

The

# Wharfinger

Autumn 2011

Magazine of the Herefordshire and Gloucestershire Canal Trust

1<sup>ST</sup> EDITION  
109

£1

free to members



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

# HEREFORDSHIRE & GLOUCESTERSHIRE CANAL TRUST

*Working together in the present to revive  
the past and secure a better future. ©*

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IWA nominated

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Cliff Penny

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Maggie Jones of

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Advertising:

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Ted Tedaldi

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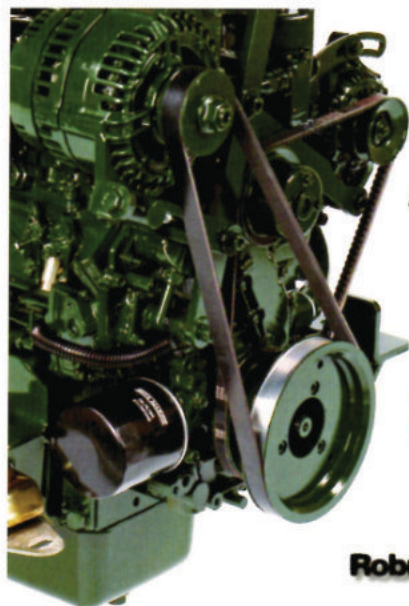
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## Chairman's Column from Janet Moul



*At last I can report some good news on more acquisitions for the Canal Trust. After lengthy negotiations we have added two small parcels of land in Hereford and the necessary land to enable a short continuation of the canal from the Basin at Over towards Newent. Our small trip boat **Mr Maysey** will be able to go "further around the corner"! Proof of the hard work put in continuously by members of the Council of Management.*



At the AGM it was confirmed that Ralph Barber would now be a Director following his co-option last year; we welcome him and his specialised IT expertise which we shall exploit to the full! Martin Danks decided it was time for a sabbatical but will continue as Site Leader at Aylestone Park – thank you, Martin for your support. Formal roles within the CoM were confirmed at the August CoM and are reported on page 17.

As mentioned in the last edition, following the serious illness of husband Mike, Margaret Holmes has had to step back from her new role as Chairman of the Trading Company. We send Mike and Margaret our best wishes. I have taken on the role again. By the time you read this the IWA National Waterways Festival (now called **The Waterways Festival**) will have been held at Burton-on-Trent. The change of date from August Bank Holiday to the end of July, with the event opening at 12 noon on the Friday, has caused us some serious logistical problems. Also, Mike was our van driver, so many thanks to Brian Fox and Ralph Barber for driving the van to and from Burton.



I will not be at the 'National' this year for the first time in 20+ years (Brian and I took the Kennet and Avon stand there before moving to Hereford). I am sure I shall find plenty to do that weekend – not least sorting out the garage while it is minus the display boards, stock etc!



Our **Grand Holiday Draw** has always been made on the Monday of the Festival but the end of July would have cut down on our selling period. There is still time to buy/sell those tickets, please, before the draw takes place at the September Social at the Royal Oak.



At the risk of repeating myself in yet another Chairman's column – you will see from the above we are very short of helpers for the Trading Company and there is still room on the Council of Management for more members. Please think about joining us, you will be made very welcome.

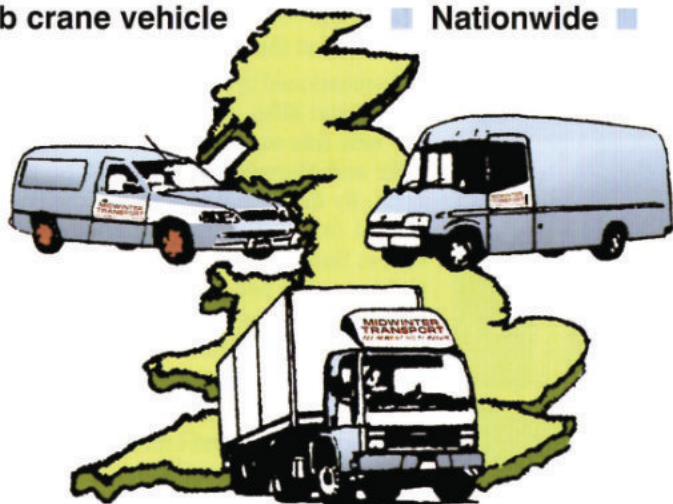
♦ Janet Moul, Chairman

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**Editorial** by Cliff Penny

## Patience Rewarded

*A large number of H&G CT Members are long-term supporters including a number of founder Members from the former Canal Society. The Council of Management do not take this long-standing support (or indeed that of our newer Members) for granted. Working together we all want to see increasing lengths of the H&G Canal restored leading to the ultimate of 34 miles of largely rural waterway linking Hereford to Gloucester and to the national inland waterways system.*

As I have remarked previously, the restoration of canals is a frustratingly slow business. *It's not just us!* Without exception great patience has been required by those engaged in all past and ongoing inland waterway restoration projects. We have highlighted before just how much voluntary time and effort (and expertise) is increasingly required before we can publicly report either land acquisition or (better still) a new restoration site. Our long-standing and strictly followed policy is to keep all such negotiations on a 'need to know' basis until they become firm, legally binding, commitments. So we appreciate the understanding and patience of our Members.

As soon as we can publish information we do so and, as Janet Moulton briefly mentions on page 3, it is good to be able to report some positive results on both the land acquisition and new site restoration fronts.

Shortly before going to press the H&G CT acquired the freehold of three small

but equally important sections of the canal line. Two are at Hereford (from Herefordshire Council), at either end of land already owned by the H&G CT, to the rear of the new properties at Newtown Road in the City. The third land acquisition is at Over. David Penny reports on both locations on page 6 and page 9. *Our sincere thanks to all involved in the success of these three land acquisition negotiations.*

There is much else in the course of negotiation – some has also been ongoing for a number of years (through no fault of the H&G CT). I am hopeful that we will be able to report more similar good news soon.

### Email Newsletter

Those Members who have access to email will no longer have to be patient and await the next edition of **The Wharfinger** to hear of new land acquisitions, new restoration sites and other significant H&G CT news. Details of a new occasional email 'newsletter' are on page 13. Rest assured that even more details of the news will be included in **The Wharfinger**.

### Database Administrator

We had a record-breaking response to the appeal in the last edition for a volunteer Database Administrator. Eight Members, all with appropriate experience, swiftly got in touch to enable us to fill this new role to assist in the smoother running of another small but essential part of the many 'behind the scenes' tasks.

Thank you. ♦ CRP



# New Site: **Vineyard Hill**

By David Penny

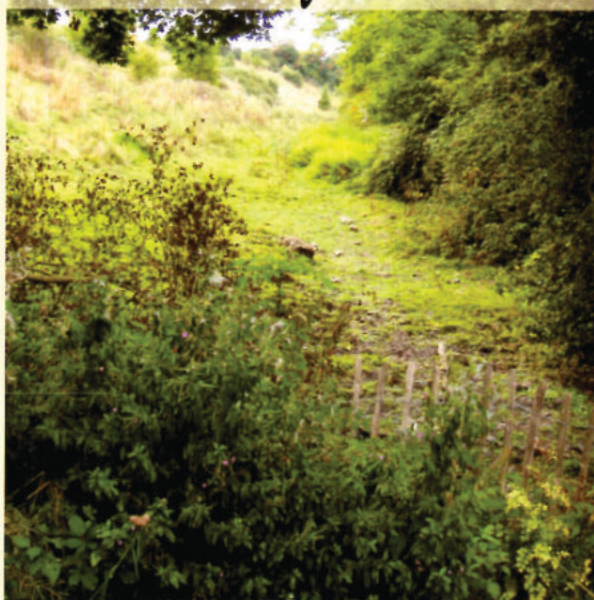
*Some sites happen quickly and some take a long time to deliver behind the scenes ...*

We first spoke to the original landowner of this site in the late 1990's, negotiations continued alongside the restoration at Over but never actually delivered for various reasons (nothing to do with the Trust). In 2004 28 residents at Over joined forces to buy the field to ensure that its long term use was to their communal interest, and so our negotiations started again ...

This time we needed to secure a positive 75% of those residents to vote in favour of selling us the land for a nominal sum and for our proposals to restore the Canal. After extended discussions an EGM of the Vineyard Trust was held earlier in the summer and in mid June the final result was announced as permitting the land transfer to proceed. A final meeting was held between the VT committee Wilf Jones, myself and Roz Rutter [*who is now working full time alongside me on legal matters*] – 6 days later Roz had the transfer documents drafted and within less than a week they were signed. Having taken most of the Trust's legal services in house we can now move very rapidly! Indeed it is a sign of how much is currently happening that I need the support of someone full time just on legal matters and negotiations, a resource that sees a major change in the H&G CT moving forward.

In parallel with this Wilf Jones agreed to be Project Chairman and Ted Beagles took up the role of Site Manager. Not only does this site add to our current showpiece length at Over, more than doubling it, but it is also acting as a model of how we will set up and

*... 'the next field!'*



The view from the dam at Over into the next field showing the stretch of Canal to be restored.

run sites in the future.

Work will commence at the start of September and The Over Canal Festival on 3rd and 4th September will be the first opportunity for Members to see the new site.

Just like the Over site before it, the Vineyard Hill Project has a legal deadline and the Canal will be officially opened at the September 2012 Canal Festival. It may have taken 15 years to secure ownership of the site but now the work must be completed within 12 months!

In the next edition of **The Wharfinger** Ted will properly introduce the site to you ... *do you want to take part and help make it happen?*

Contact Ted Beagles on 01452 522 648

♦ **DRP**





Photos: Ted Boagles

The dam at the far end of the existing short length of Canal running from Over Basin.

## Vineyard Hill and Over Basin

- |                          |                                    |
|--------------------------|------------------------------------|
| 1 Over Basin             | 12 Trip Boat Mister Maysey         |
| 2 Over Lock              | 13 Bee Hives                       |
| 3 The Wharf House        | 14 Abstraction Channel             |
| 4 Car Park               | 15 Flood Plain                     |
| 5 Telford's Bridge       | 16 River Leaden                    |
| 6 Bailey Bridge          | 17 Otter Holt (location not shown) |
| 7 Wharf Wall             | 18 Osier Beds                      |
| 8 Skew Gardens           | 19 25 years Anniversary Milestone  |
| 9 Compound with site hut | 20 Line of old mill race           |
| 10 Slipway               | 21 Path under A40                  |
| 11 Tug Boat Alder        | 22 Vineyard Hill Site              |



Diagram: Maggie Jones

Over Basin and The Wharf House are on the A40, turn at the traffic lights 250 yards west of Over Roundabout (junction of A40/A417) grid ref.816197

# Festival

## Canal

Beer, Cider and Perry Festival

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THE **WHARF HOUSE**



# New Site: **Burcott Road** / Newtown Road

By David Penny

*Members may well recall that we own a section of the Canal line behind the new houses on Newtown Road running adjacent to Burcott Road, Hereford. This was secured as part of that housing development, and last year we undertook some initial clearance there to tidy things up.*

Photo: Janet Moulit



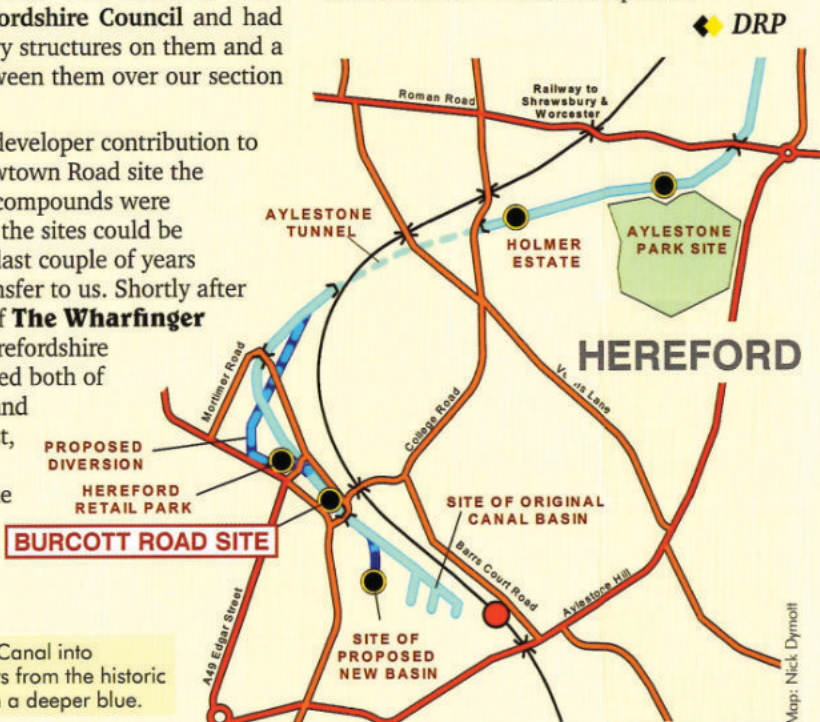
At the time we acquired the site there was a compound at each end, one by Widemarsh Canal Bridge and the other at the opposite end by the entrance to Tudors, just short of the new Farrier Way Canal Bridge that was built as part of the Hereford Retail Park development. These two sections were owned by **Herefordshire Council** and had various temporary structures on them and a right of way between them over our section of Canal.

As part of the developer contribution to the Canal on Newtown Road site the tenants of these compounds were relocated so that the sites could be cleared over the last couple of years prior to their transfer to us. Shortly after the last edition of **The Wharfinger** went to press Herefordshire Council transferred both of these blocks of land to the Canal Trust, so that we now have a deliverable section of Canal within the City Centre.

The route of the Canal into Hereford. Detours from the historic line are shown in a deeper blue.

The site viewed from Widemarsh Canal Bridge.

We are currently in discussions with the Council and **Herefordshire Futures** as to the most opportune timing for the restoration of this section – watch this space ...

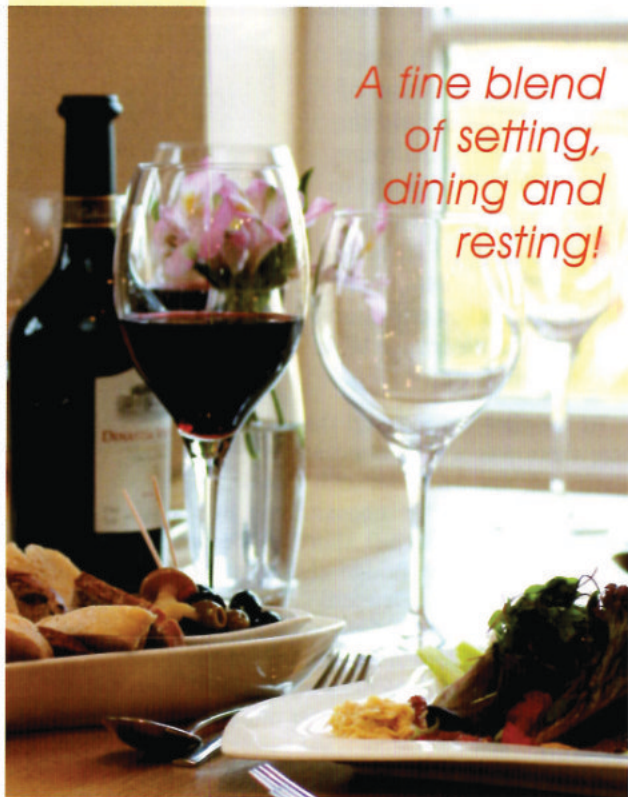


Map: Nick Dymott



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# H&G CT LAND FUND



So an exciting issue of **The Wharfinger** with three new lengths of Canal acquired – but that is only the tip of the iceberg of what is currently being negotiated ...

Is there anything you can do to help ... well, if you know a land owner that would like to give us a section of Canal we can now do all the paperwork from the offices at **THE WHARF HOUSE!**

On a more practical note, some sections can be acquired for just the legal and a few other costs, others are nominal value – but this all still adds up and so it needs money! There are other sites where we may need to buy an entire field (or more) and the cost will be much much greater.

We currently have fantastic opportunities ahead of us, **THE WHARF HOUSE** can meet the employment costs of staff to help deliver this but we now need to start building a fund so that we are serious players in being able to acquire the sites we need.

Up to now the Trust has been reactive in rising to the challenges and opportunities presented, often as a result of developments adjoining the Canal; this will continue and more of this will be seen in future editions of **The Wharfinger**. To make real progress on the ground we now also need to be proactive and acquire new sites – to empower your team to deliver that, we need to build a Land Fund.

There are many ways you can help with this, it may be a one off donation or a monthly sum by standing order, you might even have something of value that the e-bay sales operation at **THE WHARF HOUSE** can sell. Whatever you can do will be of great help to us, and enable your team to continue to deliver more exciting lengths of Canal over the coming months.

*I wish to contribute to the*

## H&G CT LAND FUND

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Postcode: \_\_\_\_\_

Telephone: \_\_\_\_\_

Email: \_\_\_\_\_

### GIFT AID

I wish The Herefordshire and Gloucestershire Canal Trust to treat all subscriptions/donations that I make from April 6<sup>TH</sup>, 2001 until I notify you otherwise, as gift donations.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

**ONE-OFF DONATION** of £

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Sort Code: \_\_\_\_\_

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Liz Connors, 18 St Ethelbert Close,  
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# Planning Matters

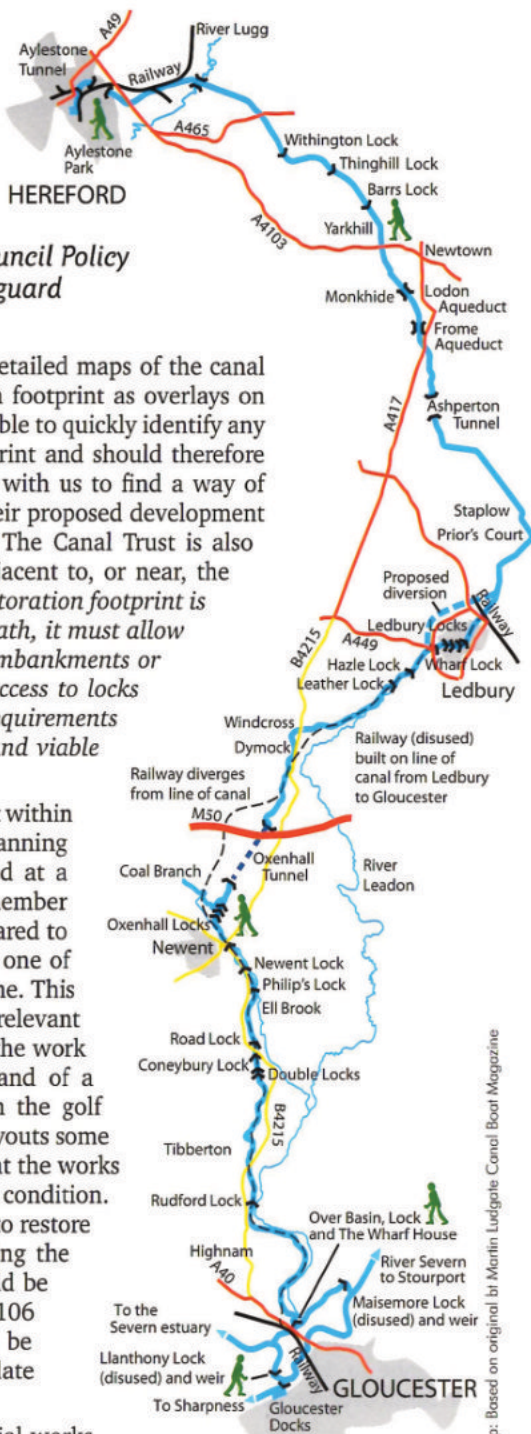
By Wally Thrush

*Many readers will be aware that Local Council Policy along the full length of the canal is to safeguard and support its restoration.*

In recent years we have provided accurate detailed maps of the canal operational land showing the canal restoration footprint as overlays on the Council's computer systems. They are now able to quickly identify any planning application which infringes the footprint and should therefore be refused if the applicant does not negotiate with us to find a way of incorporating the restored canal as a part of their proposed development – which, of course, is our preferred solution. The Canal Trust is also consulted on applications for development adjacent to, or near, the canal that may affect restoration. *[The canal restoration footprint is not just the width of the canal water and towpath, it must allow for the additional width of land required for embankments or cuttings, and other essential aspects such as access to locks for maintenance and emergencies plus other requirements that all come together to deliver a successful and viable restoration.]*

However, very occasionally work is carried out within the canal footprint without the benefit of planning permission. A particular case in point occurred at a golf course where an alert H&G Canal Trust member noticed in passing that engineering works appeared to be underway on the line of the canal, and that one of the golf tees was being relocated to the centreline. This was immediately reported to me and then to the relevant Council's Enforcement Team, on the basis that the work was in clear breach of its planning Policies and of a Section 106 agreement that was signed when the golf course obtained planning permission for new layouts some years earlier. We asked the council to ensure that the works be stopped and the site be restored to its original condition. Our principal concern was that when we come to restore that length of canal our costs, both in obtaining the necessary land and in engineering works, would be very substantially inflated whereas the Section 106 agreement specifically allowed for the canal to be restored through the golf course at a future date without such additional costs arising.

No action was taken so, when more substantial works



Map: Based on original by Martin Ludgate Canal Boat Magazine



were under way, a further (stronger!) message was sent arguing that what was going on was similar in scale to a building being constructed on the canal footprint, entirely in contravention of the Council Policy to safeguard the canal line. Following this the Council's Enforcement Officer visited the site and determined that planning permission was required for the works which, by then, had been completed.

A retrospective planning application was made by the owners of the golf course in which they proposed that a new or amended Section 106 agreement be produced to permit the newly constructed golf tee to

remain on the line of the canal. However, this application was subsequently withdrawn and the golf tee has now been relocated to its original position.

Our repeated thanks to the Member for reporting this. We have always said that we need to rely on Canal Trust members to keep an additional eye (and an ear?) on what might be happening on (or close to) the line of the canal in their area. Please let us know if anything untoward appears to be occurring. We would be very grateful for any input – please do not hesitate to get in touch. See Contacts on the inside back cover.

♦ WT

## Email Newsletter

*Things are really moving at the moment with several stories breaking between issues of The Wharfinger.*

We are sure that many readers would love to hear about such major news as our acquisition of the Vineyard Hill Canal site as soon as it happens.....well some members heard about this more than a month ago as we had their e-mail addresses. Want to be in the know as soon as possible? We are now establishing an email based 'newsletter' which will be published whenever there is an interesting item of breaking news.

Do you want to know which is the next piece of Canal we will be working on before everyone else? It's very simple – send 'count me in' in the subject line of a blank email to [newsletter@h-g-canal.org](mailto:newsletter@h-g-canal.org) and be amongst the first to hear of the next leaps forward for the Canal Trust. Your email address will be added to our specialist emailing software and will not be released to any third party. Each message to you will include details of how to unsubscribe.

♦ DRP

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HIGHNAM COAL BRANCH



# AYLESTONE PARK

By Martin Danks



Steam boat fun on the H&G at the Aylestone Boat Gathering.

the Forest of Dean for coal carrying boats will be a few years hence!

The WRGies arrived and went into action helping to raise the big marquees with lots of other volunteers (including the resident boaters). An impromptu barbeque was held late on the Saturday evening when everything had been put in place ready for the big day.

Sunday dawned bright and fair, if a bit blustery, and stall holders started arriving from 8am. The Worshipful Lady Mayor of Hereford, Councillor Julie Woodward, performed the grand opening with the bunting across the slipway snipped at 10am precisely. I was able to check this as I sported an old pocket watch belonging to my forefather, Isaiah Danks, whose company Danks, Venn & Co traded on the waterways of the midlands in the 18th century.

*The Aylestone Boat Gathering (ABG) in late May was deliberately timed the weekend before the National Trail Boat Festival in Wales to attract some of the boats on their way to that event. The downside was that it occurred just as the last edition of **The Wharfinger** was due to go to print but, rising to the challenge, we featured the ABG on the cover and carried a report inside (page 25). Here is a more detailed report on the day ...*

"Wilderness" boats were towed from Birmingham, Kent, Somerset and Devon to christen our new slipway and be the first boats on the H&G Canal in the city since the early 1880s (and the first ever with motors).

The pace of arrangements during the week prior to the event week hotted up as a temporary landing stage was built, bollards installed by the slipway, towpath mown, overhanging branches trimmed and gravel raked. Fencing (thank you **Amey**) arrived together with WCs and sufficient clean water for the steam engines. Unfortunately the through-route along the canal from

The historic vehicles ranged from a clutch

Well-placed toilets with a helpful sign!



Photos: Warren Marsh



of Austins; Sevens from Chummies to Rubies, three Austin 12/4s and Austins A30 and A40. A Daimler, Sunbeam Talbot and Landrover ambulance were joined by a Morris 12/4. A steam launch was launched and the chuffing steam lorry and roller arrived in tandem. Great fun was had going on trips along this short section of partly restored canal – and no one fell in!

Photo: Brian Fox



Wilderness trail boats in the water at the Aylestone Boat Gathering.

Under the cover of the marquees there was a Fly Tying demonstration and crafts for sale alongside exhibitions from the local IWA branch and, of course, the H&G CT stand. So popular were the membership leaflets that we had to return for more stock twice!

A tired but well pleased band of volunteers finally stowed all the equipment and tents by 9.30pm. The litter pick on Monday morning produced but one carrier bag full. A really great day, gathering together the local community, boaters and old vehicle enthusiasts for a day out on the Park.

◆ MD

There is much work still to do at Aylestone to widen and fully restore this section of the canal and to construct a major overflow and other works. ***We're not finished yet!***

*Would you like to help us continue to restore the canal at Aylestone Park?  
Please contact:-*

**Martin Danks on 01432 344 488**



Photos: Fred Towey and B. Snell



Boat trips were enjoyed by the visitors to the Aylestone Boat Gathering.



# The Restoration Fund 2011



This year (as announced on page 12 of ed. 107 of *The Wharfinger*) the money given by regular donations from people who support the H&G CT's **Restoration Fund** has gone towards the ongoing restoration of the canal at Aylestone Park, Hereford. Each year Restoration Fund Members are invited to have a look at how their money is being spent – and the Aylestone Boat Gathering in May seemed an ideal opportunity. Restoration Fund Secretary Peter Lawrence reports.

A steady income of money allows projects along the canal to be planned in an efficient and money saving way. That's where the **Restoration Fund** helps. Its members promise to pay a regular but usually modest sum. It all adds up and helps achieve the aim we all have of bringing life back to the Canal, water and towpath.

This year the work undertaken so far at Aylestone Park, and especially the completion of the slipway, was celebrated at the Boat Gathering in May to which the members of the **Restoration Fund** were our guests. The newly completed slipway was christened with the successful launching of 7 boats. This included Wilderness Boat Club's *Snapdragon*, *Grey Owl*, *Tophyl* and *Olive* which were the first occupied boats on this stretch of the H&G Canal since the 1880s!

Yes, justification for the money given as well as the sheer hard graft of many in getting these first stages of the work done. *Congratulations!*

We would welcome new contributors –full details of the Restoration Fund, and an application form, were on page 12 of the Spring edition of *The Wharfinger* (ed.107) or can be obtained from me, Peter Lawrence, (see *Contacts*, inside back cover).

◆ PL



Photo: Ralph Barber

A trail boat is launched from our new slipway at Aylestone Park.



# Report on the Annual General Meeting

*The meeting opened with a welcoming address by our Chairman, Janet Moulton, in which she reviewed the many events and activities of the Trust members and volunteers for the year ending February 28<sup>th</sup> 2011. Membership Secretary, Nigel Jefferies, reported on our membership figures which have largely remained steady and Liz Connors, Treasurer and Company Secretary, followed with a comprehensive breakdown of the Trust's accounts.*

Janet Moulton was re-elected on to the Council of Management and Ralph Barber offered himself for appointment as a director, having sat on the Council

for the past twelve months.

Martin Danks decided not to offer himself for re-election.

David Penny gave a very encouraging

update of new projects in the pipeline including the acquisition of the field next to Over Basin after many years of negotiation and two sections of Canal land at Burcott Road which have now been signed over to the Trust. This concluded the formal part of the AGM. After a short break the reports from each restoration site were given, and accompanied by a Ted Beagles Powerpoint presentation on our progress up to February 28<sup>th</sup>, 2011. Each of the site leaders spoke to the photos giving Members an update of the work that had happened along the Canal route.

## Council of Management positions

At the meeting of the Council in August, Janet Moulton agreed to stay as Chairman for six months. Liz Connors remains as Treasurer and Secretary and Tony Austin-Bailey as Minute Secretary. A new Strategy Group has been set up to work on new projects consisting of Wilf Jones, David Penny, Ralph Barber, Mike Harris, Wally Thrush and Brian Fox.

◆ MJ



## Welcome to another new Vice President

Jesse Norman is the Member of Parliament for Hereford and South Herefordshire. He has worked to secure millions of pounds of Government money for a superfast broadband pilot in Herefordshire and campaigned actively on key local issues like the Hereford by-pass, school closures and hospital funding. He is a strong voice for Herefordshire in Westminster and his campaigns are regularly featured in the local media as well as the national press.

Jesse was educated at Oxford University and has a Masters and PhD from University College London. His experience includes working for charitable projects, in the financial sector, and as an academic. Jesse has been married to Kate since 1992, and they have three children.



Jesse Norman



# LLANTHONY LOCK

By Paul Henshaw

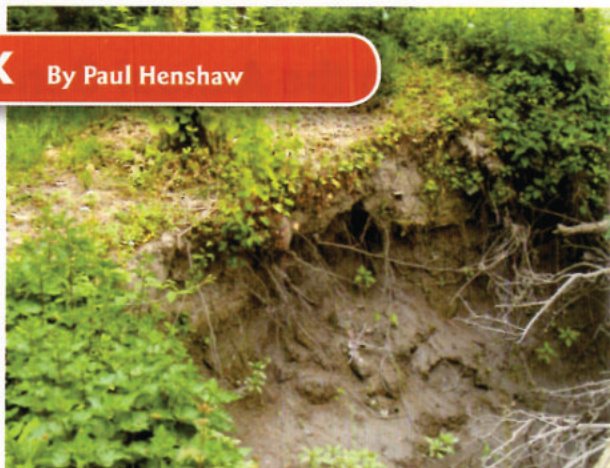
*The summer has been spent in part carrying out the usual ground maintenance activities – mowing, scything and strimming to keep the vegetation down to manageable levels. The knotweed eradication programme also continues with further applications of herbicide.*

We have now connected a spur from the water main to the site hut and have fitted isolation valves where appropriate. The absence of a stop cock from the mains meant that we had to hire a pipe freezing kit to create an ice plug to temporarily halt the flow. No one had used one of these kits before and so it was a new learning experience for everybody. This is one of the benefits of being a member of a volunteer team – you are constantly learning new activities and new approaches to challenges!

Another project which was started in recent weeks was the replacement of a complete section of flooring in one of the cottages. The floorboards had deteriorated over the years as a result of wet rot and woodworm infestation. We have had the supporting joists treated to kill off any residual infestation and volunteers are in the process of laying new floorboards.

Finally we have been carrying out temporary repairs to the river bank alongside the weir. Back flow eddies have caused the erosion of the river bank and had it been left unchecked the erosion could have become quite serious.

◆ PH



Top: Serious erosion of the river bank beside the weir.  
Below: The partially in-filled section.



The work almost completed.





The freezing unit used whilst connecting the spur.

Photos: Alan McBride



Planning the water main spur for the hut.

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– **everyone is welcome!**

## REPORT FROM OUR JUNE MEETING

### STOURPORT

with Pauline Annis

A well-attended meeting was regaled by Pauline on how the origins of Stourport as a town were linked to the canal. Notable citizens included former Prime Minister Stanley Baldwin, also Holt Abbot, a founder member of the IWA. Many historic buildings still exist in the town, including black & white cottages dating back to the 18th century, also the Bell and the White Lion canal side pubs that each had stables at the rear for the horses that originally towed the canal barges.

Reference was made to the variety of sandstone walls that are still a feature of Stourport, also the curious nature of the warehouse, owned by the canal, that is surmounted by a turret incorporating the town clock which is both owned and maintained by the Council. Pauline concluded with slide views of new and historic canal bridges and views of the canal basins showing where restoration work has been carried out.

◆ Pat Skelton

The third Tuesday of every month  
(except December)  
at The Royal Oak, Much Marcle  
7.30 for 8pm start.

## September 20<sup>th</sup>

Paul Henshaw

**Llanthony Lock** – Our own site leader will tell us the history and restoration progress around Llanthony Lock. We shall also draw the winners of our **Grand Holiday Draw**.

## October 18<sup>th</sup>

David Skeet

### Severn Valley Railway

One of the most successful of our heritage railways and home to Ex- GWR 4-6-0 Hagley Hall a steam locomotive under restoration.

## November 15<sup>th</sup>

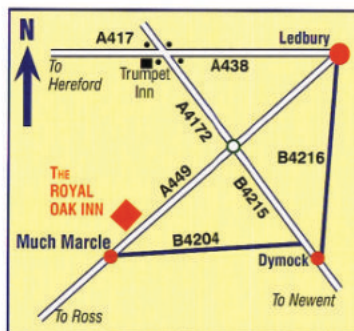
David Skeet

### By tin tube to London

Our past Trust chairman heads to the capital in his narrowboat Kalikamara.

## December

No meeting in December.





# Canal Trust Winter Bazaar

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**Saturday, November 12<sup>th</sup>**  
**10 am – 2 pm**  
**St Katherine's Hall, Ledbury**



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**A display of restoration photographs**

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

*Offers of help, or to request a stand, please contact Pat Skeet – 01568 797 032*

*All proceeds will be used for  
the promotion and  
restoration of the  
Hereford and Gloucester Canal*



This year we are producing a smart desk calendar with each month showing an H&G CT view or activity. It comes in a plastic display wallet 191mm x 110 mm and will make the ideal gift or desk accessory for the New Year. Available from The Wharf House and Trading Company.



**Price £5**

*(plus £1.50 UK postage and packing)*

# Calendar 2012

## Restoration at OXENHALL By Brian Fox

*Regular readers will recall that the restoration of the 2 spandrel walls of the aqueduct was reported as completed early in 2009 and there were only "minor works" remaining in the barrel of the arch underneath to complete the restoration.*



Photos: Brian Fox

Building the former under the aqueduct.

Some patches were worked on last year and, as reported in the last edition, we have continued with this work but it appears our minor works can no longer be described as such. A close inspection of the hole which we started to repair last year reveals that some of the remaining stonework in the roof of the arch has moved during the last winter and is now seriously out of alignment with the good stones. What was a small hole is now much larger and it is clear that some of the masonry has been dislodged by the water in the brook when it is much higher than normal at flood level.

After doing a stringent risk assessment it has now been decided that the work required will be done from above as there is a danger of a section collapsing. This will necessitate the re-erection of the former that we used so successfully on the spandrel walls. However,

this time it will be in a restricted space so no assistance from the electric hoist to lower the sections into position while they are bolted together! Once the former is in place it will provide a temporary support to the weakened masonry whilst we dismantle the loose stones and soil from above in safety. A small test hole has been drilled through from the hole beneath so that we can establish exactly where we shall be working. It turns out that it is directly beneath the bailey bridge which will rather restrict our movements and the test bore also shows that much of the working area is currently under about 4ft of soil. This is not going to be a simple job but like much of our work on this site is providing a challenge to the team and looks like it could keep us busy for the rest of the summer.





The holes from the tree stumps are filled.

Many years ago we removed 3 large tree stumps from the area just above the aqueduct. It took a lot of effort and when they were finally removed a large depression was left which is now finally being filled. Our neighbour, Mr. Gurney, has recently given us a large pile of soil dug from the footings for his new garage and this is now being transported using the tractor to fill it in. A tall retaining wall has been built on one side using some of our surplus stone and this should keep us busy in between doing the more urgent jobs.

Another job which is being undertaken when we have a spare moment is the sorting of materials in our compound which were

sent up from Over as surplus to requirements on completion of the housing. Those that we have no foreseeable use for will be sold on e-bay. What with all the clearance of brambles etc, and grass planting our compound is starting to look tidier than it has been for years!

◆ BF



The Inland  
Waterways  
Association

### Gloucestershire & Herefordshire IWA Branch

Gloucester Yacht Club, 7.30pm

The new season of monthly talks starts  
on the first Thursday of October  
members and visitors welcome.

Thursday, 6<sup>th</sup> October

### The Cotswold Canals from the Air

return of Rick Kelsey

Thursday, 3<sup>rd</sup> November

Thomas Telford

Speaker: Nigel Jefferies

An illustrated guide to one of the foremost  
canal and road engineers of the industrial  
revolution included the spectacular  
Pontcysyllte Aqueduct.

For further details of any of the above:

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Top left: Dave and Mike fit new hardwood window frames.

Top right: There is new signage on Mister Maysey's hull.



*After all the excitement of the early spring Open Weekend it has been a return to the usual routines with much to do to keep up with nature's determination to reclaim the site to how it was before the Trust arrived in the 1990's! Lots of work for the gardening team to keep on top of the vigorous growth encouraged by the exceptionally warm weather, and also much work for the mechanical team to keep our ancient mowers running.*

*Want to get involved at Over on site or in The Wharf House? then please ring:-*

**Ted Beagles**

**01452 522 648**

**Maggie Jones**

**01452 618 010**

Our main task at present, however, remains the major refit of our trip boat, Mr Maysey. Work has been made much easier since we fitted a tarpaulin above the boat to allow all weather working. When we started we knew that extensive work was required, but the more we looked the more defects were found with all the woodwork, to the extent that almost every piece is being replaced. Only the hull and cabin roof remain of the original

boat. Fortunately we have been able to manufacture most of the structural items out of good quality hardwood, from our stocks reclaimed from the former Over Hospital. It has also been necessary to replace some of steelwork, and the new material has been generously donated by our Corporate Member Simon Hayward of **EB Hayward & Co.** Thank you.

We are also regularly running Alder up and down from time to time in order to keep weed growth under control and maintain Alder in good running condition. ♦ **TB**



A new rubber rubbing strip has been fixed to the top of the hull, replacing the very worn and rotten wooden one.





Photos: Ted Beagles

The tarpaulin allows the team to work on the trip boat even on rainy days.

## The Wharf House fit-out

After the trial of some LED lamps in <sup>THE</sup> WHARF HOUSE Visitor Centre, mentioned last time, we have now installed them throughout the entire Restaurant, toilets, corridor & Visitor Centre lighting systems. These new LED lamps use some 85% less electricity than the previous halogen lamps, give the same amount of light output and are also dimmable which is essential to our requirements. Our never-ending campaign to reduce the costs of running <sup>THE</sup> WHARF HOUSE, and becoming even more energy efficient in our operations, continues!

Following the failure of the hard-drive on which all of our closed circuit TV images are recorded we have upgraded our CCTV equipment both inside and outside the building. It is now connected into our internal computer network around the building for easier operations. We have also installed new cameras around the building, including some excellent 'see in the dark' cameras, for improved security and customers' safety.

Work has continued fitting out our ground

floor room, Alyestone, for our less able guests. We have constructed and installed a replacement attic hatch which we have designed to blend into the ceiling to give a much better appearance. Bathroom and wardrobe doors have been cut to size and installed, including the door furniture, and the architrave has been fitted. We have started tiling the bathroom walls ready for the final fit-out of the bathroom to take place.

## Around The Wharf House

Apart from the ongoing routine maintenance and tidying of the flower borders around <sup>THE</sup> WHARF HOUSE we have planted new bedding plants and planters on the Terrace to brighten up the surrounding areas which suffered during the drought period earlier this year.

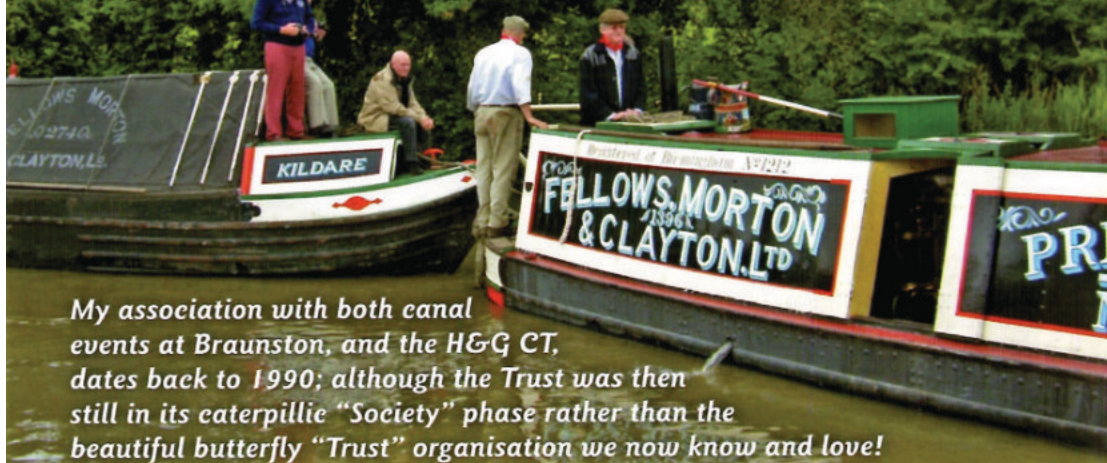
Our Saturday volunteers took on the challenge to 'spruce up' the new addition to our heritage boat fleet, Bosley. We have been cleaning, preparing and painting the cabin and deck, ready for the final painting scheme.

◆ CB



## The Braunston Boat Gathering

— a personal view By Steve Bence



*My association with both canal events at Braunston, and the H&G CT, dates back to 1990; although the Trust was then still in its caterpillie "Society" phase rather than the beautiful butterfly "Trust" organisation we now know and love!*

The hermit crab we called the Braunston Boat Show has long since outgrown its original shell and moved to a larger residence down the road at Crick. Fortunately the owner of Braunston Marina, the irrepressible Mr Tim Coghlan, had the vision to return to the old event's roots and create the now firmly established annual "Rally and Canal Festival".

At its heart, the weekend is dedicated to the wonderful display of (ex-)working narrowboats (a small number of which are still trading on the inland waterways) and to canal societies/trusts. The latter not only being generously afforded free pitches, but also, together with local causes, sharing the profits. And such is the success of the event in this respect that more canal societies/trusts now attend the Braunston rally than the much larger Crick extravaganza!

This year, after large precipitous deposits that had been paid into the Puddle Bank the night before, it was no surprise to find pools of orange-muddy water covering

Steamer President and butty Kildare always attract an admiring crowd. Tim Coghlan (wearing straw boater) is standing on Kildare.

the gravel floor of the main sales marquee when we arrived at around 9.30 on the Saturday morning. However, our advanced guard had already bravely splashed about and set up the stand and set down swathes of blotting cardboard.

But it takes more than water underfoot and threatening clouds overhead to deter the typical "Braunston devotee", for the rally site was soon crowded with wellington-booted enthusiasts, all keen to enjoy the atmosphere of a truly old-style waterways get-together. Where else would you find punters demanding Grand Holiday Draw tickets, rather than having to be threatened at gunpoint before grudgingly handing over a pound?

As usual, the number of customers in the marquee fluctuated directly in line with the twice daily narrowboat parade, a procession



that at times resembled the M25 during the rush-hour. As the temperature in the tents grew more intense, the day steadily wore on, and we rapidly wore out!

But we had a good day; both second-hand books and draw tickets sold well, I was graciously granted an audience with the "President" and the "First Butty", and once more, Tim presented the H&G CT with a large cheque, 30 inches by 12 to be precise! ◆ SB



Just a few of the narrowboats moored on the arm at Braunston.

Our sincere thanks to Tim Coghlan for his support to the H&G CT for so many years and especially for the cheque for £200 from the proceeds of this year's event. Ed.

## News from the friends of Gloucester WATERWAYS MUSEUM

By Chris Witts

Now summer is here the Gloucester Waterways Museum continues to receive a steady flow of visitors with many opting to take a 45 minute cruise along the Gloucester & Sharpness Canal on Queen Boadicea II. Our other trip boat, the King Arthur, has been doing longer trips, both on the Severn and the canal. The 2 hour lunchtime cruise, which includes a buffet lunch is popular, as is the afternoon cream tea cruise.

The Heritage Lottery Fund bid has been submitted for funding towards getting SD4, our favourite steam dredger, repaired. The

dredger requires new boiler tubes and until we secure the funding we cannot get her steamed up and in action for the visitors to enjoy. Meanwhile we wait patiently to see if our bid is successful.

An application has been submitted to Gloucester City Council by a micro-brewery company for permission to setup a small brewery at the Museum. Hopefully it should generate more visitors to the Museum if it is handled right, perhaps adopting a Victorian theme will help. Some tell me that the smell of beer brewing and the opportunity to actually see it being brewed is an added attraction for visitors!

The main talking point lately is the planned British Waterways move to becoming a charitable trust and the way it may effect the current Waterways Trust and, therefore, the Museum. It should be up and running by Spring 2012, not too far away. ◆ CW

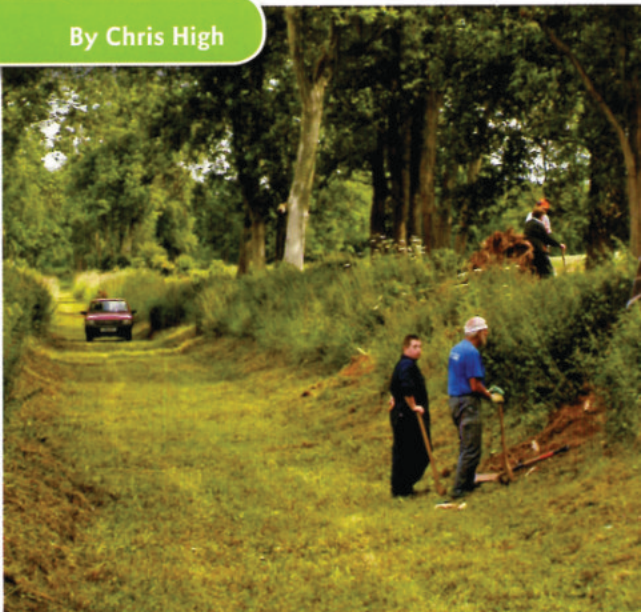


## Work at YARKHILL

By Chris High

*Just for a change three of the Team spent a day at Lyonshall and assisted Herefordshire Archaeology with a dig to investigate a Deserted Medieval Village.*

Back home maintenance work has continued along with stump, wood and rubbish removal. The sample wildside profiling, mentioned in the last edition, was completed and a recycled staircase installed to enable the more doddery members of the team to climb the bank! Towpath bank profiling soon followed with spoil being used to further level the widened towpath. Half of the dry canal bed has been mown and lower edges strimmed.



Mown and strimmed canal bed.

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## Dealing with those tree stumps ...

Robin and Bob root ball splitting.



A smaller stump gives up.



Paul gets down to earth with an even bigger stump.



Photos: Chris High



Temporary staircase in place for safer access to the canal bed.

This all sounds very quick and easy but having trimmed there is then a need to rake followed by removal to the fire site – hence using the pick up in the canal bed!

Stump digging can be done by two members of the Team with our excavator 'Sam' taking the lead – but once dug considerable further work is necessary to complete the job. Any usable wood needs to be salvaged, cue Bernard and chainsaw, followed by trimming of projecting roots and chipping away the soil all with the aim of reducing the weight so that the remains of the root ball can also be removed to the fire site. Sometimes the weight remains too heavy so the time consuming and strenuous job of splitting the root ball has to be performed.

I am grateful that the Team always applies itself to the tasks in hand. By the time we leave site we have all played our part and are nearly always tired and dirty but have the satisfaction of knowing what the Team has achieved and restoration has progressed.

◆ CH

Would you like to help us  
achieve even more?  
– then please contact :  
**Chris High 01568 615 575**



# RENTON *held us up!*

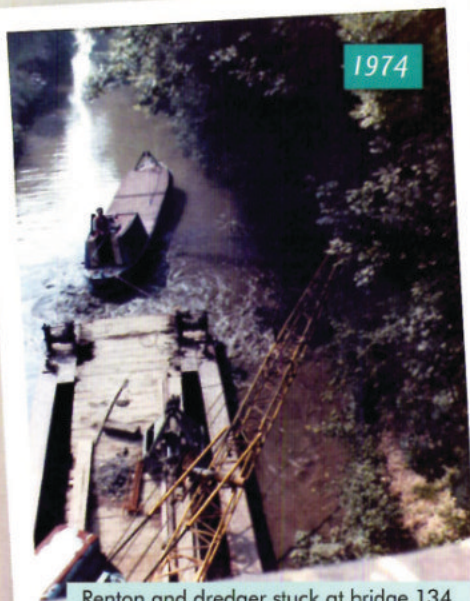
By N.J. Wright

*During a family canal holiday in 1974 we were delayed due to a crane barge becoming stuck in a bridge hole (bridge 134 on the Tring Summit of the Grand Union Canal). The barge was being towed by one of the H&G CT's heritage boats – Renton. It was finally freed by Renton pulling in unison with the crane winch attached to a stout tree.*

Renton was then based at British Waterways Bullbourne Yard although I recall the boat being based further south in the mid sixties as it was used to help out on Grand Union Canal Society working parties on the Slough Arm.

I was given a large size spindle windlass by the crew of Renton at the time which I still have.

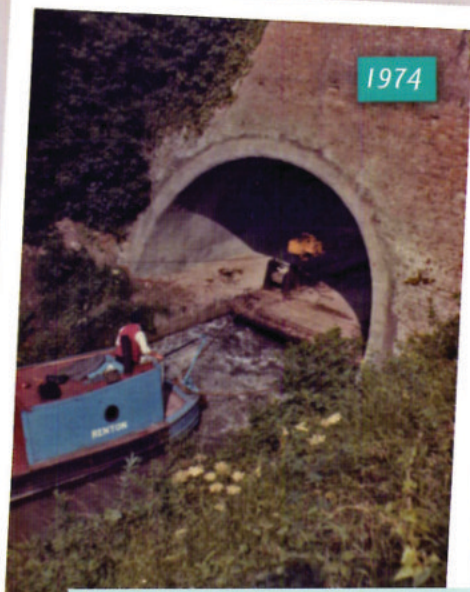
◀ NJW



Renton and dredger stuck at bridge 134 on Tring Summit – 19th July 1974.



Renton 'hard ahead' trying to free the stuck dredger.



Another view of bridge 134 with Renton still trying to free the dredger.





## Letter to the Editor **STEPHEN BALLARD**



*Over 20 year ago Chartered Civil Engineer James Fletcher was given a gift Membership of the H&G CT – and has been a Member ever since. Following our series on the diaries of Stephen Ballard he writes:-*

My mother's family were Severn watermen. In retirement one of the Gregories always kept the Avon lock at Tewkesbury and great uncles would captain the Bathursts Victorian river steamers at weekends. They had been employed either at Healings Mill or as barge captains bringing grain up from Avonmouth to the Mill. My great grandfather had, we think, four narrowboats and my mother's cousin, Ray Evans, remembered his grandfather telling him about taking one along the H&G Canal before the railway came. Every Saturday as a child I would visit my granny; a walk to the lock where she had grown up was a must. We said we were just going to see the King and the Queen!

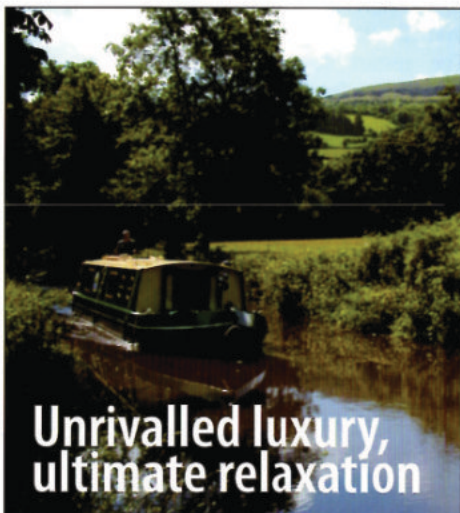
Whilst browsing through a book on notable railway construction, I came across mention of Stephen Ballard in the 1840s. We know from his published biography that he left Herefordshire in May 1845 "for 2 years to work on drainage in the fens" and, from his diaries, that he was recruited by Thomas Brassey, the famous railway contractor, to solve the problem of carrying the Great Northern Railway across the fens. The contract for the 75 miles of railway (part of the East Coast Main Line from London to Peterborough, designed by William Cubitt) had been let in November 1846. Brassey employed three agents to manage the work including Stephen Ballard. They were described as "all trusted and often used men".

As Caroline Jones noted in her series of articles he solved the problem of crossing the fens by using layers of faggot wood topped

with peat sods that, as t h e y  
sank, created a firm foundation  
for the line. As a young student Civil Engineer in the 1950s I was fascinated to learn that this was the technique used to build hundreds of miles of the Finnish railways and spent part of my summer vacation analysing the records of continuing settlement. When in the 1960s I was designing and supervising construction of the approach road to the Dartford Tunnel (M25) across the peat of the Thames marshes, at great expense the road was supported on hundreds of long concrete piles driven to firm foundations, a luxury not available in the 1840s!

Stephen Ballard was clearly a highly regarded and creative Civil Engineer of considerable flair and administrative ability.

◆ James Fletcher, Woodstock, Oxfordshire



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*April 29th The Royal Wedding Day started with grey skies and a few spots of rain, Barbara and Sandra had set their videos so that they could join us – and commenced by cleaning the hut and toilet!* The condition of the latter was “reported to David” - a new toilet arrived a week later. Suitable bunting was raised outside the hut. A warm aroma of tea and coffee wafted across the site. About fifteen members turned up for the day.

Free sailing was the order of the day with four organised events. The first event for yachts was “a devil take the hindmost”. Barbara and Sandra had a straight up and down the course while the chaps had to sail the usual course. The ladies also had half a minute start. *[Not sure if this doesn't breach discrimination legislation! - Ed.]* The last one over the start/finish line of each lap came out. The restart for the last three saw Mike Bridgeman, Peter Pogmore and Barbara Everitt take off. Mike led all the way until rounding the last buoy, there he stayed! Peter squeezed inside to rounding cheers and victory. Mike eventually crossed the line.

The “motorboat reversing up the canal into the wind” event provided plenty of ducking and

diving. After three runs Ted Tedaldi won from Bob Hinton and Peter. Much cheers of a fix, but no serious protests as such require a £20 deposit!

A two hour lunch was taken with special wedding sponges and cakes.

The next sailing was a pairs competition again with ladies and gentlemen rules. Teams were Pete and Sandra, Mike and Barbara and Bryan Evans and Mike Davies. The two ladies stormed to the top buoy with Bryan chasing hard. On the into the wind leg

Bryan took the lead and handed over to Mike D. Each skipper had two runs. The ladies neck and neck. Their respective partners rattled after

Mike D. The second runs saw Barbara hand over to Mike B, with a nice lead, Pete and Sandra second and Bryan and Mike third.

More tightly contested events filled the rest of the afternoon and the sun came out. All boaters then sailed the length of the canal, where a team photo was taken.

The day finished with free sailing, tea and cake and the presentation; a good memorable wedding day.

♦♦ TT



Any further and they would be in the next field! [But next year they will be – see page 6]

Photos: Ted Tedaldi



# GRAND HOLIDAY DRAW 2011

Again this year, due to popular request, we sent you two books of tickets to sell to family and friends. More books can be sent to you if required – please contact Janet Moulton – (see inside back cover).

We are very pleased to report that the printing of the tickets once again is sponsored by **Bulmers** – thank you.

Please note that this year prizes to be drawn at September Social Evening, The Royal Oak, Much Marcle, on 20th September 2011. Our grateful thanks to **Black Prince Holidays**, **Mrs A Wood** and **THE WHARF HOUSE** for donating the Holiday prizes – so every pound raised is a pound towards restoration of the Canal.



H&G Sales Grand Holiday Draw (GSDS) and money to be returned to Promoter by 10th September 2011. No cash prize to be awarded.

**Friends and colleagues will be eager for a great holiday for just £1!**

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# What a YEAR!

By Ralph Barber

*A year ago Ralph Barber was co-opted to serve on the Council of Management of the H&G CT having been nominated at the AGM. At the 2011 AGM his appointment as a formal Director and Trustee was confirmed. His account of the past 12 months follows...*



I am not sure when I became aware of the canal at the bottom of the field next to my house, but it must have been less than 4 years ago as we have only been here since December 2007 as “incomers” to Herefordshire. My wife sold me on coming to this part of the world to relax, enjoy riding on my lawn mower and, with the children going to university, we thought they might not find us!

Not much has turned out to be true – I do enjoy riding on my lawnmower but I am still waiting for the relaxing part and the children did find out where we moved to (in fact one of them is still at home and that’s after 3 years of university life).

So back to the canal – I do remember going down to meet the neighbours for the first time and saying to my wife as we walked down across the bridge. “*Better not mention the canal, as they may not like it*” as by this time I had already decided I wanted to help get the canal restored. As it happens so do the neighbours.

Then I joined my first working party for about 30 years – last time it was on the

Kennet and Avon. This time it was at Yarkhill. I am not the best volunteer, in all I have only managed to get down about three or four times to do some physical work (I am one of the population that fortunately is still working). But when we have visitors they are marched down to the canal to see how the work has progressed – the last visitors even managed 12 miles taking in the Withington Canal Walk as we started at the canal in Kymin.

I would often see Chris High down at the canal and the “*Hello stranger*” greeting after a while changed to “*Why don’t you join the CoM?*”. Well, after I worked out what CoM was, it seemed like an interesting idea. Having been a school governor for 12 years I was used to sitting around a table discussing something I had no idea about, but being with people who are passionate about what they are trying to do can be very uplifting. So just over a year ago the paperwork went in. It was a good start – I didn’t even manage to attend the AGM to see if I would be co-opted! *The excuse was that being married for 25 years*



– to the day – I had to take my wife out!

So it was the following day that I found out that I was “in”. So now what...? I attended the first meeting and was introduced to the rest of the CoM. I left after the meeting, trying to remember and absorb everything and rather confused about something called the ABG. At the next meeting (fortunately most sat in the same place so I had a chance to work out who was who) the ABG (the Aylestone Boat Gathering – just in case you didn’t know) was mentioned again.

I then missed the next meeting due to work; being sent to Australia for a couple of weeks – a fair excuse I think. Then (again due to work) managed to miss the next meeting as well! I must have done something right as, at the next meeting, I was asked to join a committee (or was it for missing all those meetings?).

I was at the ABG as Waterside Manager.

It was a great event and getting the first boats on the canal within Hereford City in over 130 years was a great feeling. Launching boats on a Saturday night in a dinner jacket (not my usual attire I hasten to add – I had been to a 21st birthday party) gave some of the locals something to smile about!

Having survived the induction period I am now a fully fledged member of the Council of Management, chair of a sub-committee, have helped at the ABG, met some very enthusiastic people (whose passion in supporting inland waterways is amazing) and I even got my picture on the front of **The Wharfinger**. Yes, one of the visiting Wilderness boat owners took us for a (very short!) trip along the canal.

*So what are you going to do for the H&G CT this year?*

◆ **RB**

*(At the August CofM Wilf Jones and Ralph Barber were appointed as joint Vice Chairmen)*



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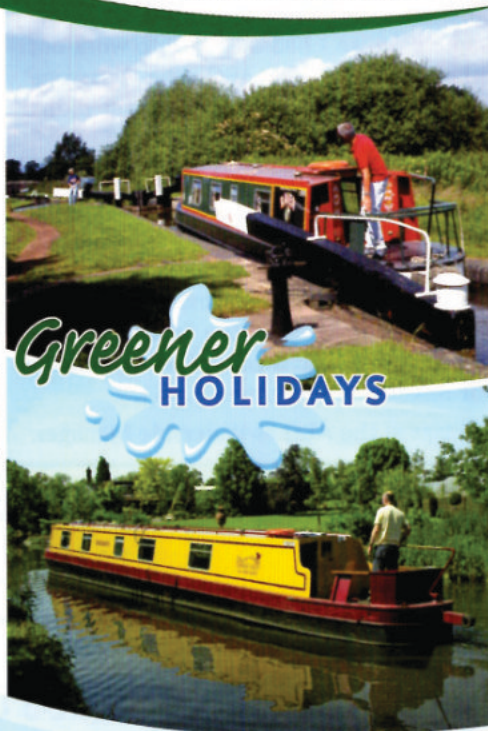
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narrow boats...

...wide horizons



## Working with Nature

By John Chappell

At Oxenhall we have not one, but two, species of **Epilobium** growing on site. **Epilobium hirsutum** (hairy) and **E. angustifolium** (narrow leaf). Known as the Willow Herbs these plants could be described as both beauty and beast!



Codlins and Cream

Photo: John Chappell

*E. hirsutum* is popularly known as Codlins and Cream, a name presumably given by country folk of old who compared the colour of the petals to stewed codlins (wild apples) and the plants reproductive parts at the centre of each flower, to cream. This herbaceous perennial grows to around 2 metres; the strong stems are branched and have numerous hairs. The leaves, which are long and thin, are widest in the middle with sharply toothed edges and no stalk. It loves an open, damp site and left unattended its invasive, questing growth would soon prevent access to the water. The

plant's only saving grace is that it will not actually grow in the water but you can quite see why it loves the canal banks at Oxenhall. We get some measure of control on the non towpath side of the site by cutting it down to leave just a fringe at the canal side so that it looks good without being too much of a nuisance. Flowering from June to September, with a peak in July and August, the banks of the canal can be a wonderful sight when the Codlins and Cream are in flower. The plant's leaves are



Rosebay Willowherb

one of the main food plants of the elephant hawk-moth caterpillar which hides in the day and only feeds at night. Reports that these leaves can be used to make 'tea' have been matched by reports of epileptic-like convulsions resulting from its use. Needless to say volunteers at Oxenhall will be leaving it for the caterpillars and sticking to flasks of coffee at lunchtime!

*E. angustifolium*, the plant commonly referred to as Rosebay Willowherb, is of a similar, invasive nature but prefers dry conditions on waste, recently disturbed ground. When in flower we are

all familiar with the distinctive spires of attractive pink flowers especially on railway embankments and other rough ground. Just such a location exists under the Bailey bridge at Oxenhall: here it flourishes. A taller plant than *E. hirsutum*, with weaker stems and long, thin smooth-edged leaves, Rose

Bay Willowherb flowers appear just before Codlins and Cream. A second show of flowers in the Autumn precedes numerous, long, seed pods containing hundreds of tiny, black seeds encapsulated in soft white fluff, so light it blows in all directions! An invasive rootstock – and very effective wind dispersal of its seed – make this plant a successful coloniser of waste places.

There is a beautiful, pale pink form (*E. a.* 'Stahl Pink') of Rose Bay Willowherb available, also a white form (*E. a.* 'Alba'), both of which look good in a garden border; but beware introducing it unless you have lots of room, although beautiful it can certainly be a beast!

P.S. Unfortunately the taxonomists have been at it again and have re-named the *Epilobium* genus, *Chamerion*. Must have been a bad bottle of wine!

◆ JC



# H&G Autumn/Winter Diary 2011

## September

- Saturday 3<sup>rd</sup> *Alfrick village show*
- Sat-Sun 3<sup>rd</sup>-4<sup>th</sup> *Over Canal and Beer Festival – see page 8 for details*
- Tuesday 20<sup>th</sup> *7.30 pm, H&G CT Social Evening at The Royal Oak, Much Marcle – all welcome, see page 20 for details*

## October

- Tuesday 18<sup>th</sup> *7.30 pm, H&G CT Social Evening at The Royal Oak, Much Marcle – all welcome, see page 20 for details*

## November

- Saturday 12<sup>th</sup> *Winter Bazaar, Ledbury – all welcome, see page 21 for details*
- Tuesday 15<sup>th</sup> *7.30 pm, H&G CT Social Evening at The Royal Oak, Much Marcle – all welcome, see page 20 for details*

## December

- Thursday 1<sup>st</sup> *Christmas menus available at The Wharf House*
- Saturday 24<sup>th</sup> *The Wharf House closes after lunch until the New Year*



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## Not quite THE LAST PAGE

### Waterways World

Waterways World has featured the H&G Canal in two consecutive issues. Their 'Going Underground' series in the August edition carried a 3 page feature on Oxenhall, Aylestone and Ashperton Tunnels. Restoration of the H&G Canal is the subject of another multi-page spread in the September issue.

◆ CRP

Thank you!

Our sincere thanks to the son of our late Member Mrs Aldous for the generous donation of £3,000 in memory of his mother. Thank you.

◆ JM

Thank you!

Our sincere thanks to Marilyn Balderstone for the last two years steering and guiding the accounts at THE WHARF HOUSE.

Thank you. ◆ DRP

Thank you!



Our regular volunteer Pat Skelton, who has been with us for many years (both as an active member of the restoration team at Over/THE WHARF HOUSE and manning the welcome desk/raffle at the monthly Social Evenings), is relocating back to the Isle of Wight with his wife. Thank you Pat for all of your hard work for the H&G CT throughout the years, and you will be greatly missed by all of us and we wish you all the best in the future.

◆ CB

### Bottle Stall

Bottles of all shapes and sizes are wanted, please, for the Bottle Stall at the Winter Bazaar. Any size and drink/food related content. Ideally please bring your bottles to one of our Social Evenings. If that is not possible, or for larger quantities, please contact Janet Moulton.

Thank you.



Your  
**HELP**  
please!

### Subscription Reminder

Existing Members Subscription rates will be (reluctantly) increased, for the first time in almost 17 years, on renewals as from 1st January 2012. The new rates (on the inside back cover) apply immediately to new Members. Full details were on page 23 of the last edition. Existing Members who become Life Members prior to the end of December 2011 pay the old rate as do Members who wish to pay for a number of years in advance.

### Advertising in The Wharfinger

As part of a new policy for staff at THE WHARF HOUSE to assist the H&G CT with some key administrative roles all liaison with our advertisers will, in future, be from THE WHARF HOUSE. Our sincere thanks to our advertisers for their ongoing support. Ed.

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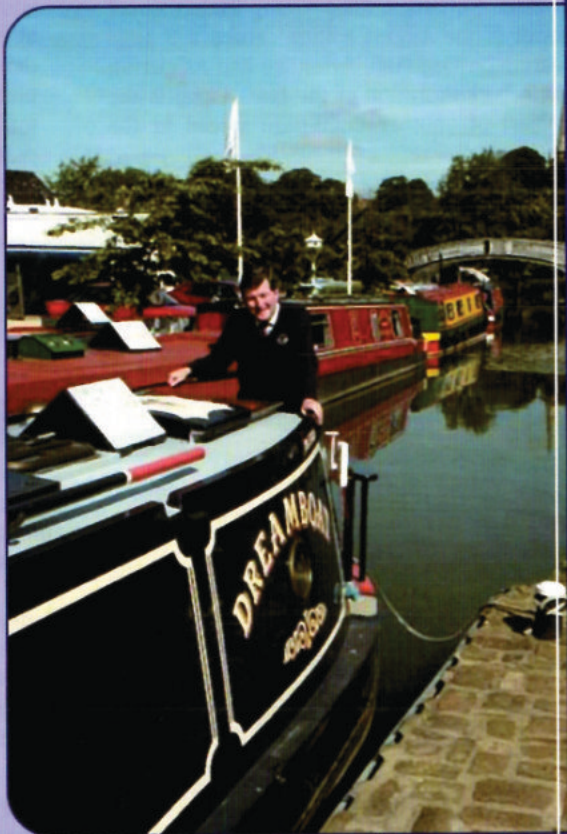
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## Want to help?

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.

## Contacts

Contact any of these names TODAY!

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# The Wharfinger

## The Herefordshire & Gloucestershire Canal

Work started in 1792 but was not completed until 1845, making this the last major route built in Britain, but for the navigations of Birmingham and the Manchester Ship Canal. The canal stretched for 34 miles from the River Severn at Gloucester, via Newent, Dymock and Ledbury to the city of Hereford, utilising some 22 locks and 3 tunnels. The Canal was formally closed in 1881 to allow construction of the Ledbury to Gloucester railway which in its turn was closed by Dr Beeching in 1964.

## 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.



= restoration sites suitable for public access.

