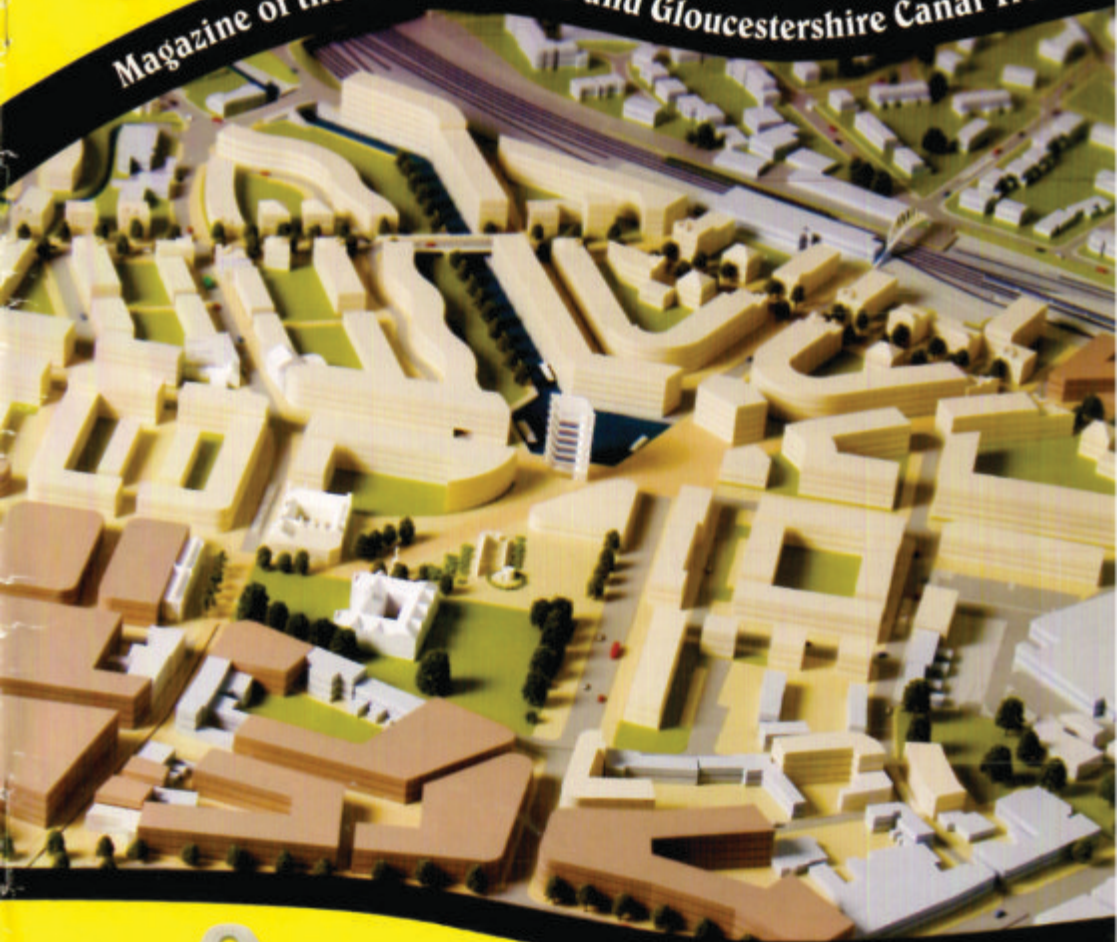


The **Wharfinger**

Magazine of the Herefordshire and Gloucestershire Canal Trust



Autumn 2007

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CONTENTS

Page

- 3 Chairman's Column
- 5 Editorial – Canal is asset for flood relief
- 7 New Vice-President:
James Hervey-Bathurst
- 7 Celebrate 25 years!
- 8 Edgar Street Grid
- 10 Draft Masterplan for Edgar Street
Grid
- 12 Aylestone Park Canal Project
- 14 The Trading Company Diary
- 15 ^{THE} WHARF HOUSE – The Floods
- 16 Restoration at Oxenhall
- 19 A Natural Explanation
- 20 Socials at The Royal Oak
- 21 Events Notice Board
- 22 Over Update
- 25 Volunteers come to the Banks of
the Severn!
- 26 In the News
- 28 Work at Yarkhill
- 30 The Tug Alder
- 32 If it's raining it must be Crick!
- 34 The Lock House at Oxenhall
part two
- 39 Not Quite the Last Page!
Inside back cover: Contact details



FRONT COVER PHOTO:

**Detail from the model of Edgar Street Grid
by ESG Herefordshire Ltd. – see page 8**

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◆ CHAIRMAN'S COLUMN ◆

The AGM for 2007 was held in mid-July – a very lively meeting! Members *actually* asked questions (submitted in advance, as requested, to enable us to give a fuller response – thank you) – *how many AGM's have you attended where no one says a word from the floor?* I think this shows the interest and increasing involvement in the H&G CT by our membership. Sadly the planned illustrated presentation of our current work could not be made – the modern technology that had served us well earlier in the meeting let us down in the second half! We will take the presentation to one of our social evenings in the autumn.

THE COUNCIL OF MANAGEMENT

A question sometimes asked is “*What do the Council of Management do?*”. We **do not** just meet for a chat over a cup of coffee! Meetings are held monthly – not on a regular date because of other commitments of members of the CofM, e.g. I might be travelling with the Trading Company (or the room may not be available). We consider a wide range of topics – following up on the many reports from other meetings of the sub-committees listed in **The Wharfinger**; reports back from external meetings (ranging from local development issues to the British Waterways AGM) are discussed, and information gleaned; some issues are regular topics – such as promoting the Canal (and Canal Trust), restoration priorities, budgets etc. Negotiations take many years to come to fruition and are reported in **The Wharfinger** as soon as (essential) constraints permit.

If any H&G CT Member has any concerns at any time please let me know and I will add the issue to the next possible CofM agenda and report back to you.

One of the matters discussed at CofM in recent months was the recruitment of new Vice-Presidents; we are very pleased to welcome James Hervey-Bathurst, of Eastnor Castle, as a new Vice-President (see page 7.).

The bad weather has had a serious effect on a number of major shows. Our visit to Crick Boat Show is reported elsewhere. Moira, Braunston and the first Over Open Day were also very wet and Saul Canal Festival was cancelled due to flooding. This obviously affects the Trading Company's income which is available to hand over to the H&G CT, so **please come and support us at our remaining Open Day of 2007 at Over** (see page 23), and **Oxenhall** (page 21) – which, hopefully, will be a bit drier!

◆ Janet Moulton, Chairman



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Canal is asset for flood relief



by Cliff Penny

In July over 100mm (4") of rain fell within 24 hours on ground that was already saturated causing very severe flooding in both Herefordshire and Gloucestershire. In many areas the floods exceeded anything in living memory. Nationally the call is being made (yet again) – “stop all new development on the flood plain”. **If only life were that simple.** Much current day flooding arises not only because permeable areas have been built over but also due to rapid ‘run off’ from paved areas and roofs, inadequate and partially obstructed pipework, overgrown watercourses and the like. Many people (especially those with flooded property) consider almost any low spot to be a risk – *and who can blame them?*

However, the answer is *not* to stop all development on low lying land – for example, if it were, development of large swathes of South Wales between Newport and Cardiff would be prevented and almost every City (inevitably founded around the local river) would have no regeneration of the core! Widemarsh Street (*think about it!*) in Hereford flooded along with other long established residential streets such as Newtown Road. The cause was not the River Wye, but overloaded more minor (but important) watercourses – aggravated by more localised ‘flash flooding’.

As a part of the work being undertaken on the Edgar Street Grid redevelopment in Hereford (*see page 8*) there have been further studies to relieve flooding from the Widemarsh and Yazor Brook catchments. The final flood study recommendations (due in October this year) are almost certain to comprise two parts; controlling rural flows on the way downstream, on the edge of the City, and within the City

itself. Within the ESG area measures will have to be implemented to reduce the rate of ‘run off’ from the paved surfaces, roofs etc. utilising ‘SUDS’ (sustainable drainage systems – locally slowing the passage of surface water from new development so that it does not enter the nearby watercourses instantly, which also improves water quality and can provide amenity areas). For many years we have been promoting the Canal as an important **part** of a solution to flooding in parts of the City. This releases valuable land for development – *without which the vision of the ESG will not be realised* – whilst at the same time helping to secure the essential capital contributions that (together with financial contributions in recognition of the increased land values due to the presence of the Canal/Canal Basin) will help to pay for the construction of the Canal and Canal Basin within the City.

A preliminary study of the feasibility of utilising the H&G Canal for flood relief purposes, undertaken by Halcrow in 2001, was jointly funded by the H&G CT, Herefordshire Council and Advantage West Midlands. This supported our view that the Canal could form a vital **part** of the long term surface water drainage and flood relief strategy for the area. ***Quite frequently the best practical, environmentally acceptable and overall economic solutions are found by not necessarily pursuing the obvious!*** At times a much wider viewpoint has to be taken; *what might appear to be a solution from a narrow perspective is not always the best overall solution.*

The consultation draft Masterplan has developed our concept of a ‘green corridor’ incorporating the Canal, extending from

the Canal Basin to Widemarsh Canal Bridge, with the Widemarsh Brook along its length; *this we welcome*. Links between the Brook, both here and upstream (as envisaged in the Halcrow report), would present the opportunity to take peak flows from the Brook, through reed beds, and into the Canal. This channels *(in all senses of the word)* excess water safely out into the country whilst at the same time creating a very significant public amenity. The Canal would provide a readily maintained and, therefore, assured capacity for flood events whereas culverts are “*out of sight and out of mind*” – you are only aware of silting, or partial blockages, when it is too late!

From the outset we have also been convinced that the Canal and Canal Basin should be a vibrant and active waterspace within the ESG redevelopment area; not a large pond devoid of activity/boats. This can be achieved wholly independent of progress on the rest of the H&G Canal. Two miles of Canal, stretching from the new Canal Basin to Aylestone Park and beyond, will

permit a trip/restaurant boat operation, ‘day boats’ and other watersports activities, adding colour and interest to this important waterspace in the heart of the ESG whilst providing traffic free pedestrian and cycle access from the City to the country – **from the outset**. The most difficult section of the 2 miles is that through the Holmer Trading Estate – and *(subject only to the granting of planning permission)* we presented the solution to that challenge in the last edition of **The Wharfinger!**

This is just the start of an exciting chapter in the history of both the City and the Canal. In order to deliver the maximum opportunities for the City (and the County as a whole) **from** the Canal it is **absolutely essential** that the benefits **for** the Canal are secured at each stage of the redevelopment; only then will the maximum opportunities be achieved. *There is much still to do by ESG Herefordshire Ltd and the H&G CT, working together in partnership, in order to achieve this.*

◆ CRP

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Welcome to our new Vice-President

James Hervey-Bathurst

James Hervey-Bathurst is a director of Eastnor Castle Estates Company, whose land includes areas at the south end of the Malvern Hills. The Company has been working with English Heritage, Natural England, National Trust, Malvern Hills AONB Committee and the Malvern Hills Conservators in recent years to preserve the natural and built environments in the area. The estate is increasingly involved in leisure and tourism activities and seeks to attract a wide range of visitors to the area.

In the 1960s, James explored some of the major local features of the H&G Canal, notably the tunnels at Oxenhall and Ashperton; he has always been conscious of the fact that much of the building material used at the Castle reached Ledbury by narrowboat. He is an enthusiastic preservationist, not only of his family home and other historic buildings at Eastnor, but also of various steam road vehicles.



James Hervey-Bathurst



Celebrate ... 25 Years!

Next year is the 25th anniversary of the formation of the Herefordshire and Gloucestershire Canal Society. Whilst the aims and objectives were less ambitious than those adopted nine years later, when the Charitable Trust was formed, the enthusiasm and dedication of the Canal Society committee, and the small band of regular volunteers, undoubtedly laid the foundations of what was to come; and we are very pleased that a number of our founder Members are still actively involved in the H&G CT's voluntary work today.

The H&G CT CofM wants to celebrate the anniversary in 2008 to acknowledge these important beginnings and to help publicise, to an even wider audience, the H&G Canal and the current day work of the H&G CT. In order for this to be achieved we are seeking

a volunteer (or volunteers) to take overall charge in planning and organising these celebrations. The first task will be to suggest options for the programme and then, following CofM approval, to implement them in all respects and follow through to a successful conclusion. Considerable and effective liaison with H&G CT volunteers and external bodies will be essential!

This is a 'one off' task that we hope will be attractive to one (or more!) of our Members who will see the fruits of their labours within 12 months or so. CofM are open to ideas as to what form the celebrations take – perhaps an 'Open Day' in each Parish along the line of the Canal, commencing at one end in the spring and concluding at the other end in the autumn? Some with walks, some with talks, perhaps dovetailing into other parish events, perhaps not – *all ideas will be considered!*

Janet Moulton would welcome a call to discuss how YOU could help us to *celebrate in 2008!*



Edgar Street Grid



An artist's impression of how the new Canal Basin might look.

Early in July the *Consultation Draft Masterplan* for Hereford's £900million *Edgar Street Grid* Regeneration Project was unveiled, marking the commencement of a three month public consultation period. The Plan, to redevelop a 100 acre area of the City, aims to breathe new life into the economy of the County's main shopping and business centre as well as providing sustainable new homes within the City. The proposals have been developed by **ESG Herefordshire Ltd** (established jointly by Herefordshire Council and the Regional Development Agency; Advantage West Midlands) using a number of specialist Consultancies from throughout the country.

Great care has been taken to retain historic buildings within the redevelopment area and to integrate the proposals with the existing City centre – with greatly improved access. The proposals include a new flagship library, civic, cultural, commercial and residential development, together with the new length of the Canal and Canal Basin at the heart of the Grid, plus a new retail sector on the site of the current cattle market.

The draft Masterplan has evolved from earlier work by Herefordshire Council. The H&G CT has been involved in both

of these studies providing considerable technical and factual data relating to the Canal (and beyond!) whilst continuing to make the very strong case that the Canal and proposed Canal Basin are a very significant asset to the City and County – with public amenity and economic values greatly in excess of what might at first be assumed. *Our detailed contributions have included an appraisal of the opportunities that arise from the presence of the Canal together with what has to be achieved in order to gain the maximum benefits for the City and the Canal.*

The ambitious ESG redevelopment programme extends over 15/20 years. The area has been divided into a number of sub-areas comprising retail and civic quarters, opening up the almost hidden gem comprising the buildings (and adjacent space) at Blackfriars to form a historical precinct, an urban village, with a major feature being made of the new Canal Basin and the wide approach Canal (which is integrated with a linear park through which will run a re-aligned Widemarsh Brook). The new Canal Basin is at the southern end of the linear Canal Park and is at the confluence of a number of strategic pedestrian and cycle routes linking through the redevelopment area in all directions. The Canal Basin is

adjacent to proposed public open space at the very heart of the ESG Masterplan.

Whilst it is essential for a new link road to be routed through the area (and over the Canal) the whole concept of the Masterplan favours walking and cycling with new and enhanced public transport facilities. In particular a major network of footpaths and cycleways is proposed; a very high proportion of which pass to and from the Canal/Canal Basin.

In parallel with the ESG Masterplan, Herefordshire Council are also producing the necessary Local Development Framework Document on which the H&G CT has been fully consulted. This establishes the more detailed design and related parameters for the whole of the ESG area; all future planning applications for each component part of the ESG will have to comply with this document.

The ESG Masterplan will establish the overall aims and objectives for the whole area. As the various developer partners come forward for each part of the ESG redevelopment area more detailed plans will emerge.

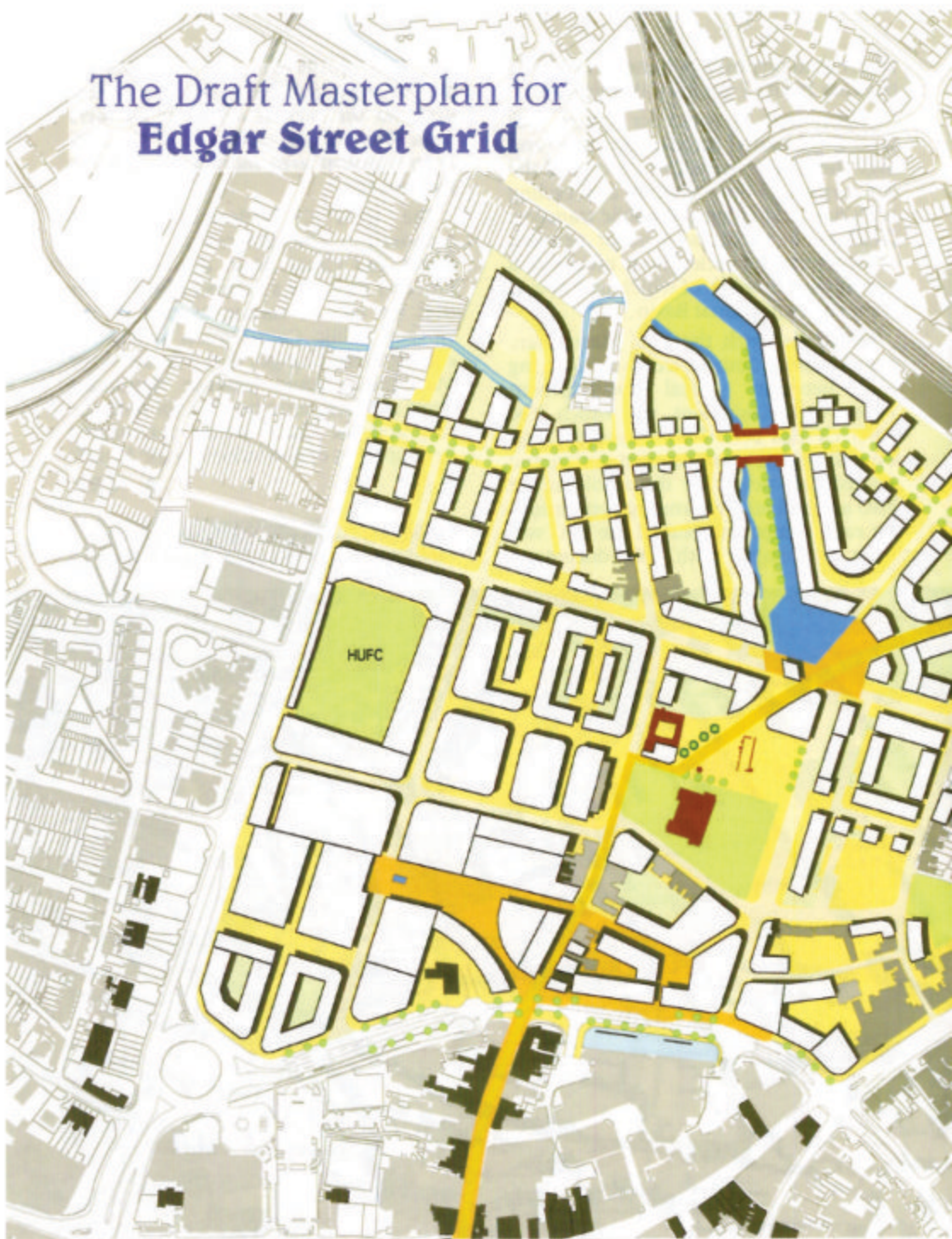
The H&G CT welcomes the ESG proposals in general terms as far as the Canal and Canal Basin are concerned; however there are a number of key issues that we will be raising as part of the current Public Consultation where we consider that changes to the detail of the Masterplan would produce significant short and long-term benefits for both the City and the Canal whilst maximising development opportunities to the benefit of all.

◆ CRP

A photo of the model of the Edgar Street Grid showing the new Canal Basin centre top. (see also front cover)



The Draft Masterplan for **Edgar Street Grid**





LEGEND

-  Proposed Buildings
-  Refurbished Buildings
-  Extension to Maylord Centre
-  Public Open Space
-  HUFC Hereford United Football Club
-  Private Green Space
-  Shared Surface
-  Canal Basin
-  Proposed Widemarsh Brook
-  Railway Station
-  Foot bridge
-  Road bridge

ESG Herefordshire Ltd.
2099 Hereford Edgar Street Grid
Concept Masterplan (DRAFT)

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AYLESTONE PARK CANAL PROJECT

by Cliff Penny

Our last update reported that the contaminated silt removal had been delayed whilst Herefordshire Council's specialist contractor negotiated final authorisation from the Environment Agency. I foolishly remarked that this would "at least allow the ground to dry out before heavy plant crosses the site". Just as final authorisation was obtained 'summer' commenced – together with the rainy season!

The silt from the Canal is being mixed with cement and used as part of the foundations for the new entrance road and car parking areas within the new Park; producing not only a solution to the challenge but also providing a useful product in the creation of the Park. All the clean drainage water from the Park will be taken into the Canal – a useful source of



Cllr Adrian Blackshaw (centre) with Paul Tucker from Contractor Arney (left) and Tony Featherstone, Parks, Countryside and Leisure Development Manager.

additional water but also providing a ready solution to the drainage of the Park. *What started out as a challenge has been resolved with benefits to all.* Later in the year our volunteers will return to complete the restoration of this section of the Canal, to undertake other related work, and to finish the towpath thus ensuring that visitors to Aylestone Park will see a fully restored section, in water, within the City.

One of the Park car parks takes shape on foundations of treated canal silt!



Photo: Derek Foxton

The **Hereford Times** reported on progress in late June and Councillor Adrian Blackshaw, **Herefordshire Council's** new Cabinet member for Economic Development and Community Services, said he was very pleased with progress so far. "Local people have already begun to enjoy the Park but once the Canal has been restored and the car park built, the Park will attract more families from the wider community" he said. "The Aylestone Park Association is helping us fundraise to keep the project going. We are extremely grateful to the Herefordshire & Gloucestershire Canal Trust and Community Payback who, between them, have undertaken all the footpath and fencing

work. Cleaning and opening up the Canal is particularly exciting and will provide the catalyst for further developments at Holmer Industrial Park and the Edgar Street Grid in years to come."



Recent rains have filled the newly excavated channel giving an impression of how attractive the canal will look when finished.



Photo: Maggie Jones



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THE TRADING COMPANY H & G Canal Sales

Diary 2007 – PART 1

The Trading Company was hoping for a good start to the year after the super spring – what a disappointment!

Derek & Taryna, Des & Lesley braved torrential rain at the new site for the **Moira Canal Festival**, Leicestershire, in mid May. It moved from Moira Furnace to Conkers (a National Forest local attraction close to the ultimate, but currently isolated, terminus of the Ashby Canal). Unfortunately this was not an ideal site, even if it had been a good weekend for the weather, as it was not possible to visit the Canal Festival without paying the Conkers entrance fee.

We then hoped for better weather at the annual **Crick Boat Show** in Northamptonshire over the late May Bank Holiday – Saturday was fine and the crowds came out in their thousands, then the rains came again forcing an early closure on the Monday – at least there was no warehouse

fire this year (Becki Moulton reports on p32.).

Ray & Barbara, Des & Steve were at what many consider to be the heart of the inland waterways network in **Braunston** for the historic boat gathering in late June – yet more rain! Then we were intending to be closer to home at the **Saul Canal Festival** in Gloucestershire this year, at the end of June but, *unfortunately for them (and us) it was cancelled because parts of the site were severely flooded.*

As well as raising money for the H&G CT the Trading Company is very much into increasing awareness of the Canal and the profile of the H&G CT. Displays were taken to a number of events including an Archaeology Lecture at the **Bishop's Palace, Hereford, Volunteer Day**, also in Hereford at the Folly Art Theatre, and Beki and I went to the **Forest of Dean History Fair** at Speech House Hotel where there was tremendous interest in the canal (*both past and present!*).

Fingers crossed for better weather for the rest of the year . . . *please consider joining us – you will be made very welcome.* ♦ JM



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Photo: Maggie Jones

THE WHARF HOUSE *The Floods*

The extreme weather conditions of mid July bought a group of visitors that was not foreseen. The official word was not to travel unless absolutely necessary, therefore the planned dining for the evening of Friday 20th was already cancelled, either by the guests themselves, or by the staff, due to the incredibly heavy rains of that day.

Thirty or forty unfortunate people found themselves stranded, their journeys ceasing only yards from the entrance to THE WHARF HOUSE. The rains had caused major flooding along the main A40. Some of them had their cars stuck in the floods, whilst others had no routes left open to them.

Instead of locking the doors and going home the staff found themselves feeding the stranded and offering them shelter. Some stayed there overnight until they could continue their journeys or else have their cars pulled from the flood. David Penny kept THE WHARF HOUSE open overnight for them providing hot drinks and, for some, a cooked breakfast the next day.

Two days later and the swollen River

Severn had burst its banks. A quick phone around to volunteers, and support from local residents, brought enough hands on deck to move mowers and more valuable equipment to higher ground. *Thank you to local people who offered us their garages for this.*

The floods peaked more than a metre below THE WHARF HOUSE, so all was well inside. However, with three roads closed from flooding, and part of the A40 taken over by the military in a gallant and successful exercise to save the vital electricity switching station nearby, THE WHARF HOUSE was forced to close until things improved. The water supply was fortunately not affected as it came from Micheldean rather than Tewkesbury. In just under two weeks THE WHARF HOUSE was open for business once more and just in time to provide pre-concert suppers for the Three Choirs Festival!

◆ MJ

Above: THE WHARF HOUSE two days after the storms and two days before the river finally peaked. The normal line of the river is in front of the willows in the foreground and some considerable feet lower!

RESTORATION

at Oxenhall *by Brian Fox*

I reported last time that summer had arrived in April as I'm sure everyone remembers. *But it was a false alarm and our tans are now beginning to fade.*

Our breaks are even being disrupted by the inclement weather and adjournment to the cabin has been forced on us occasionally. By now it was expected that the temperatures would be up around 90°, the fields would be parched and the level of water in the Ell Brook reduced to a trickle. Instead, at the end of June the water was once again in flood up to the scaffolding planks, nearly washing them away, and depositing a layer of mud and branches over the surrounding banks. We had planned to dismantle the former as the arch and walls are now high enough to support themselves but this has proved impossible as the water level has never been low enough to permit safe working in the bed of the brook. This is the time of

The second face of the Ell Brook Aqueduct nears completion.



The three remaining cygnets preen themselves by the canalside.

Photos: John Chappell

the year when work is scheduled for the small patches of missing masonry which need to be repaired under the arch as we know they are inaccessible in the winter. *Hopefully, by the time you read this we shall be experiencing a normal summer and our planned work can proceed!*

In the meantime work is progressing on the spandrel wall, above the arch, and the pile of stone that was donated to us from the demolished bridge near Hereford is beginning to look very small. We have found that the depth of courses on the old bridge are now matching the courses which are going into the aqueduct so there is not so much need for cutting. Many of the stones from Hereford are far too big for our use, and impossible to cut on the bench saw, so they have been put aside for possible repairs to the wing walls of the restored lock. *There has also been a call from Over for a few for garden landscaping!*

The wet weather also means that everything is growing like mad and currently it necessitates cutting the grass on the towpath and lock side at least once a fortnight. Repairs have been made to potholes in the track up to the Cottage and the stop planks above the lock have once again been re-sealed. Another large willow branch has broken off and fallen across the towpath, straddling our cement mixer in the process, but luckily no damage was done. It once again demonstrates the vigilance required to spot such potential dangers and take action before anything serious happens. We have just taken some further specialist advice on the maintenance of the canal corridor and are now formulating our work for this winter.

Our resident kingfisher has been spotted flying under the aqueduct, so nice to know he/she is still around. The swans have once again nested on the lake at the rear of Lock Cottage and started with a family of 6 which has now, unfortunately, been reduced to 3. Another family of swans has been seen on the towpath towards the tunnel.

Flood update!

We were extremely lucky to have a slot on the Tuesday before the deluge when the water level was just low enough in the Ell Brook to allow access under the arch to remove the former. The scaffolding had already been raised the week before and it took us the whole day to remove the very heavy sections one by one using our new winch bolted to the 'Bailey' bridge. This gave the Brook a clear run through the arch for the first time in several months and I'm sure helped with the torrent of flood water which came through on the day of the rains. We were told that the water level at its peak was about 2 ft above



the top of the arch and just under the newly positioned walkway on the scaffolding. There is plenty of debris remaining on the banks to give an idea how high it came which we shall remove when the water level is back to normal (whatever that is!). The underside of the arch and invert will then be closely inspected when it is safe to do so; the first impression is that our work has held up well.

We are looking forward to showing you around at the Oxenhall Open Day on Sunday September 16th – further details are on page 21.

◀ **BF**

[If such a flood had occurred before Brian's Team had undertaken their reconstruction/restoration works the crumbling remains of the aqueduct may well have collapsed to block the watercourse to form a substantial rubble dam – with potentially serious consequences for the neighbourhood – Ed.]

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A NATURAL EXPLANATION?

John Chappell continues his series about what is all around our volunteers at Oxenhall – this time also vying for celebrity cook status? {Note: The H&G CT can assume no responsibility for the Ministry of Food Recipe – regardless of the undoubtedly excellent source of ‘organically grown’ hips at Oxenhall!}

Seen here by the side of the canal path at Oxenhall, *Rosa canina*, commonly known as the dog rose, is one of only four truly native roses. Scrambling through hedges and trees it can reach a height of 3m with flowers that vary from pink to white. The dog rose is a beautiful plant in flower and fruit but is, quite literally, a pain to deal with when clearing the canal verges. Some double forms have been found, one beautiful example being *Rosa canina* ‘Abbotswood’ named after the famous garden near Stow on the Wold in Gloucestershire.

Those of us who were children through the war well remember being dosed with Rose Hip Syrup; rich in ascorbic acid (Vitamin C), it was considered essential to ward off the ills associated with winter. Enterprising children collected the hips in autumn and sold them for 3d per pound to be made into syrup by Delrosa. The syrup subsequently fell out of favour as these days we have a constant supply of fresh fruit, sadly Delrosa no longer trades in the UK. The leaves are sometimes used as a substitute for tea and the hips can be eaten but are better made into the well known jam or syrup. *I recall an alternative use for the seeds within the hips. When dropped down someone's shirt the coating of sharp hairs around each seed made them a very effective 'itching powder'!*

◆ JC



Photo: John Chappell

If anyone fancies making some syrup here is a recipe from *The Ministry of Food, 1943*, using 2 pounds of hips:-

Mince the hips in a coarse mincer (food processor today) and put immediately into 3 pints of boiling water.

Bring to boil and then place aside for 15 minutes.

Pour into a jelly bag and allow to drip until the bulk of the liquid has come through.

Return the residue to the saucepan, add a further 1½ pints of boiling water, stir and allow to stand for 10 minutes.

Pour back into the jelly bag and allow to drip.

To make sure all the sharp hairs are removed put back the first half cupful of liquid and allow to drip through again.

Put the mixed juice into a clean saucepan and boil down until the juice measures about 1½ pints, then add 1¼lbs of sugar and boil for a further 5 minutes.

Pour into hot sterile bottles and seal at once.



Social Evenings at The Royal Oak

Everyone is welcome to our monthly meetings held on the third Tuesday of every month, 7.30pm for an 8pm start.

Please note that due to an increase in the cost of our hiring the room there will be a £1 per person admission charge – we hope that you will agree this is a small price to pay for what are invariably interesting evenings.

SEPTEMBER 18TH

The Caledonian Canal

Tim Boddington

We go back north of the border from Neptune's Staircase to Loch Ness

OCTOBER 16TH

Wye Valley Area of Outstanding Natural Beauty

Sue Middleton

The Heritage Lottery Fund Officer will tell us of their plan and HLF bid

NOVEMBER 20TH

Oxenhall Tunnel

Robert Simpson

Adventures before the days of Health and Safety!

NOTE: No meeting in December

Come and join us you will be made very welcome!



Events



Oxenhall Open Day

Sunday, 16th September
11am – 4pm

You've read the progress reports
on our weekly work at House Lock,
Ell Brook Aqueduct and the
stretches of adjoining Canal.



Come and see for yourself!

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Saturday, November 10th
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Apart from a wide selection of crafts on
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and display of restoration photographs.

**Home made cakes,
filled rolls and other
refreshments.**

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stand, please contact*

Pat Skeet – 01568 797 032

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Possible outings 2007

Please contact Janet Moulit if you may be able to
attend any of these events, it is a good day out, you
will be made very welcome and we always try to leave
some time for you to look around.



September 1 Alfrick Fete

September 8 Newent Onion Fair

October 21 Oxenhall Apple Day

OVER Update

by Nigel Bailey



Left: attractive planting around the Visitor Centre.

Right: Tim mows alongside the Basin.



Photos: Ted Beagles

Over the past few months we have been focusing on getting ready for the year's Open Days. We have again put considerable work into our small trip boat, Mister Maysey and the Wednesday team have worked on both the engine and the appearance of the boat which now also has a fresh set of name boards on its sides.

Meanwhile the Model Boat Club has been working on the weedcutter. This is now working effectively and they have spent some time ridding the Basin of the worst of this season's weed (*thank you*).

As in previous years, we have hosted visiting groups keen to learn more about the background to our canal and the work we have carried out on site. The first group to visit this year was the Yate Oral History Group who even travelled

to us in a coach. We split them into sub-groups and they took turns having a trip on the boat, a guided tour of the site and refreshments in *The Wharf House*.

Another group, but with a different purpose in mind, came to us from HSBC. We were contacted out of the blue by their representative asking if we had any volunteering opportunities in the Gloucester area. She was planning a team-building day for staff from three different offices and Gloucester was, for them, a central location. (*See Barrie Haysman's report on p.25*)

In July, a second group of visiting volunteers came from Vertex. Previously, they had sent a team to work on the otter holt. (*see edition 84*). At that time their company was called Marlborough Stirling. Their challenge was to clear and landscape the the banks of the terrace.

They worked well, transforming the area by providing an access path for easy maintenance and a trench along the top in readiness for a rill to run along the top by the terrace from the proposed water feature at the Visitor Centre end. We were very pleased to work with Vertex and very much appreciate their time and effort on our behalf.

The Vertex team work on landscaping the bank below *The Wharf House*.



Our first Over Open Day took place at the end of June and was the wettest I can remember. By lunchtime we had barely seen a single visitor and were seriously thinking of 'abandoning ship' and going home! However, in the early afternoon the weather eased and this tempted enough people to venture out of doors to make our voluntary efforts worthwhile and the takings respectable. Once again Janet brought her innovative willow sculptures and Wendy's plant stall was a

huge success.

Talking of plants, the shrubs and flowers around ^{THE} WHARF HOUSE have been looking very attractive this year and those beside the approach to the Basin are evolving following the re-landscaping of the area. By next summer this area should be fully planted.

With all the rain the willow 'igloo' (see it's a Wigloo! on p.30 of the last edition) is thriving...

◆ NB

Over ☀ Open Days 2007

Sunday, September 9th • 11am – 4.30pm



Visitors are always welcome at Over but on our last **Open Sunday** this year we are offering even more, including:

guided tours
boat rides
photographic
exhibitions
handycrafts



Above left: a sunny open day from last year. Left: Wendy with some of the plants on display.

Above: Mister Maysey gives rides to more visitors.

See you there!

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Volunteers come to the **BANKS** of the Severn!

A new contributor, Barrie Haysman, recounts a welcome visit from a group of business people to Over – but they weren't coming for a meal at THE WHARF HOUSE ... !

It felt like a normal Wednesday morning at THE WHARF HOUSE. One could say it was the quiet before a storm of activity? Unfamiliar cars started arriving in the car park in quick succession, but no one appeared. Movement could be seen behind the trees and shrubs, and you could hear talking, but nothing happened until the allotted time of 9.15! Then a group of HSBC Bank staff, visiting us for a team-building day, came out of the car park on mass. After a quick tour round Over Basin, and a potted history of the Canal, we started talking work.

It was a day of surprises, Jane who had arranged the day with Nigel and I, talked about the tasks for the day. I showed her where the work was and how many people we wanted on each job. The HSBC staff then went almost into a rugby scrum, then broke into groups, and with each group organised - high ho and off to work they went with unbounded enthusiasm! With all the teams in good humour, within 15 minutes everyone was working.

The preparation our Saturday crew (Maggie, Pat, Paul, Nigel and little old me) had undertaken in THE WHARF HOUSE turned up trumps. One team, after having been briefed, picked up their pots of varnish and paintbrushes and disappeared into the cupboards that required varnishing. You could hear activity; but all you could see were feet poking out of the doors! Another team started varnishing skirting – everywhere was a blur of activity.

Outside jobs had more brushes and tins distributed, this time containing preservative, and the painting of the extension and fences was now up and running. Next it was the turn of the team of 'gardeners'; wheelbarrows, spades and forks being issued and the crew directed to

a huge mound of earth to be moved from near the bridge. It was nice to have a fit bunch that could lift a wheelbarrow over the glass barrier of THE WHARF HOUSE terrace and tip the earth into the right places!

Finally, with the gardens to be weeded and chippings to be spread (where do you start?) the tasks were huge. Wheelbarrows were seen throughout the day going swiftly from the chipping piles at the top of the car park to the various locations.

Then it was our turn; we had to get food for the troops for lunch! Ted and I drove to Tesco's for provisions, and after filling a shopping trolley and clearing them out of sandwiches (and getting some very funny looks and comments) we got back to see good progress being made in all areas.

Going round and networking with our guests it was great to see everyone was working hard and enjoying themselves (without the use of the whip!).

Most of the day was cold and rainy but never for a moment did the spirits drop of the folks from HSBC. It was teamwork personified and no supervision was necessary from us all day (only the occasional sharing of our experiences in the tasks being done). All around us activity was taking place; digging, weeding, painting and other works with a smile and a willingness not often seen. When asked, apparently the work we had asked them to do was their *second* favourite voluntary job (without telling us what their favourite voluntary work was!). Our own volunteers were also going about their normal work and mixed well with our guests. The day finished with much progress being made. Tasks given were achieved and to a good standard.

We have to say we much appreciated the hard work and efforts made on behalf of the H&G CT, and we thank HSBC and the staff, and hope it is not too long before they come back to visit us.

◆ BH

Hereford Times

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 Page 26
 WIN TICKETS FOR
 Page 151
 Full index on Page 2

New city homes will have canal-side setting

By Bill Town

A new development of 100 new homes is planned for a canal-side setting in Hereford.



IN THE NEWS

Home made burgers at 5 flavours, home made soups at 11 flavours, meat & fish pies at 10, lamb, pork, chicken & turkey, Spanish pork, chicken and buttery legs of lamb flavoured or plain, roast flavoured, lamb ribs & chops & chicken drumsticks.

Just as the last edition of **The Wharfinger** was going to press the proposals for the redevelopment of the **Holmer Trading Estate** in Hereford reached the stage where the Developer was ready to submit the Planning Application. In accordance with long-standing H&GCT Council of Management Policy the negotiations – extending over 18 months in this case – had remained strictly confidential (on a ‘need to know’ basis) until a certain stage was reached; then we were anxious to publicise the matter as soon as possible. Swift work, and much co-operation, enabled us to incorporate both the artist’s impression on our front cover together with the Planning Application layout within **The Wharfinger**. Thanks to some record breaking work by **Print Plus** (thank you to all concerned) the edition was printed in time for a local public presentation on the proposals and a large number of copies of **The Wharfinger** were also hand-delivered to properties in the adjacent area of Hereford.

The whole of the front page of the **Hereford Times** (“over 100,000 readers every week”) was devoted to an article about the proposals under the banner headline “**New city homes will have canal-side setting**” with the artist’s illustration dominating the page. The **editorial** (headed “**It’s on the move at last**”) was also entirely devoted to the proposals. The Editor made reference to a number of high profile projects within Hereford city and all the “huffing and puffing over the years about the delay between first discussion of new ideas and their implementation.”

This referred to a number of significant projects planned within the city (some implemented and some not) including “. . . the major plans for the area surrounding and including the cattle market known as the **Edgar Street Grid**. . . the **ESG** plans have encountered increasing doubters that they would be achieved. These doubts should be substantially allayed this week with news on our front page of a major redevelopment of an adjacent site to the **ESG**. Part of the **Holmer Trading Estate** is to be transformed into a modern working and living area . . . it is literally to be built around a forgotten, neglected and proud part of our industrial past, the canal. For a city with so much water through it Hereford could do so much more with the opportunities this affords. Canalside living, as much as riverside homes, have helped revitalise many of our major cities and this new proposal – not so far from the heart of the city – should be a valuable model for the developments to come with people-friendly walkways and scale of building. It also promises much to reward and re-invigorate the patient and painstaking work of the **Herefordshire and Gloucestershire Canal Trust** who helped to bring to light these wonderful relics of the past.”

The proposed development was also reported in short items in the press within Gloucestershire. At national level, **Waterways World** picked up both the

illustration and the story in a prominent article *"Hereford's canal to return"* with a by-line *"Developers to restore a section of the canal for free"* whilst **Canal Boat** carried details under the heading *"Light at the end of the tunnel"* – thus spreading the news to an even wider geographical area! The following month the **Hereford Times** again featured the canal – this time reporting on progress with the contract let by **Herefordshire Council** to remove the contaminated silt at **Aylestone Park** (see page 12).

At the beginning of July both the **Hereford Times** and the **Hereford Journal** carried major features about the **Edgar Street Grid** following the official launch of the Public Consultation Document. The **Hereford Journal** included a 'wrap around double-page spread' feature on the draft Masterplan for the whole of the **Edgar Street Grid** showing the approach length of wide canal/linear park and Canal Basin forming a focal point within the proposals together and an illustration of how the Canal Basin might look (see page 8).

The **Ledbury Reporter** ran an item based on Nigel Jefferies' article in the last edition of **The Wharfinger** *"Were there deaths at the Canal?"* (and kindly included publicity for the AGM). This in turn resulted in **BBC Hereford and Worcester local radio** visiting Nigel to broadcast a feature on his gruesome research!

Following their brief report on the proposed development at Holmer Trading Estate two issues earlier, **Canal Boat** magazine swiftly returned to run a five page feature on the whole length of the H&G Canal in their September edition. Our progress was described accompanied by colour photographs, an excellent map, and a number of diagrams.

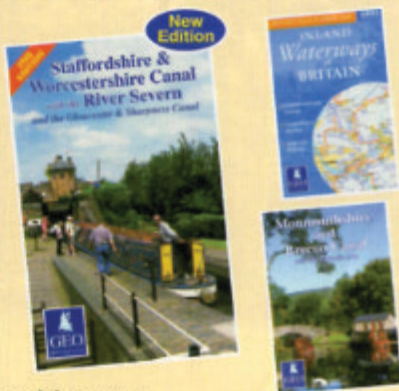
So the H&G Canal, and the H&G CT, have been very much in the news.



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Work at **Yarkhill** *by Chris High*

Our access profiling, bridge building and step construction (reported in the last edition) is a difficult pace and schedule to keep up during the nesting season. Instead the whole Yarkhill team, including Jerry, *(a new volunteer)*, is now turning its hand to maintenance. The mower has had its first outing of the season – *followed by repeat outings*. Grass hooks have tackle the towpath edges; more recently achieved with our newly purchased H&G CT brush cutter - which is making our efforts much more productive *(and our backs less sore)*! The farmer has harrowed and seeded the access from his field to our site, and nature has completed the job, providing a lush grass approach.

Ditch cleaning, stump pulling, wood chips around the site hut and stone dust to sleeper bridge accesses have all helped to make work at Yarkhill a little easier. Sale of fire wood from our winter coppicing has helped to offset some of our expenditure – there is still more available if anyone is interested – please give me a ring!

Colin arranged for a visit by Les, a botanist and Vice President of the **Herefordshire Nature Trust**. Les was delighted with our clearance work and



Photos: Chris High

Above: The lush green approach to Yarkhill.

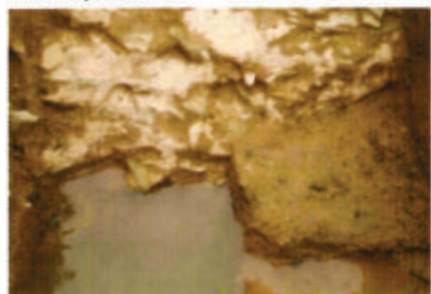
Middle: Logs are loaded up ready for sale.

Bottom: Ditch clearing is a vital job and will pay off in the heavy rains to follow.

has now sent us a list of some 78 species of flowers, trees and grasses that he identified.

Peter, one of our volunteers, has been unwell but he is now progressing well. Meanwhile, without his raucous laughter about the site, we have been entertained by the singing of a greatly increased bird population!

Having studied some old maps, carried out a survey and obtained the permission of Mr. Peter Clewes, the landowner, a limited excavation of the site of Barr's Lock has been started. Trench 1 was in the wrong place – Colin pointed this out to me. How I hate smart Alecs! Trench 2 was deemed to be outside the lock, containing dumped hardcore (possibly on the line of the wing walls). So trench 3 was opened up and has produced some interesting, if puzzling, stonework. The trench has got longer and deeper, the stonework continues to slope downwards and a little water has been found but as yet no "bottom" in sight. Ah! *But it has rained since – anybody got a pump I can borrow, please?*

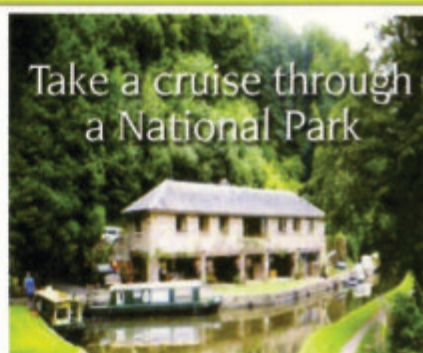


Trench three produced some interesting but puzzling stonework!

Interested in joining us for a bit of hard work (*it can also be fun!*) then please contact **Chris High** 01568 615 575.



Stump pulling helps to maintain a tidy site. Recent rains have filled the cut well and the long stretch of towpath makes an attractive walk.



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British Waterways undertook a major review of their maintenance boat fleet a few years ago and decided it would be more efficient, and easier to comply with the myriad of legislative requirements, if they were to commission a fleet of new purpose-built workboats. A major auction of the retiring fleet subsequently took place with prices exceeding what any voluntary group could afford. However, a relatively small number of the boats were withdrawn from the auction as they were "of heritage value" and British Waterways invited expressions of interest in these.

Council of Management member Caroline Jones volunteered to make our case and complete the various items of paperwork (thank you!). H&G CT was one of many seeking a heritage boat; the number of requests greatly exceeded the number of boats. Not to be deterred, Caroline put forward what was obviously a 'winning' case and the H&G CT has very recently been offered the tug Alder by British Waterways (another thank you!). We will have the vessel on a 5 year lease, after which (as long as we restore, maintain and use it 'properly') ownership will be transferred to H&G CT.

In the first of an occasional series that will chart the restoration and future use of Alder in promoting the H&G Canal and the Canal Trust, Caroline researches the pedigree of our 'new' boat.

Right: Caroline's impression of how Alder may look after restoration, sporting the H&G colours.

THE TUG ALDER

by Caroline Jones



Alder, at present on the Kennet and Avon Canal.

The Tug Alder, as it is today, was built in 1964 by British Waterways at their Bradley workshops on the Birmingham Canal Navigations. The stern end of the tug is in fact the stern end of the Fellows Morton and Clayton (FMC) motorboat Alder. Yarwoods of Northwich built this in 1931, as a hull of coppered steel that was then cabined by FMC at their Saltley yard. As an FMC motor Alder worked mainly between Birmingham and Ellesmere Port carrying general goods, and wheat or flour, it also made the odd foray onto the Leeds and Liverpool Canal with crated pottery from Stoke on Trent.

The fore end of Alder came from an open iron boat built in 1950 for FA Power & Sons, wire makers of Saltley, it was probably built



by Harris & Sons of Netherton and would have been one of the last built. Alder still has the BCN gauge plate for the boat, which shows it was gauged on the BCN no 2347 on 20th December 1950. BCN 2347 was sold to British Waterways South West Division in 1959/1960. It was transferred to Bradley section where it worked on maintenance and dredging work until 1964.

In late 1964 both the FMC motor Alder and BCN 2347 were at the Bradley workshops, the stern of the motorboat hull and the fore-end of the day boat were joined together to form the 36'8" tug Alder we see today. *The fore end of the motorboat hull was turned into an unpowered painting boat named Alder II, which has since been lengthened with a replica FMC stern and is now a privately owned pleasure boat.*

In 1965 the 'new' tug Alder was transferred to Bulls Bridge section

and based at Hatton, it also worked at Hillmorton. In 1969 it was given a major overhaul (costing £73.00!) at Bulls Bridge and was fitted with a Lister HR2 engine, an engine driven bilge pump and electrical start before being transferred to the Kennet & Avon Canal, Padworth section, in 1970. Alder was still working on the Kennet and Avon at Burbage in 2000, and is currently moored at Crofton (*we hope, still afloat, after all the rain!*).



Proposals for work on Alder have been approved by British Waterways and the H&G CT CofM. This essential planning and approvals process has been undertaken by Caroline, and husband Neil, who are also managing the work on the boat (thank you!) on behalf of the H&G CT. They look forward to taking a fully restored Alder around the canal system to promote the H&G Canal and the work of the H&G C T - Ed.



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If it's raining ... it must be **CRICK!**

Beki Moulton accompanied Janet and the Trading Company stalwarts (plus two new 'event' volunteers) to deepest Northamptonshire to what has become one of the leading national annual events of the inland waterways calendar – the Crick Boat Show. The H&G CT has attended this event from the outset and has seen it grow, and made many friends, whilst continuing our commitment to spreading awareness of the Canal (and the two Counties) both locally and further afield.

The weather forecast was as uninspiring as usual – alright for Saturday and then horrible for Sunday and Monday. We should be used to this – my memories of Crick are that it's always cold and rainy but apparently this isn't the case, according to Mum. Anyway, I pitched up from London as usual on the Thursday ready to pack up the car. *It's amazing what you can fit in the back of a Peugeot 206!*

We set off on Friday morning and followed our usual route to Crick where we unpacked our personal stuff and then went on to the site to rendezvous with Pat and Dick, who had travelled there by boat. Our pitch was in the usual place inside the big marquee, with Cabincare on our right (as they had been for the past four years or so) and with our friends (and sponsors of our carrier bags!) **River Canal Rescue** on our left. It doesn't take long to get the stand together and the results are usually quite impressive considering the restricted space that our budget affords.

Saturday was busy – it seemed like everyone had seen the same weather forecast and decided that it was the day to come! We were busier than in previous years, both with boaters and the general



‘It's amazing what you can fit into the back of a Peugeot 206!’

public. We did a roaring trade in canal plates, kindly left to us by the late Lloyd Jones, and had nearly sold out of those by the end of the day.

The music seemed much better this year – far fewer scratchy violin combos (to Ray's disappointment) and more steel band and samba music (to my relief). Towards the end of the day, the larger stand opposite us decided they would move back to their 'usual pitch' at the other end of the marquee, leaving us with a decision on our hands. Do we move across the gangway, and expand, or stay put? Mum and I had the Sunday off (for the first time in living memory) so we hedged and left the decision to the rest of the crew!

Apparently Sunday was quite quiet, due to the weather, which certainly was awful when we ventured out to explore the locality. *Never to miss an opportunity, our stand was moved to the other side of the gangway and we more than filled the extra space!* Two new Members, Alan and Catherine Suttie (who live in Northamptonshire), joined the crew and fitted in straightaway. In fact, in Catherine we have a new 'Des', that is, a demon Grand Holiday Draw ticket seller! The Monday dawned wet and windy and much colder than the previous two days. I'd already bought one new fleece and had to buy another, plus one of the H&G CT fleece hats, it was that cold. However, freshly

made doughnuts helped the morale as did regular tea runs! Apparently, the organisers had wanted to stay shut on the Monday but we hardened folks disagreed. We did however pack up at 3.30 instead of 5 as there were so few visitors and then loaded Penny's car in record time.

From my reports of Crick it might not sound a fun thing to do but I can assure you it is. Yes, the weather may be awful at times but a sort of Dunkirk spirit prevails and we all have a good time whilst raising some funds and spreading the word about the H&G. Thanks to Pat, Dick, Ray, Barbara, Catherine, Alan, Steve, Des and Lesley and Mum for making Crick 2007 fun again, and no doubt I'll see you all again next year (if not at the National Waterways Festival in August)!

◆ BM



‘We more than filled the extra space!’

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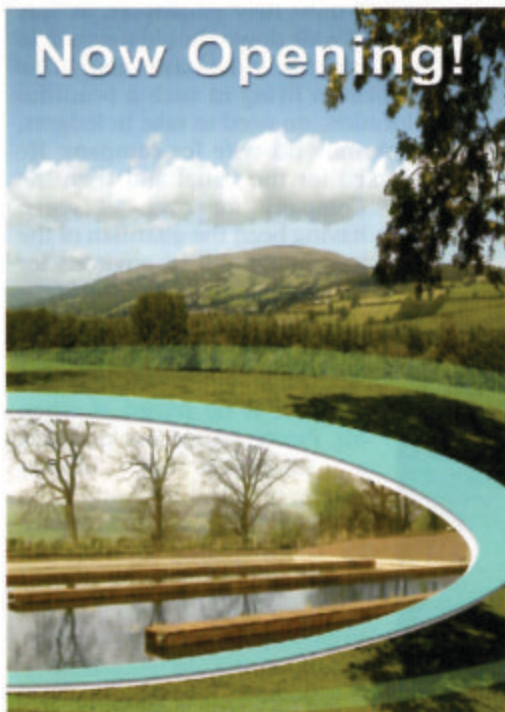
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The LOCK HOUSE at Oxenhall

PART TWO

by Brian Fox

Following on from the first part of his article (on page 32 of the last edition) Brian concludes his research into the history of the property adjacent to House Lock at Oxenhall; this time covering the period when it came under railway control (and subsequently). But there remains the question - when is a house a cottage . . . ?

The canal was closed at Oxenhall in about 1883 to permit the building of the railway between Gloucester and Ledbury (which in part followed the line of the canal). Two sections that were completely spared were the first mile at Over and about 3 miles between Oxenhall and Dymock. The canal tunnel was too small to take locomotives and that explains why this section of canal and the house were spared.

In 1891, and again in 1901, the records show that John Preece (previously the lock keeper) and his wife Emma are now living alone in Oxenhall Lock House; he



In the 1990's, in an effort to deter the vandals, steel shutters were put at the windows.

is now employed as a platelayer on the railway. The railway company had clearly kept the house to provide accommodation for one of their new employees. It was only a short walk down the old towpath to the new track; he must have thought he was in heaven living in such a beautiful rural location, no need to take in lodgers, and with only his wife for company. He had worked for the Canal and then the Railway Company for over 50 years, having been the guardian of the lock house and its environs for about 40. *It would probably be fair to say that this was indeed a good job in Victorian times - even if it did mean being permanently on call!*

There is no record of when Mr. Preece retired but probably a succession of railway employees lived here and I am indebted to Mr. Robin Stiles for the following information. A Mr. Morton was a tenant

The property in more recent times. The restored spill weir is on the far left, (next to the 'listed privy').



Photo: Keith Kisson

in the 1950's and Mr. & Mrs. E. Waith were the last to leave in 1966 (2 years after the railway was closed down by Dr Beeching). By this time it appears that very little money had been spent on repairs or modernisation of the property and there were settlement cracks in the walls. There was no gas or electricity, and water was still drawn from a well in the garden, so it was not surprising that when the Waiths had a baby they applied for a new council house. Apparently they had no trouble in convincing the Council that the house was unfit to live in!

Rather than spend any money on improvements to the house British Rail started to make arrangements for demolition but fortunately Robin heard of the plans and eventually acquired the property (and a ¼ mile length of the canal, the adjacent lock and aqueduct) in 1967. The demolition order was revoked in 1969 when he had made the house safe. He lived in the house for a while but moved out in order to undertake the necessary renovations and modernisation. Unfortunately, being very isolated, the house then became a regular target for vandals; new windows were smashed and doors broken down. It proved impossible to deter the vandals and (following the Listing of the property in 1985) in the 1990's the local authority started sending letters requesting repairs to be carried out to make the house safe again. In an effort to deter the vandals steel shutters were put at the windows – but they needed planning permission which was not forthcoming; however, they were retained after a successful Appeal.

In the early 1990's the house was featured several times in the local Citizen newspaper in articles describing its sorry state. By 1994 repairs were becoming urgent as the vandals had knocked a hole in the brickwork to gain access and there was talk of official notice being served requiring the work to be undertaken. Discussions were held between Robin, the local authority and the Canal Trust to try

to find a way forward. It was agreed that the freehold of the House, the remains of the adjacent lock, and the canal and aqueduct, would be transferred to the H&G CT with agreement regarding the possible future sale of the house.

The H&G CT CofM debated the options available *(and the lack of funds to do any substantial works to the property, or the lock)* and decided to sell the property – but before doing so agreed that the length of the canal between the head of the lock



Photo: Maggie Jones

Above: The remains of the spill weir being restored to its former glory by our volunteers in 1994.

Below: The restored spill weir as it is today.

and the nearby road be restored and the area generally tidied. When demolishing a sectional garage in the side garden of the property mysterious brickwork foundations were determined to be the remains of the spill weir – taking the surplus water from the upper pound back into the canal below the lock. This was restored by our volunteers to its former glory – as was the adjacent (Listed!) brick ‘privy’. All this work greatly improved the appearance of the property (which remained in urgent need of repair).

Before advertising the house for sale (by sealed bid) a number of Covenants were written to ensure that the character of the property was retained and that the ultimate restoration and operation of the canal was not frustrated in any way. This was also the first use of a Covenant to secure a perpetual index-linked contribution from whoever owns the house towards the maintenance and management of the nearby sections of the canal. *The property was even featured in a national paper - the Sunday Telegraph - as the “Wreck of the Week”!* Mr. Nigel Freeman was the successful bidder and subsequently undertook very substantial (and sympathetic) repairs to the property and it is now occupied once again as a comfortable modern dwelling.

This last phase in the history of Lock House demonstrates the change in attitude by local authorities to old buildings, especially those with any architectural merit. In the 1960’s there was little appreciation of anything old so the first option, should the need arise, was for demolition. There were not many Canal Trusts/Societies about in those days to push for preservation but since the 1980’s there has been a growing appreciation of anything old (although, unfortunately, the local vandals did not subscribe to this view).

Nowadays the owner of a Listed building is constrained by the law from making any significant changes to the original design and would certainly not readily be given permission for demolition. What is clear is that if Robin Stiles had not persevered some 40 years ago in stopping the demolition this lovely old house, and subsequently had confidence in transferring it to the H&G CT, it would not now be restored to a high standard for future generations to appreciate.

Finally, a conundrum to ponder on. *When is a house not a house?* Answer – when someone decides to call it a cottage! The dwelling beside the lock at Oxenhall was always called a ‘house’ in all the census returns quoted, and the lock has always been called House Lock (and still is today). The Ordnance Survey call it Lock House on all their 1/2500 plans since 1882. David Bick in his first edition of the H&G Canal history, published in 1979, refers to the Lock House at Oxenhall whereas in the second (1994) and third (2004) editions it has become a ‘Cottage’. So how has this misnomer crept in? The first reference I can find in **The Wharfinger** dates from 1990 when some vegetation clearance was done around ‘Lock Cottage’ (yes we started that long ago) – and that is the title used ever since. So what was the motivation for changing the name from a house to a cottage – or was it just a slip of the pen? Any thoughts on the subject would be welcome!

◆ BF

Both Robin Stiles and Nigel Freeman are Life Members of the H&G CT and we greatly appreciate their ongoing support and encouragement. It is also of interest that one of the Covenants on the property requires the owner to retain the name as Lock Cottage ...! – Ed.





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MEMBER'S BEQUEST

The H&G CT have been advised by the Executors of a recently deceased Member that bequests will be made to a number of local Charities, including the H&G CT, *for which we are very grateful.* Although it would be premature to release further details as discussions are ongoing, CofM have decided to make this brief statement as it is possible that details of the will may be reported in the local press before the next edition of **The Wharfinger** is published.

OFFICERS UNCHANGED

At the first meeting of the CofM after the AGM (just 2 days later) all of the Officers of the H&G CT confirmed their willingness to continue in post.

GRAND HOLIDAY DRAW

A big thank you to this year's holiday draw donors and ticket print sponsors:

Black Prince Holidays, Mrs A Wood, Carol Grant and Eastnor Castle.

CANAL BOOKS FOR SALE

We have been donated over 150 canal books and pamphlets by Mrs Walton (via our Members Mr & Mrs Holmes of Lydney) – thank you. They include the following, all in good condition (with dust jackets) – prices include p&p.

LILEY, John:	Journeys of the Swan (Allen & Unwin, 1971) 141pp	£ 7-50
OWEN, David:	Water Byways (David & Charles, 1973) 192pp	£ 7-50
HARRIS, Helen:	The Bude Canal (David & Charles) 192pp	£25-00
DOERFLINGER, F:	Slow boat through Pennine Waters (Wingate, 1971) 254pp	£ 5-00
WILKINSON, Tim:	Hold on a Minute (Allen & Unwin, 1965) 188pp	£15-00
HORSFALL, D:	Adelina (Canals Press, 1981) 141pp	£10-00
PAGET-TOMLINSON:	Britain's Canal & River Craft (Moorland, 1979) 144pp	£ 7-50
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And many more! Janet Moulton has a list of titles and prices; please contact her for further information, to check availability and to make a purchase. As always, all proceeds go to H&G CT funds.

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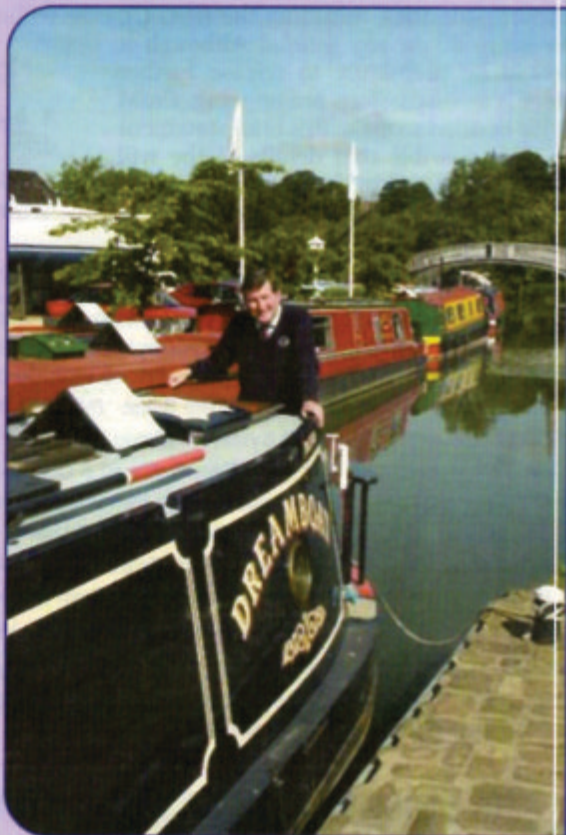
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CONTACTS

Want to help? The Canal Trust is always in need of new volunteers as our activities continue to expand. We can normally find a use for any skill from gardeners to first aiders, brickies to those willing to help with a shovel or pen.

Contact any of these names TODAY!

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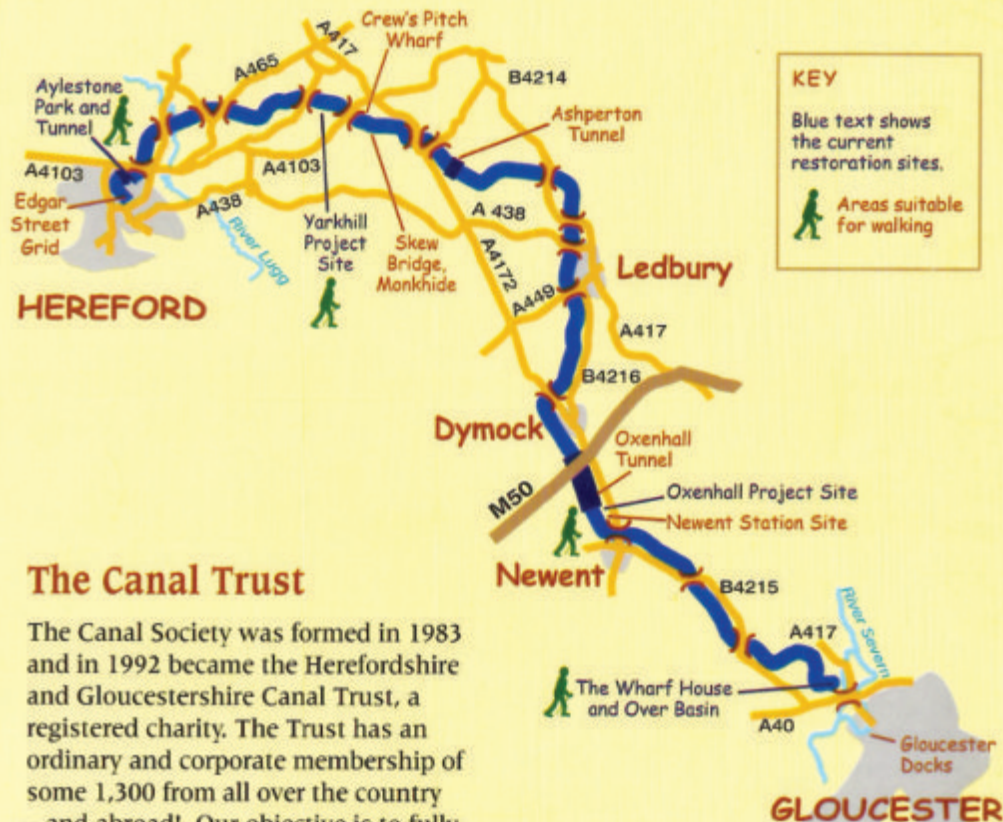
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The Canal Trust

The Canal Society was formed in 1983 and in 1992 became the Herefordshire and Gloucestershire Canal Trust, a registered charity. The Trust has an ordinary and corporate membership of some 1,300 from all over the country – and abroad! Our objective is to fully restore the 34 mile Canal, from its connection with the 2,500 mile inland waterway network at Gloucester to the centre of Hereford. We have major restoration sites in each county, which together extend to some 4 miles.

Please note: Unless indicated it should not be assumed that Rights of Way exist. We are working on the Canal with the co-operation of the land owners and their neighbours – please help the Trust to maintain its good relations with them. *Thank you.*