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The Somersetshire Coal Canal Society was founded in January 1992 with the aim:

'TO FOCUS AN INTEREST ON THE PAST, PRESENT AND
FUTURE OF THE OLD SOMERSETSHIRE COAL CANAL'

The Society is aimed at those people who are interested in finding out more about the history of the canal, preserving what is still there and walking the parts that are still accessible to the public.

The Society aims to preserve the remaining structures of the canal (Midford Aqueduct, Combe Hay Locks *etc.*) and to protect the line of the canal from decay, dereliction and vegetation.

Registered Charity N^o 1047303

Registered under the Data Protection Act 1984 N^o A2697068

Affiliated to the Inland Waterways Association N^o 0005276

Inland Revenue reference code for tax purposes: CAD72QG

MEMBERSHIP FEES

(as at 1st June 2003)

£7.50 (Family / Individual) £5.00 (Senior Citizen / Student)
£150.00 (Life) payable by lump sum or four annual instalments

Membership Application Forms are available from
the Membership Secretary, **John Bishop**
73, Holcombe Green, Upper Weston, Bath BA14HY
☎ 01225 428738 E-mail: cesjtb@bath.ac.uk

Society Website: <http://www.coalcanal.org>

THE VIEWS AND OPINIONS EXPRESSED IN THIS MAGAZINE DO NOT
NECESSARILY REPRESENT OR CONVEY THOSE OF THE SOCIETY

The Editor welcomes any letters, articles, photographs *etc* for inclusion in **WEIGH-HOUSE** and will try to include them in full, but reserves the right to shorten them if space is limited.

Please send articles and correspondence for the next edition of **WEIGH-HOUSE** to:
Adrian Tuddenham 88, Mount Road, Southdown, Bath BA2 1LH
☎ 01225 335974 E-mail (not HTML): adrian@poppyrecords.co.uk

Thursday 19th March — 19:30

SOCIAL EVENING — With a talk by Patrick Moss on “Canal Heritage & Restoration”

Meet: The Radstock Working Mens’ Club, Radstock.

For further details please see website or contact:

Patrick Moss ☎ 07736 859882

Sunday 5th April — 10:00

WORK PARTY — Location to be advised

For further details please contact:

Bob Parnell ☎ 01225 428055

Sunday 19th April — 10:00

WALK — Wellsway Pit

Meet: Radstock Public Car Park, Waterloo Road. (3 miles)

For further details please contact:

Mike Chapman ☎ 01225 426948

Thursday 23rd April — 19:30

SOCIAL EVENING — Talk T.B.A.

Meet: The Radstock Working Mens’ Club, Radstock.

For further details please see website or contact:

Patrick Moss ☎ 07736 859882

Sunday 3rd May — 10:00

WORK PARTY — Location to be advised

For further details please contact:

Bob Parnell ☎ 01225 428055

Sunday 17th May — 10:00

WALK — Kilmersdon Pit & Inclined Plane

Meet: Radstock Public Car Park, Waterloo Road. (3 miles)

For further details please contact:

Mike Chapman ☎ 01225 426948

Walks

These are all circular walks unless otherwise noted. You only need to arrange your transport to and from the meeting point. Any walks marked † tend to be in the form of detailed explanations of short sections of the canal and its relationship with the locality; and, as such, are less suitable for young children.

Dogs are normally welcome (except where indicated) and must be kept on leads at all times.

Check the website for any last minute changes.

www.coalcanal.org

Work Parties

Venues may change at short notice, always check with Bob Parnell before turning up.

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NEW MEMBERS

The Society welcomes the following new members:

- | | |
|----------------------------|-----------------|
| Mr D Pollard (life member) | Melksham |
| Mr I Johnson | Woking |
| Mr & Mrs W Durrant | Knowle S’ Giles |
| Mr P Hucklebridge | Bath |
| Mr J M Smith | Shipham |
| Mr G Hooper | Ashburton |
| Mr & Mrs R Barwise | Portishead |
| Mr & Mrs M J & L R Westall | Torrington |
| Mr P Hughes | |
| Mr R Rees | Lambourne |
| Mr P Smith | Wootton Bassett |
| Mr & Mrs C Gosland | Dunkerton |
| Mr B Thompson | Fordingbridge |
| Mr P Rossiter | Frome |

CHAIRMAN'S NOTES

Let me open by wishing all our members a happy and prosperous New Year, in this first edition of Weigh-House for 2009. Having now been chairman for just over 6 months, it has been a steep learning curve for me to pick up the reins, especially as it transpires there is no instruction book!

We have completed the first three talks of the new winter series, held at the Radstock Hotel. These have largely been a success, generally being well received by audiences which have included non-members as well as members. We deliberately restricted publicity to the Radstock area in part so as to ensure we were not overwhelmed. These talks will now continue into the spring, with Richard Hignett, one of our members and a respected engineer and veteran of our work parties, giving the January talk. Richard will be talking on the industrial archaeology of Combe Hay and especially the Caisson Lock. Further details can be found in our events diary towards the back of the magazine. Please note these talks are moving from The Radstock Hotel to the Working Mens' Club, as the room we have been using at the hotel is no longer available. I am grateful to the Radstock Hotel for the help they gave us in getting this started, and wish them well with their new initiatives.

In my day job, a number of reports contain a line to the effect that around half the UK population lives within five miles of a navigable waterway. It occurs to me that this hasn't been true of Radstock, Midsomer Norton and Paulton since the canal closed at the end of the 19th century. Yet these towns are by far the largest places on the line of the S.C.C., and awareness of the canal, if not the society, is very high. In looking for a new venue for our talks I found that everyone I dealt with knew of the S.C.C., often with some family anecdotes relating to it. But they didn't know of the Society. In our efforts to preserve and restore the S.C.C. and research into its history, raising our profile is important, so that we can engender support among local people even if they don't all rush to subscribe: it is important that both the society and the canal are perceived as "A Good Thing". This is where I'm currently targeting our efforts, with initiatives like the talks and attempts to open communications with other local groups that have a shared interest.

I hadn't realised just how embedded our canal was in the local history and landscape until Boxing Day. I went to watch Radstock Town play a football match; and, as I viewed the goalmouth action, I suddenly realised that the backdrop was a huge mining tip — none other than Writhlington Batch. We all know of this batch from the S.C.C. perspective but it suddenly dawned on me that the first players to run out for Radstock, whose nickname is "The Miners", in 1875, almost certainly were miners who cut the coal that was then carried by the Radstock Tramway and the Somersetshire Coal Canal. It is important that we continue work on this social history as we have done to date, to ensure that the S.C.C. and its contribution to the area are researched, recorded and presented to a wider audience

Patrick Moss
January 2009

DONATIONS

The Society wishes to thank the following members who have generously made a donation:

Mr & Mrs W Durrant

DATES FOR YOUR DIARY

Sunday 4th January — 10:00

WORK PARTY — Location to be advised

For further details please contact:

Bob Parnell ☎ 01225 428055

Sunday 18th January — 10:00

WALK — Braysdown

Meet: Radstock Public Car Park, Waterloo Road. (4 miles)

For further details please contact:

Mike Chapman ☎ 01225 426948

Thursday 29th January — 19:30

SOCIAL EVENING — With a talk on Combe Hay by Richard Hignett

Meet: The Radstock Working Mens' Club, Radstock.

For further details please see website or contact:

Patrick Moss ☎ 07736 859882

Sunday 1st February — 10:00

WORK PARTY — Location to be advised

For further details please contact:

Bob Parnell ☎ 01225 428055

Sunday 15th February — 10:00

WALK — Ralph Allen's Stone Tramway

Meet: Widcombe bottom lock (4 miles & steep)

For further details please contact:

Mike Chapman ☎ 01225 426948

Thursday 19th February — 19:30

SOCIAL EVENING — With a talk on "Walking Beam Paddle Steamers" by John Spratley

Meet: The Radstock Working Mens' Club, Radstock.

For further details please see website or contact:

Patrick Moss ☎ 07736 859882

Sunday 1st March — 10:00

WORK PARTY — Location to be advised

For further details please contact:

Bob Parnell ☎ 01225 428055

Sunday 15th March — 10:00

WALK — Clandown Pits

Meet: Radstock Public Car Park, Waterloo Road. (3 miles)

For further details please contact:

Mike Chapman ☎ 01225 426948



COMMITTEE SECRETS

This photograph, from a hidden camera at a recent SCCS Committee meeting, reveals that our chairman is nothing more than a figurehead. The really important decisions are taken by a ginger cat.

AN APPEAL

As described in the previous issue of Weigh-House, the Society has recently purchased the Paul Rossiter collection. This includes numerous irreplaceable cast iron and wrought iron artefacts totalling over a ton in weight. They are temporarily being stored under plastic sheeting in a back garden, which offers little protection from the weather and no security at all. It would be a pity to see these well-preserved historical relics deteriorating through exposure to damp, or, worse still, being stolen for their scrap value, so the Society is looking for somewhere better to store them.

We would be very grateful if any member could offer a reasonably secure longer-term storage area which does not suffer from excessive dampness. There would be no need to worry about transport, the Committee would be able to arrange that.

ERRATUM

In the previous issue (Weigh-House 51, I stated that the Brassknocker Pig had been decorated by Daniel Brown. Although Daniel is a man of many artistic talents, it seems that painting pigs is not one of them; the pig was, in fact, decorated by Julia Trickey.

Adrian Tuddenham



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OBITUARIES

DOUG CHANTLER

Members of the work parties who helped with the restoration of Murtry Aqueduct on the Dorset & Somerset Canal will be saddened to hear of the death of our host at Hapsford, Doug Chantler.

Initially sceptical of our intentions "I thought you were a bunch of boy scouts at first...", he soon became a firm supporter and contributor to the projects in his beloved Mells Valley. His reputation for being cantankerous never applied to us and we became good friends because of our common interests. Our grateful thanks are due to Doug for his support and friendship over many years.

He was well known in the Frome area for his "Father Christmas" float that toured each year before Christmas.

Doug died at the RUH, Bath aged 73 in October 2008. A private donation has been made on our behalf to Dorothy House & the DAXS Trust in his memory.

TONY WADLEY

Tony Wadley was well known to many Kennet & Avon Canal Trust members and to members of the Somersetshire Coal Canal Society. With his wife, Marjorie, he was a familiar sight at K&A working parties, Trust meetings and cruising on their beloved boat "Cariad".



Tony became interested in canals in the 1960s, as an extension of his lifelong interest in railways. Marjorie is fond of relating how they "discovered" the swing bridge on the K&A between Bath and Claverton and were instantly enchanted.

The family became involved in tracing the course of the S. C. C. and spent most weekends during one summer helping a group to clear one of the lock chambers at Combe Hay.

Later, canal holidays led to the acquisition of "Cariad", which Tony fitted out himself, and spent many happy days and weeks cruising the River Avon and the K&A between Bath and Devizes. He was proud to be there with his boat at the opening of the Devizes flight by the Queen in 1990.

Tony was a keen photographer and he kept a record of many working parties and features along the length of the canal and his photographs, both of canals and railways, have been used in exhibitions and books.

Sue Emmett

NAVYING NOTES

Lock 16

The last two work parties have been held at a location which was new to our work parties: above Lock 16. Although this might sound like a badly mis-timed April Fools joke, because Lock 16 was infilled and buried underneath a railway embankment 100 years ago, it is, in fact strictly correct. The work parties have been held on the top of the embankment, about 25 feet directly above the buried remains of Lock 16.

The embankment forms a barrier between the road and the upper section of the lock flight (which we have successfully cleared and tidied up over the last 5 years), and is pierced by a single-arched railway bridge through which a public footpath gives access to the locks. The bridge archway forms a natural portal to the canal basin and the view of Lock 15, which never fails to delight the unsuspecting visitor. In the years since the railway closed, the bridge has gradually succumbed to the ravages of vegetation. With its covering of ivy and straggly scrub, and spiked with unkempt trees, it had deteriorated into a sorry sight with which to begin a tour of the lock flight. Worse still, the tree roots had cracked the brickwork above the southern portal and (possibly with some help from the local vandals) had begun to displace the coping stones. If nothing had been done, the structure might soon have begun to pose a risk to footpath users.

After discussions with the landowners, the Society arranged to fell the tees which were causing the damage and to tidy up the structure. In addition, one very large tree had already fallen across the footpath during a previous work party and its twin can be seen leaning at a precarious angle in the lower of the two photographs opposite. By the time that photograph was taken, some of the smaller trees had already been cleared to make a space in which to safely drop it.

The Wood That Wouldn't

One unexpected difficulty which we encountered on this site was caused by the type of wood we were cutting down. By far the largest part of the timber we have felled during clearance work has been carefully saved and put to good use by local residents and members of the work party with wood-burning stoves; only the useless scrap is burned on site. Judging from its appearance, the wood from the top of the embankment should have been exactly the same as all the other timber we had felled; but when we came to make a bonfire of the leftovers, we began to realise that it was quite different - it didn't want to burn.

Nobody had ever heard of non-flam wood, so we initially assumed that our abysmal attempts at fire building were the result of freak weather conditions or incorrect bonfire husbandry. However, when we discovered that adding fuel to the tea stove actually put the fire out, we knew that something was seriously wrong. After eventually coaxing the fire back into life (with a gas blowlamp and extra kindling we had brought from home), careful observation of the way the wood burned, forced us to the conclusion that each piece of wood barely gave off enough heat to set fire to the next.

Various suggestions have been put forward for this strange phenomenon, but none of them seems to stand up to scientific scrutiny. One of the more interesting ideas is particularly appropriate to this year, when we celebrate the 200th anniversary of the birth of Charles Darwin: the trees in question had their origins on a railway embankment, where previous generations of plants would have been exposed to burning cinders and ashes from the steam locomotives which used the line. Could it be that natural selection has favoured the varieties which failed to burn?

If you have any better suggestions, we would be glad to hear them.

Following the footpath towards the housing estate at the bottom of Rotcombe Lane, a large tree-covered spoil heap can be seen high up on the east side of the valley, thought to be the site of the third Heighgrove pit, 'Woody Heighgrove' [sic]. The proposed tramway would have passed immediately below this point, and various trackway formations have been found nearby which suggests that a tramway connection may have actually been built. Unfortunately there is little other evidence for this, and the coalwork itself is not shown on any of the canal maps. Another early coalwork, Rotcombe Pit, which stood at the bottom of Rotcombe Lane, was originally intended to have a tramway connection, but by the time of the Cruse map it had already ceased production. Nothing now seems to remain of the site (except perhaps for a few old cottages), although several well-preserved shaft mounds can still be seen in the field on the opposite side of the stream.

From here, the opportunity was taken to have a closer look at the site of Mearn's pit before crossing the fields on the way back to Goosard Lane. Taking the footpath through the paddock at the back of Bungay's Farm, we were presented with an unexpectedly fine view back across the valley towards Allens Pit. Although we had previously visited that particular site, on this occasion the black coal marks of the tramway together with various shaft workings in the neighbourhood were clearly visible in the freshly ploughed earth.

Mike Chapman

WHY DOES THE SCC HAVE AN ELR OF 'SCZ'?

I've just discovered that British Rail gave the Somersetshire Coal Canal an "engineer's line reference" (ELR). This was 'SCZ' and it had mileage from 0.00 to 6.61 I don't know where 0.00 was. This refers to the canal only, not the railway that was built over it; that had ELR of 'CMZ'.

It was not unusual for closed lines to be given ELRs, because British Rail had responsibility for bridges on some of these — but why the canal? Did the railway have responsibility for old canal bridges which were not on the railway line but were transferred from the railway company's purchase of the canal?

Richard Hignett



Left:
COMBE HAY
AQUEDUCT
Is this a 'SCZ' or
a 'CMZ'?



Photograph: Fred Wedlock

A PHOTOGRAPH TAKEN FROM THE ROOF OF A HOUSE ON THE SITE OF ALLENS PIT
This clearly shows the track of a coal tramway across the adjacent field



Lock 15 AND THE POND BELOW IT — Photographed from the railway embankment



DARK PATCHES SHOW THE LOCATION OF COAL WORKING NEAR ALLENS & MEARN'S PITS
The the house in the middle of the far hedgerow is on the site of Allens Pit

***Inset:* COAL SHALE PICKED UP FROM THE SURFACE**



THE RAILWAY BRIDGE BELOW LOCK 15

WALK - VALLIS VALE, THE DE LA BECHE UNCONFORMITY AND TEDBURY CAMP

At the 2008 Annual General Meeting of the S.C.C.S., the talk on William Smith by Dr. Elizabeth Devon included a mention of the De La Beche Unconformity in Vallis Vale. This generated a good deal of interest, so Derrick Hunt agreed to lead a walk through the once industrial, but now beautifully rural, Vallis Vale to view this interesting geological phenomenon.

Sunday 5th October 2008

On a windy but dry morning Derrick Hunt led a party to see some surprising and significant features in the Mells Valley at Vallis Vale. Derrick led us east, downstream, from Great Elm bridge, along the track of an old narrow-gauge mineral railway line that used to carry stone from quarries to the main line near Frome.

We passed the sites of water mills on the opposite bank of the Mells River, before observing a standard gauge railway line to our right and above us, in a short section between two tunnels. There were tight bends in the track at this point. Four huge wagons were lying on the far side of the embankment, all badly damaged where they had toppled off the track. I recalled seeing a report of this incident in the Somerset Guardian a few weeks previously. The track has been repaired, but the damaged wagons remain where they tumbled. We have subsequently learned that the wagons cannot be recovered and will be cut up for scrap.



Left: DERAILED STONE WAGGONS TUMBLED DOWN THE RAILWAY EMBANKMENT

We next came across the site of an attractive old packhorse bridge. Alas, it has been replaced by a massive stone arch bridge, with substantial parapets. Our consolation was that it had been built with unyielding Portland cement instead of lime mortar, so with any luck it will crack when the foundations settle.



COTTAGES AT ZION PLACE

survives lower down as a public footpath which now starts on the opposite side of the road and continues through the woodland below Kingwell Hall. The colliery stood just below this, where the footpath emerges into a cultivated field formerly known as Engine Hill. Nothing of it now remains above ground, but plenty of fragments of coalwork material can still be seen lying on the ploughed surface. Although the proposed tramway is not shown leading directly to the site, it would have passed within easy reach of the pit about a hundred yards further down in the field. →



A VIEW TOWARDS THE SITES OF CLUTTON MIDDLE AND UPPER WORKS FROM CUCKOO HILL
The village of Clutton is in the left distance, the coal works were near the houses on the right.



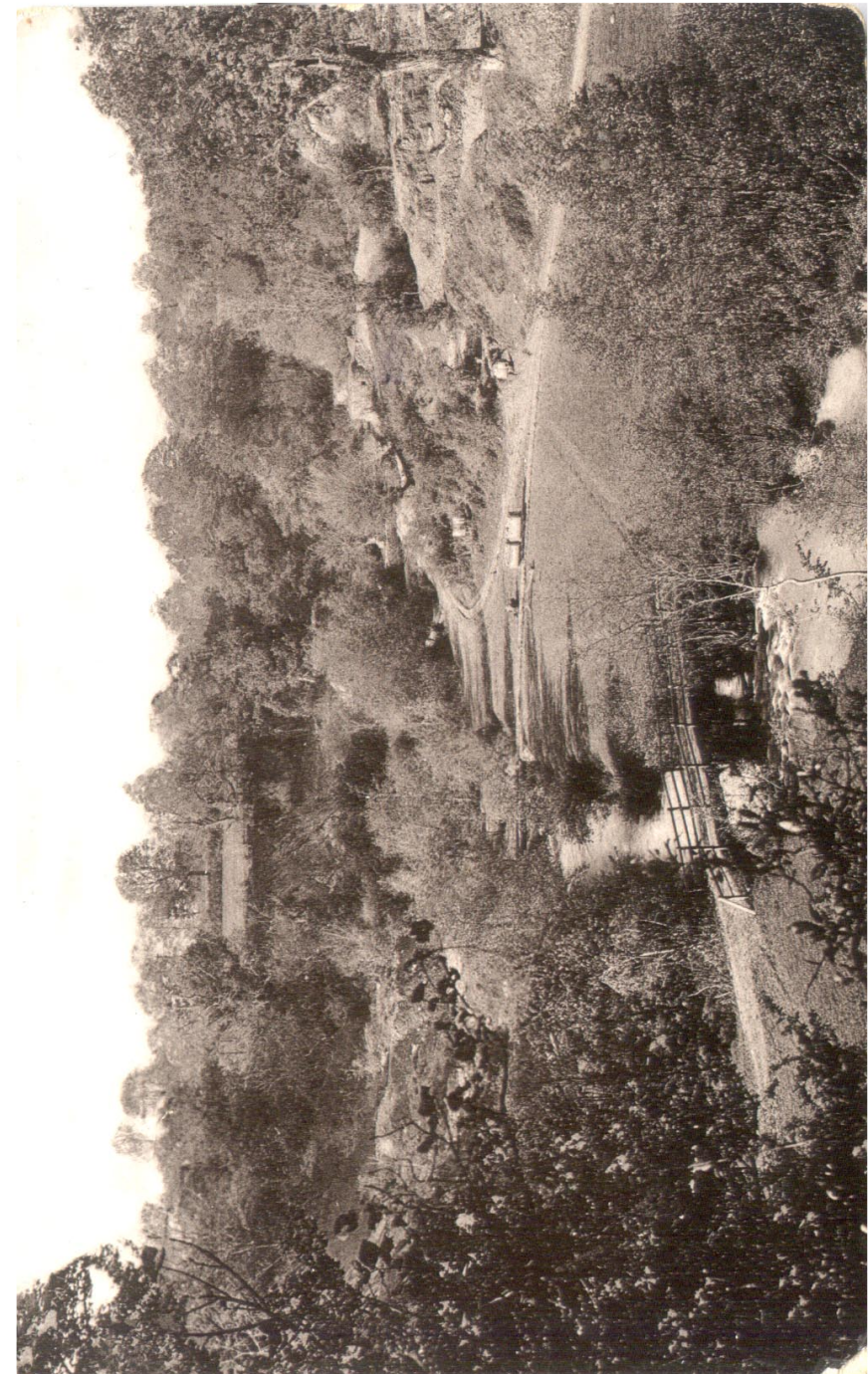
Above: ROAD SIGN SHOWING THAT THE NAME 'GUG' STILL SURVIVES.

Left: THE GUG LEADING FROM GREYFIELD, NOW A TARMAC ROAD.

the name of one of the coal veins) with an entry from a brickworks which stood on the north side of the colliery. Mooresland was closed in 1904 and now only the small spoil heap remains, the rest of the site being occupied by Greyfield Farm and some modern dwellings.

However, the coal depôt at the top of the hill, at the junction of Scumbrum Lane, grew over the years into an interesting settlement of buildings, now mostly converted to dwellings, known as Zion Place, including a rank of cottages, a chapel and a brewery. The Cruse map shows only a few cottages here, but a short branch from the proposed tramway to this point suggests that this site was already regarded as significant. Leading north from this junction towards Clutton Hill is narrow road called Cuckoo Lane running along the edge of Cuckoo Hill which provides an excellent view of the valley westward towards Clutton village. On the slope below can be seen a building adjoining Hillside Farm which occupies the site of a coalwork marked 'Clutton Middle Work' on the Cruse map. A small heapstead is still visible there, but otherwise nothing seems to be known about it. The map shows the proposed tramway passing through this site to the opposite side of Clutton Hill road and terminating just above Hazeldene Farm at another pit marked 'Clutton Lower Work' with an adjoining 'Engine'. A heapstead still exists on the site, but again, information about this pit remains elusive.

Returning to the old turnpike road and continuing a few yards northward, there is a gate in the hedge on the east side which was once the entrance to a colliery called 'Heygrove Upper Work'. This was the highest of three 'Heygrove' pits which were opened in the mid-18th century by a John Bush and were very productive in their day. The owner's house or office appears on the Cruse map ('Mr.Bush's') at the northern end of High Littleton village. A branch from the proposed tramway is shown leading to this pit, and earthworks are still clearly visible in the middle of the field, but otherwise little is known about it. Lower down in the valley was 'Heygrove Lower Work' (or 'Heygrove Engine') which stood next to Kingwell brook. Its site can be reached by continuing on to the Cross Ways where there was a track leading down to the pit. Although the track was cut off by the New Road, much of it



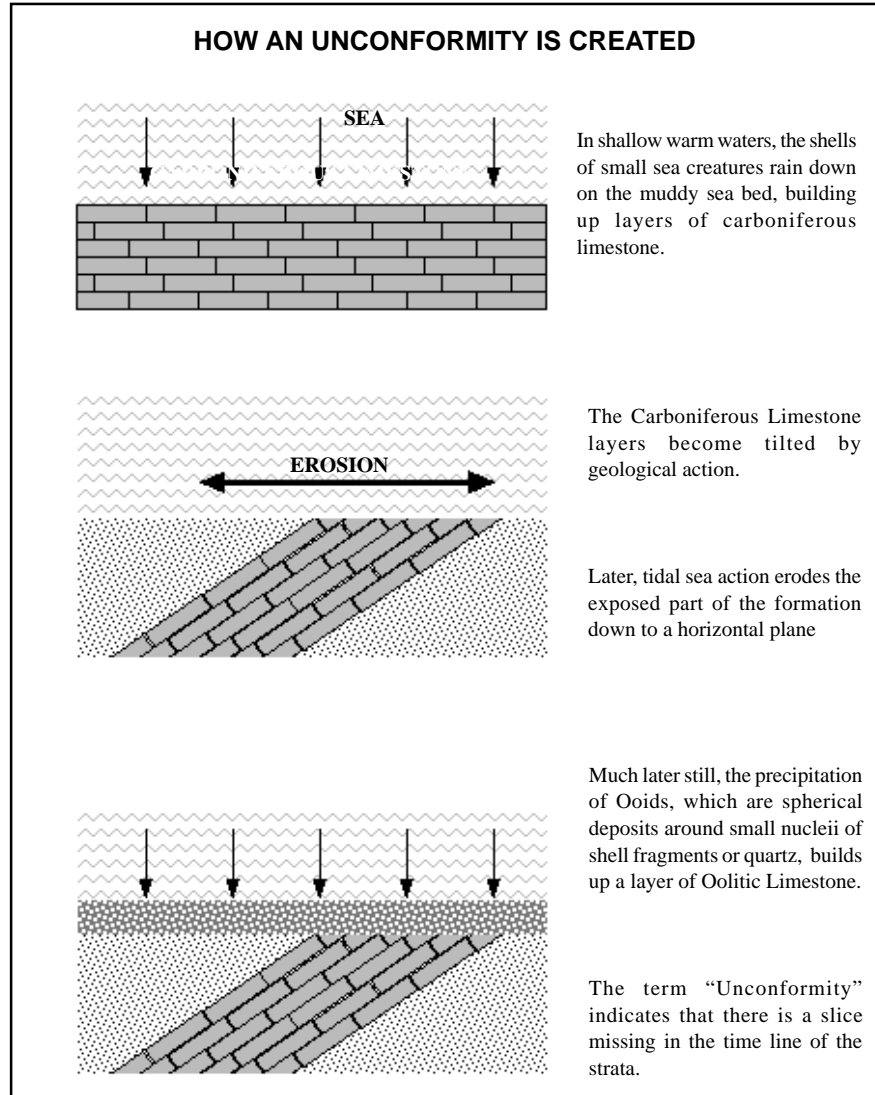
Postcard: Gerald Quartley collection

VALLIS VALE c.1910 — from an old picture postcard

Further downstream were three lime kilns, which had been cleared of overgrowth in 2005 by a work party which included the SCCS team. [See *W.H.41 April 2005*] Derrick would have liked to put an information board on them, but had decided that it would not survive the local vandals.

Next came the highlight of the walk, the De La Beche Unconformity. [See *photograph on Page 12*] I had never heard of this and did not know what to expect. It was a massive rock face, exposed by quarrying long ago, showing the steeply slanted limestone strata ending abruptly in a horizontal line, topped with several feet of quite different rock. We were told that geology students from all over the

Goosard Lane joins the High Street (the A39) behind High Littleton House and the Church, formerly the centre of the village which originally only extended as far north as the junction of Scumbrum Lane. This Lane, which climbs steeply towards Clutton Hill, was then a main turnpike road from Bath until replaced in the early 19th century by the present more gradual section of the A39 (still called 'New Road') up to the Cross Ways. For the purposes of our visit however, a diversion was taken from this point along Greyfield Road which joined the village to Greyfield Colliery a few hundred yards to the west. This mine, opened in 1833 by the Earl of Warwick, eventually became one of the largest and most important collieries in Somerset, superseding all the surrounding pits, and did not close until 1911. Consequently many of the extensive surface buildings have survived, including the winding engine house (now adapted as a dwelling) next to the road.



THE WINDING HOUSE OF GREYFIELD COLLIERY — May 2008

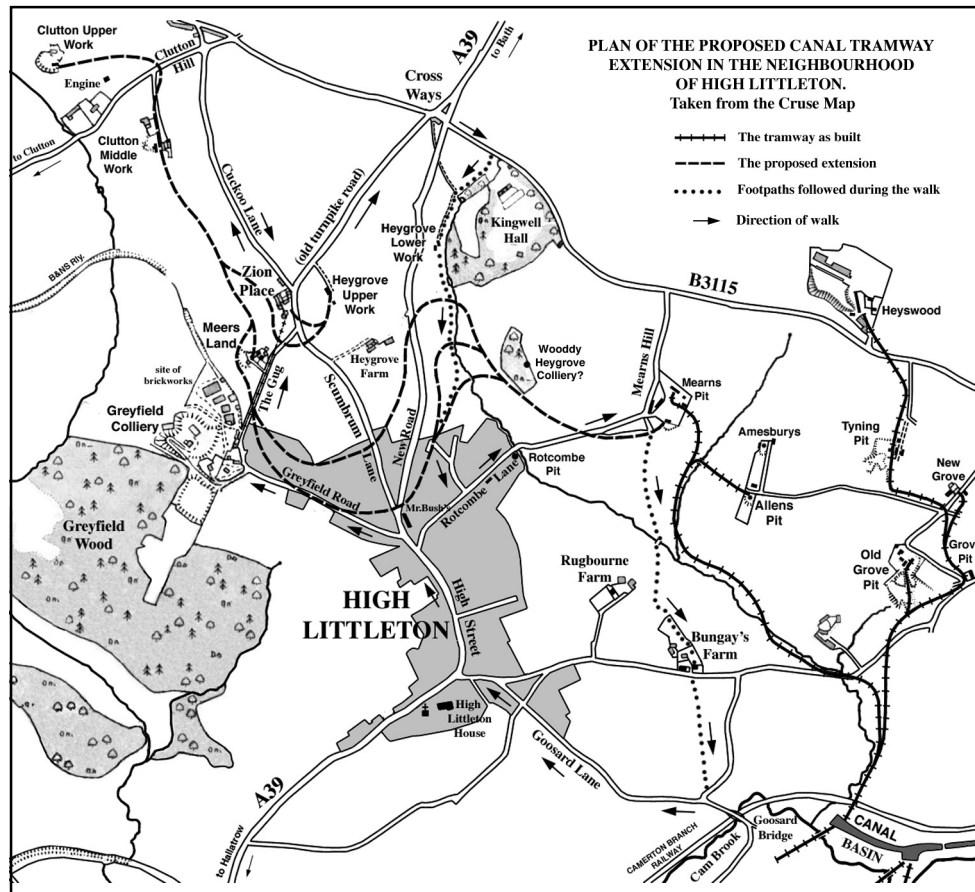
No plans were made to connect Greyfield with the canal, nor did a link to a proposed extension of the GWR from Radstock in 1847 come to anything, and it was not until 1873 that a branch was eventually made to the Bristol & North-East Somerset Railway towards Clutton. However, at the outset a double-tracked tramway incline on stone sleeper blocks was built leading up to a coal depôt next to the old turnpike road at the summit of the hill above. The course of this tramway has since been turned into a proper asphalt road which still retains the title given to it by the colliers', 'The Gug' (the usual term for an underground incline). About halfway up this road, on the west side, is the site of Mooresland Pit (formerly Meers Land) which was already in existence in the 18th century with its own trackway to the turnpike road, and the Cruse map shows a branch to this pit from the proposed tramway extension. Eventually Mooresland was connected underground to Greyfield by a drift (the 'Cuckoo Drift', also



A VISIT TO COLLIERY SITES RELATED TO THE COAL CANAL IN HIGH LITTLETON, FARMBOROUGH AND CLUTTON

Sunday 18 May 2008

An interesting feature of the 'Cruse map', drawn up for the Canal Company in about 1810, is a series of red lines extending from Mearn's pit in High Littleton to coalworks further west in the parishes of Farmborough and Clutton. These lines appear to represent a proposed extension of the canal tramway system which by then had already reached as far as Mearns. That this had always be intended before the canal was built can be seen on the original plans of the 1790s which show tramways from these pits converging on the canal terminus. The Cruse map merely shows a more sophisticated arrangement linking them together in a single sinuous line on an easier gradient. However, these pits quickly fell out of use (the last to close was in 1819), and the extension was never carried out. Nevertheless, roads or trackways may have been used instead, such as Goosard Lane, the route taken for the walk on this occasion, which still provides a direct link between the canal basin and the centre of High Littleton.

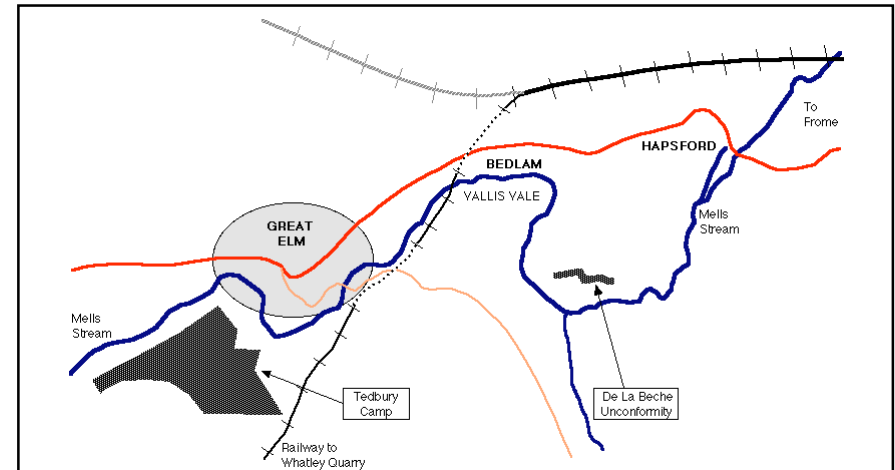


FOSSILS EXPOSED ON THE LIMESTONE SURFACE AT TEDBURY CAMP

world come here to observe this famous rock unconformity.

Research on the internet revealed that Henry De La Beche (1796 - 1855) was an Englishman who spent his early years living in Lyme Regis, where he acquired a love of geology. He spent his life studying geology, writing many books and playing a leading role in geology in Britain. He was elected a fellow of the Royal Society in 1819 and knighted in 1848. De La Beche had been born in the year when William Smith was abandoning the caisson lift on the Somersetshire Coal Canal and met Smith on several occasions — they were both members of the Geological Society.

We then marched back up the valley



MAP OF VALLIS VALE showing the sites visited

again, past Great Elm, and clambered up a steep and narrow track to Tedbury camp. On first glance, this looked like any factory car park, a large level area of white rock. On closer examination, we could see the limestone strata ends in the surface, not unlike concrete slab pitch fillings, but this was all limestone strata. Fossils and outlines of sea creatures in the surface confirmed that this surface was very old and entirely natural. It had been revealed when quarrying removed the sandstone topping.

We thanked Derrick for a most interesting walk following the footsteps of Sir Henry De La Beche and William Smith, which I, personally, had found to be a very moving experience.

Terry Paget



THE DE LA BECHE UNCONFORMITY — Oolitic Limestone at the top with Carboniferous Limestone beneath



TEDBURY CAMP QUARRY — The Oolitic Limestone has been quarried away exposing the top surface of the Carboniferous Limestone