell due*".  
*You have been warned !* The safe way is to pay by Standing Order [or why not cut out all the paperwork and join our ever increasing number of Life Members ? Ed.]

If there is still a problem please contact the Membership Secretary at the Gloucester or Hereford address (*see Contacts*). Either of these addresses is also the place to write if you have a change of address or if you require Membership Application Forms to mount your own "mini recruitment drive" !



**IWA** The Inland  
Waterways  
Association

GLoucestershire & Herefordshire Branch

*An Invitation*

Our local Branch of the IWA are running a coach to the National Waterways Festival, Waltham Abbey, on Sunday 28th August. Coach Tickets are only £7.75 each. To book telephone Charlie or Mary Phelps (0452) 863437.

## COMMITTEE MATTERS . . . (iii)

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### MARCH COMMITTEE . . . *continued*

that the Terms of Reference for the Finance and General Purposes Committee should be determined as soon as possible.

- It was agreed to hold an Open Day at Monkhide on Saturday 10th September. [*preliminary details on page 3.*]
- To commemorate the opening of the Canal to Hereford on the 22nd May 1845 a major event would be held on the 20/21st May 1995.
- Major repairs were needed to the Canal Trust's JCB excavator. Further investigations were required in view of the high cost.

### APRIL COMMITTEE

▪ Following two presentations at Hereford Town Hall regarding the River Wye Mike Potts had requested that the City Council Environmental Promotions Unit host a talk by the Canal Trust. This had been arranged, at short notice, for the 21st April. It was agreed that the Chairman would give the main presentation assisted by Mike.

▪ Having secured the requested alterations to the "Proposed Changes" Local Plan document, to be published by Forest of Dean District Council, the Canal Trust would conditionally withdraw the formal objection to the Plan and advise our supporters accordingly.

▪ The Trading Company Contract to clear the County Council culvert, parallel to the Canal under the A4103, had been successfully completed. It was anticipated that a worthwhile profit would be made. Some further ditching work would be necessary in the autumn.

▪ In the absence of a print sponsor the Grand Holiday Draw tickets had been printed at the expense of H&GCS.

▪ The Department of Transport had formally announced that the proposed A40 Longford to Gorsley Trunk Road project had been removed from the National Roads Programme and route protection been withdrawn. [*see page 2.*]

▪ There was still no volunteer to organise Social Events. The Chairman would organise an evening at the Feathers Hotel in Ledbury. A small admission charge would be necessary to cover costs.

▪ Herefordshire Restoration Group had moved the excavator to Middle Court to complete work on the towpath (weather permitting).

▪ Our Trip Boat "Mallard" had been re-launched and was undergoing "proving and training" trials. A substantial outboard motor was required as a reserve engine. The boat would be in active service at the Welsh National Eisteddfod. [*see page 12.*]



## COMMITTEE MATTERS . . . (iv)

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### APRIL COMMITTEE . . . *continued*

- David Mills agreed to Chair the Finance and General Purposes Committee when it was re-convened.
- A revised Objective Statement was agreed. *[See next edition.]*
- Brian Fox is establishing a central Land Owner database.

### MAY COMMITTEE

▪ The Chairman reported a productive meeting with a senior County Council Officer regarding the Roman Road Bridge on the A4103 at Hereford. Work should commence this summer and there will be ongoing liaison between the Canal Trust and the County Council.

▪ Our Honorary Solicitor has been asked to approach the Charity Commissioners to request a reduction of the quorum required for meetings of the Canal Trust, which is currently 10%. With a (thankfully) ever increasing Membership, from all over the country and overseas, the current requirements (which were not quite met for last years AGM) will prove to be an ever increasing problem.

▪ It was noted that the formal objectives of the newly established River Wye Restoration Trust include "... *the making fully navigable the Rivers Wye and Lugg ...*". "*To take over and manage the Rivers Wye and Lugg navigations and manage the rights appertaining thereto.*" In view of the obvious conflict at the point where the Herefordshire and Gloucestershire Canal passed over the River Lugg further investigations will be made.

▪ A meeting of the Southern Canals Group would be hosted by the Canal Trust in March 1995.

▪ The IWA Restoration Committee had asked the Trust to postpone their proposed visit in the autumn.

▪ The Restoration Group hoped to have a Canal Camp in Herefordshire between the 17th and 25th September.

▪ Repairs to the JCB excavator were proceeding and it was hoped that a resourceful approach would greatly reduce costs.

▪ Work continues with brickwork to the last of the approach walls to Cold Harbour Lane Bridge and on the "Leggers Rest".

▪ The Trading Company reported that our first display in the Maylords Orchards shopping centre, Hereford, had been a great success. There were very few volunteers to man our display at the Pelsall National Campaign Festival; if 3 members of one family had not been going *[guess who - Ed.]* our attendance would have been cancelled.

## COMMITTEE MATTERS ... (v)

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### MAY COMMITTEE ... *continued*

■ The Finance and General Purposes Committee submitted a detailed report recommending a change of name to Finance Committee setting out the Terms of Reference and a Mission Statement. These were accepted following minor amendments.

■ A flexible month-by-month programme of work had been drawn up for both main restoration sites.

■ An Open Days sub-committee had been established.

■ Specific training was in hand in respect of the Trip Boat.

■ The Heart of England Tourist Board had published their "Hereford Tourism Strategy" for the City. The Canal was included and identified as a major asset to the City. [*see next edition.*]

■ Shell Better Britain had judged all groups that had received a grant from their Shell Better Britain campaign in 1992. They had arranged for a photo study of the work (and of other sections of the Canal) which would be donated to the Trust. We had been placed 17th nationally out of 550 - a very creditable result - for our work on Cold Harbour Lane Bridge and its environs [*photo. p.9, Edition 36*]. CRP

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## "PUT THE CLOCK BACK"

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# THANKS...

to the following for their greatly appreciated support:-

## WELSH WATER (1)

To South Eastern Division's Office Manager Tony Ducroq who has agreed to Sponsor all the envelopes used to dispatch The Wharfinger during 1994.

## WELSH WATER (2)

Every 2 years all of the safety helmets are changed - as is the colour to ensure that old ones aren't retained. At the change-over there are always some new ones left of the superseded colour - that's why you will now see so many blue ones on our restoration sites!

## RAF CREDENHILL (HEREFORD)

Who have donated an old four drawer filing cabinet to (partly) help to solve our increasing filing needs.

## IWA GLOUCESTERSHIRE AND HEREFORDSHIRE BRANCH

For a donation of £300 towards our work which is greatly appreciated.

## MERCURY COMMUNICATIONS Ltd

Who have laid additional cable at a point where a bridge will have to be rebuilt saving future expensive cable jointing.

## OUR GLOUCESTERSHIRE RESTORATION TEAM

Who are working one evening each week, and every Sunday, to accelerate progress on spoil removal at Oxenhall - see p.11.

**OUR SINCERE THANKS  
TO EVERYONE**

# HELP!

Our "Thanks" in the last issue for the three computers donated by our Press and Publicity Officer were a bit premature as two of them are in need of some TLC! The Editorial Team are conversant with such matters (up to a point) and have established that the problem appears to lie with the hard disks and/or the disk controller boards. So if there is anyone out there who would be prepared to get the PC's into active voluntary service it would be greatly appreciated. Further details from David or Cliff Penny [see *Contacts*].

The mammoth "desk top" photocopier that we were given a year or so ago is also proving to be a reluctant volunteer! Whilst we have managed to get a small number of copies from it the majority of the time the copies are now not usable. If you happen to know about the innermost workings of a Nashua 4100 copier - or know a man (or lady) who does - please contact David or Cliff.

Just in case you missed the plea on p.12 [*I thought there was one on every page?* - Ed.] Liz Connors would be very pleased to hear if you are able to assist the Canal Trading Company at the Welsh National Elsteddfod (near Neath; 30th July to 7th August) and/or the National Waterways Festival (at Waltham Abbey, close to London; August Bank Holiday). We also desperately need a volunteer with a vehicle who could tow a caravan to/from Waltham Abbey. If you can only assist at one end or the other of the Bank Holiday that might be all we need; assuming that someone else has a suitable vehicle for the other half of the journey! *Thank you.*

## THE WHARFINGER

Our experiences in obtaining quotations for the printing of **The Wharfinger** proved to be very interesting. The printers that had produced the last four issues for our previous print Sponsors, Midlands Electricity, were almost exactly *four* times as expensive as the lowest quote that we received (and we twice gave them the opportunity to revise it so it was not an error). They also incorrectly added VAT at 17.5% (such printing is zero rated). We took care to ensure that we were comparing like with like having obtained print samples for the lowest source; a printer in London who specialises in printing A5 newsletters and booklets to a high standard. We also obtained prices from two local printers who were dearer than the London firm. However, as we always prefer to do business locally, we approached **Print Plus** of Hereford and they were prepared to (almost) match the London price. This had the added advantage that we do not risk our copy in the post [rather an important factor at present - see page 2 !] and we speed up the delivery time by avoiding a long distance delivery of the finished product. Our sincere thanks to Mark Adcocks and his team at **Print Plus** for supporting us in this way.

As you will see, from the inside front cover, we are still looking for a company to Sponsor the printing. A couple of Members did contact the Chairman suggesting, by coincidence, the same company but this was more on the basis of "*they should be able to afford it*" rather than being a firm where one of our Members had a contact. So, please, if you know someone senior in a company that might be persuaded that our voluntary efforts deserve their support (after all it is of direct benefit to the local community and very much fits in with the current emphasis on "green" issues) then please give the contact details to the Chairman as soon as possible. In the meantime a lot less of your Subscription is going towards physical restoration work.

We've said it before but it warrants repeating - if you do not keep your copy of **The Wharfinger** then please don't throw it away! Pass it to a neighbour, colleague or other potential Member, or leave it on the table in the Dentist's waiting room...

Full details of the arrangements for the 1994 AGM will be in your Autumn edition of **The Wharfinger** plus a report on the Rudford Gypsy Site Public Inquiry and an account of the narrow boat holiday enjoyed by last years **Grand Holiday Draw** winners.

**COPY DEADLINE FOR THE NEXT EDITION IS SATURDAY 13th AUGUST**

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.

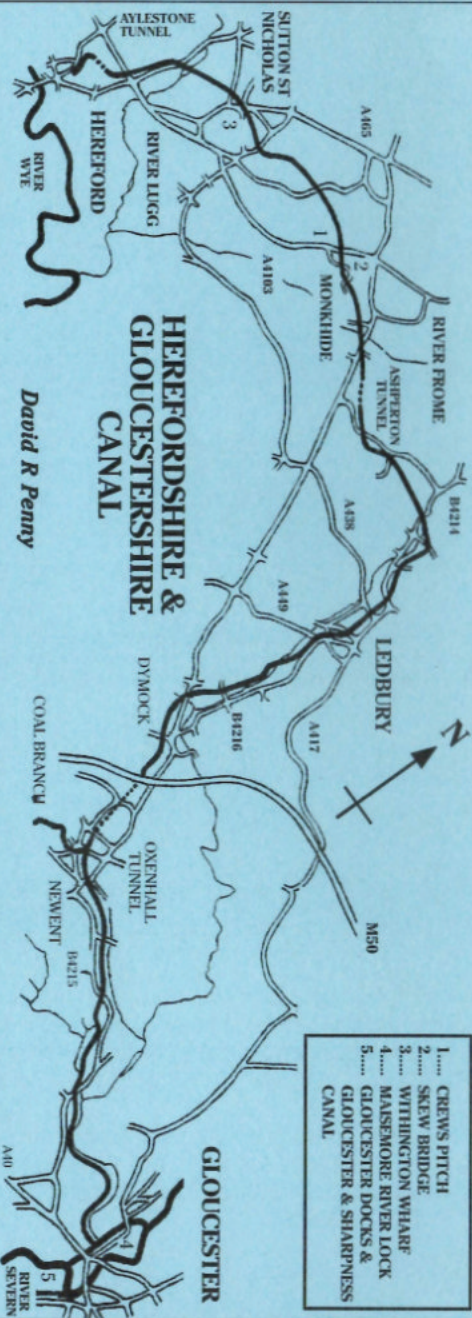
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|                       |                                                                                                    |
|-----------------------|----------------------------------------------------------------------------------------------------|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

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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.