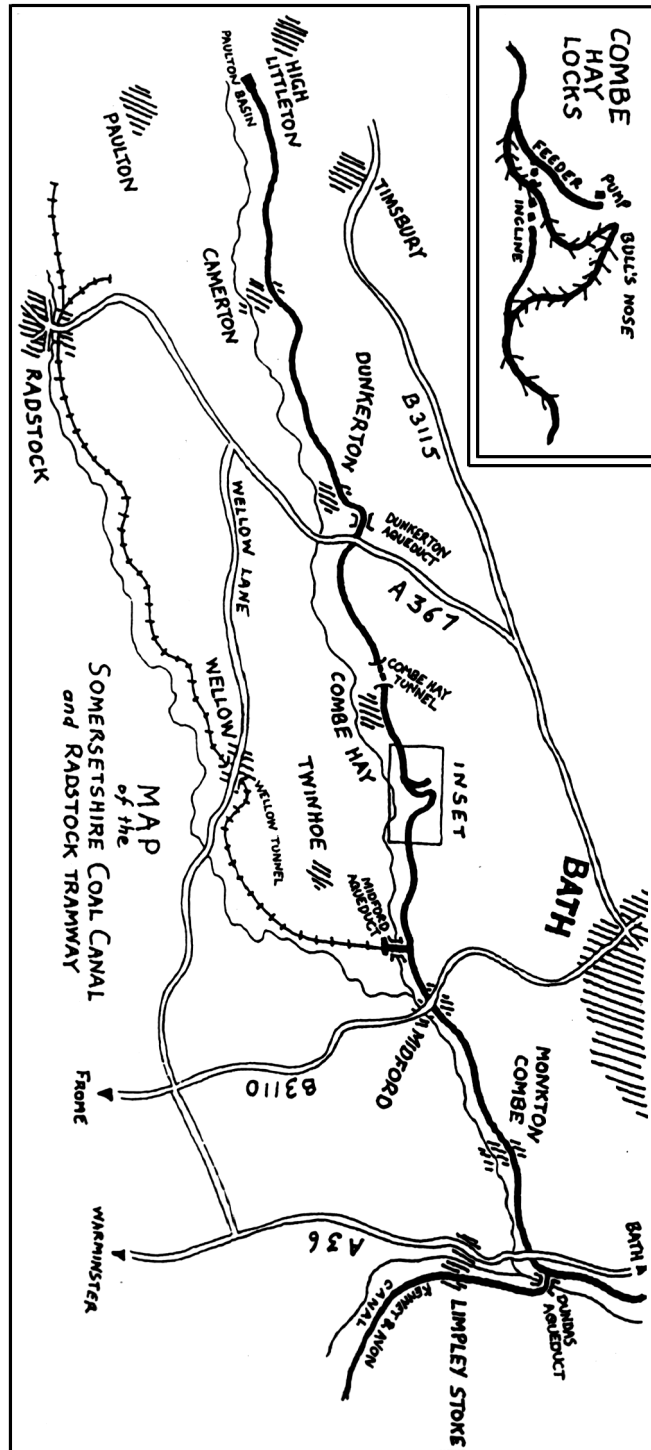


# WEIGH-HOUSE

THE MAGAZINE OF THE  
SOMERSETSHIRE COAL CANAL SOCIETY



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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.

\*\*\*\*\*  
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**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

## DISCOVERY AT DEAN — A Suggestion for an ‘Away Day’

*Lesley and I recently had a day out in the Forest of Dean, in the course of which we made an interesting discovery: the Dean Heritage Centre, the Museum of the Forest of Dean.*

The museum is based in an old mill and contains five fascinating galleries of the history of the forest area. The similarities of the coal mining heritage to that of the Somerset Coalfield were quite striking.

At one of the outdoor exhibits Lesley exclaimed “What a pile of old junk!”. At first glance it appeared to be a heap of scrap metal, however, closer inspection revealed an exciting discovery: tramway rails very similar to the SCCS tramway including crossing points.

There was an indoor gallery which contained an exhibit of a truck standing on stone blocks and iron rails. On the wall next to it was a relief map showing the network of tramways around the forest.

The centre makes a good day out for £4.90 per adult and we would like to know if there is sufficient interest in a SCCS ‘away day’ to the area to see the “pile of old junk” etc

Options for the ‘away day’ include:-

1. Dean Heritage Centre and a tramway route walk.
2. Dean Heritage Centre and visits to the newly restored Lydney Dock and Bullo Pill. (Bullo Pill was a tramway terminus and the coal left here for the Stroudwater Canal at Framilode - or even Bristol.)
3. Dean Heritage Centre and the remains of the early 19th century ironworks at Whitecliff near Coleford (not normally open to the public). This would require booking.

**Derrick & Lesley Hunt**

*If you are interested in a SCCS organised visit, please contact Derrick Hunt  
<derrick.hunt@tesco.net>  
and let him know which option you would prefer.*



*Photograph: Alexander Caminada*

**A View of the Dean Heritage Centre**

The address of the Heritage Centre is:

Dean Heritage Centre, Camp Mill, Soudley,  
Forest of Dean,  
Gloucestershire GL14 2UB  
Tel 01594 822170

website [www.deanheritagemuseum.com](http://www.deanheritagemuseum.com)

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## EDITOR'S NOTES

One feature which I always regret having to include in Weigh-House is an obituary, but sadly, these have become almost regular items in the past few editions. With the death of Tony Hutchings, we have lost yet another of our founding members — and another connection with the Society's origins has been severed. The number of copies of Weigh-House returned “No longer at this address” has also increased dramatically over the last two years; whilst some of these have turned out to be members who moved house and forgot to tell our Membership Secretary, many others, we suspect, have moved on in a different way.

This is one of the reasons why members of the Committee are working hard to arrange a programme of social evenings, evening walks and other events, which not only benefit existing S.C.C.S. members, but are also aimed at bringing in new membership from the wider community. The Radstock meetings have already generated a lot of interest from potential new members.

With new members come new ideas, new skills and new enthusiasm (one new member immediately offered to re-house the Rossiter Collection for us). The knowledge of the ‘old hands’ won't be lost while there is a new generation eager to learn.

**Adrian Tuddenham**

## CHAIRMAN'S NOTES

Welcome to another issue of Weigh -House, which will land on your doormat as the evenings are lengthening, and summer (or whatever may pass for one this year) approaches. This heralds the end of one of the recent success stories for the S.C.C.S., with our last talk for this winter to be held on April 23rd. These talks have helped raise the profile of the canal and the society, and have proved very popular. Richard Hignett spoke to nearly forty people in the January fixture, a crowd that most other canal societies can only dream of. The programme of talks will resume in September

We have also been highly visible elsewhere, the work parties are now reported in "Navvies" the journal of the Waterways Recovery Group, which in turn led to a major article in the March edition of "Canal Boat" Magazine. This in turn has led to an invitation for us to speak about our canal to the Lichfield and Hatherton Canal Trust (which I will do while on business in that area). Increased awareness on this scale can only help as we make a case for preservation and renovation of the canals structures, and for funding to achieve these aims.

With Summer also comes the AGM, scheduled this year for June 9th in Radstock. As I work with other canal societies it makes me realise how lucky we are to have a committee whose members are both conscientious and work in harmony (I'm not naming the societies whose internal politics have prompted this realisation). However our committee has not had a Secretary for some years and with the increased workload recently it is becoming important that we have someone for this rôle. If any member feels they may be able to take on this position then I would be grateful if they would contact me or any other member of the committee.

Patrick Moss

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## NEW MEMBERS

The Society welcomes the following new members:

John Hayes and Val Yates	Farnborough
Edwin Cunningham	Bushey

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## DONATIONS

The Society wishes to thank the following member who has generously made a donation:

Colin Axon

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## DATES FOR YOUR DIARY

Sunday 19<sup>th</sup> April — 10:00

**WALK — Wellsway Pit** (3 miles)

*Meet:* Radstock Public Car Park, Waterloo Road.

For further details please contact:

Mike Chapman ☎ 01225 426948

Thursday 23<sup>rd</sup> April — 19:30

**SOCIAL EVENING — Talk: "The Peak Forest Canal and Tramway"**

*(similar to the S.C.C.)*

**by Ian Moss, past president of the Railway and Canal Historical Society.**

*Meet:* The Radstock Working Mens' Club,

For further details please see website or

contact: Patrick Moss ☎ 07736 859882

Sunday 3<sup>rd</sup> May — 10:00

**WORK PARTY — See panel below**

Sunday 17<sup>th</sup> May — 10:00

**WALK — Kilmersdon Pit & Inclined Plane** (3 miles)

*Meet:* Radstock Public Car Park, Waterloo Road.

For further details please contact:

Mike Chapman ☎ 01225 426948

Thursday 28<sup>th</sup> May — 19:30

**EVENING WALK — Combe Hay Upper Locks**

(3 miles)

*Meet:* The Avenue, Combe Hay

(near the thatched cottage)

For further details please contact:

Patrick Moss ☎ 07736 859882

Sunday 7<sup>th</sup> June — 10:00

**WORK PARTY — See panel below**

Tuesday 9<sup>th</sup> June — 19:30

**ANNUAL GENERAL MEETING**

Radstock Museum, Waterloo Road.

*Followed by a talk on Canal Engineering*

*by Jim Tinnion*

Sunday 21<sup>st</sup> June — 10:00

**WALK — Hampton Rocks Tramway**

(Steep climb, wear good boots)

*Meet:* A37 Warminster Road.

For further details please contact:

Mike Chapman ☎ 01225 426948

Thursday 25<sup>th</sup> June — 19:30

**EVENING WALK — Combe Hay Lower Locks & Midford**

(5 miles)

*Meet:* The Avenue, Combe Hay

For further details please contact:

Patrick Moss ☎ 07736 859882

Sunday 5<sup>th</sup> July — 10:00

**WORK PARTY — See panel below**

Sunday 19<sup>th</sup> July — 10:00

**WALK — The K&A Canal at Claverton**

*Meet:* A37 Warminster Road.

For further details please contact:

Mike Chapman ☎ 01225 426948

Sunday 2<sup>nd</sup> August — 10:00

**WORK PARTY — See panel below**

Sunday 16<sup>th</sup> August — 10:00

**WALK — Widcombe Locks & the River Avon**

*Meet:* Widcombe bottom lock.

For further details please contact:

Mike Chapman ☎ 01225 42694

### 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](http://www.coalcanal.org)

### Work Parties

Venues are often arranged at short notice, always check with *Bob Parnell* ☎ 01225 428055

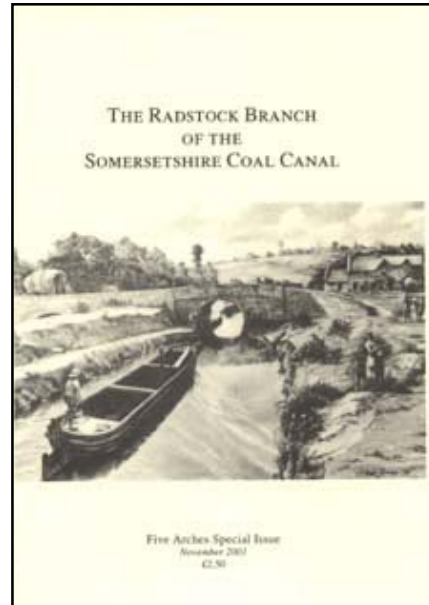
## THE RADSTOCK BRANCH OF THE SOMERSETSHIRE COAL CANAL

By Chris Handley  
and Roger Halse

A few copies of this 24-page A5 booklet, which includes 3 illustrations & 5 maps, are still available for £2.50 inc P&P from Roger Halse (Address on Page 2)

*Cheques payable to:*  
"Somersetshire Coal Canal Society"

See: [www.coalcanal.org](http://www.coalcanal.org)  
for details of more canal books.



A NEW TOURIST ATTRACTION? — THE LOCH FIFTEEN MONSTER

## ANNUAL GENERAL MEETING

The next Annual General Meeting of the Somersetshire Coal Canal Society  
will be held on  
**Tuesday 9th June 2009**  
at the Radstock Museum, Waterloo Road, Radstock, commencing 7.30 pm.

*To be followed by a talk on engineering with heritage structures given by Jim Tinnion, an ex-British Waterways civil engineer who is now a canal engineer for Atkins engineering consultants.*

## TONY HUTCHINGS

We regret to report the death of Tony Hutchings, a Life Member of the S.C.C.S., in January of this year, at the age of 75.

Tony began his career as a shoe designer in Bristol working for his family firm, but soon discovered a greater interest in the field of sports cars. He was well known as a racing driver and established a very successful business as a specialist engine tuner.

He was a founder member the S.C.C.S. and also took part in some of our first work parties. Until his health failed, he and his wife, Ailsa, regularly attended our monthly walks. They moored their boat at Dundas on the SCC and cruised the K&A Canal, holding the record for the fastest passage of Caen Hill lock flight. Their travels took them beyond canals to the River Avon and even to the Thames.

They organised the purchase of a Lock Fund certificate, which they almost surreptitiously donated to the S.C.C.S. — as a perfect English gentleman, Tony would have been embarrassed if such an act of generosity had been acknowledged in too public a manner.



There is a picture of the Lock Fund Certificate on page 6 — Ed.

## Somersetshire Coal Canal. LOCK FUND.

**This Ticket** certifies, That by Virtue of an Act of Parliament passed in the 42d Year of the Reign of King George the Third, intituled,

*“ AN ACT for enabling the Company of Proprietors of the Somersetshire Coal Canal Navigation, to vary and alter the Lines of the said Canal; to raise Money for completing the said Canal and Works; and to alter and amend the Powers and Provisions of the several Acts passed for making the said Canal.”*

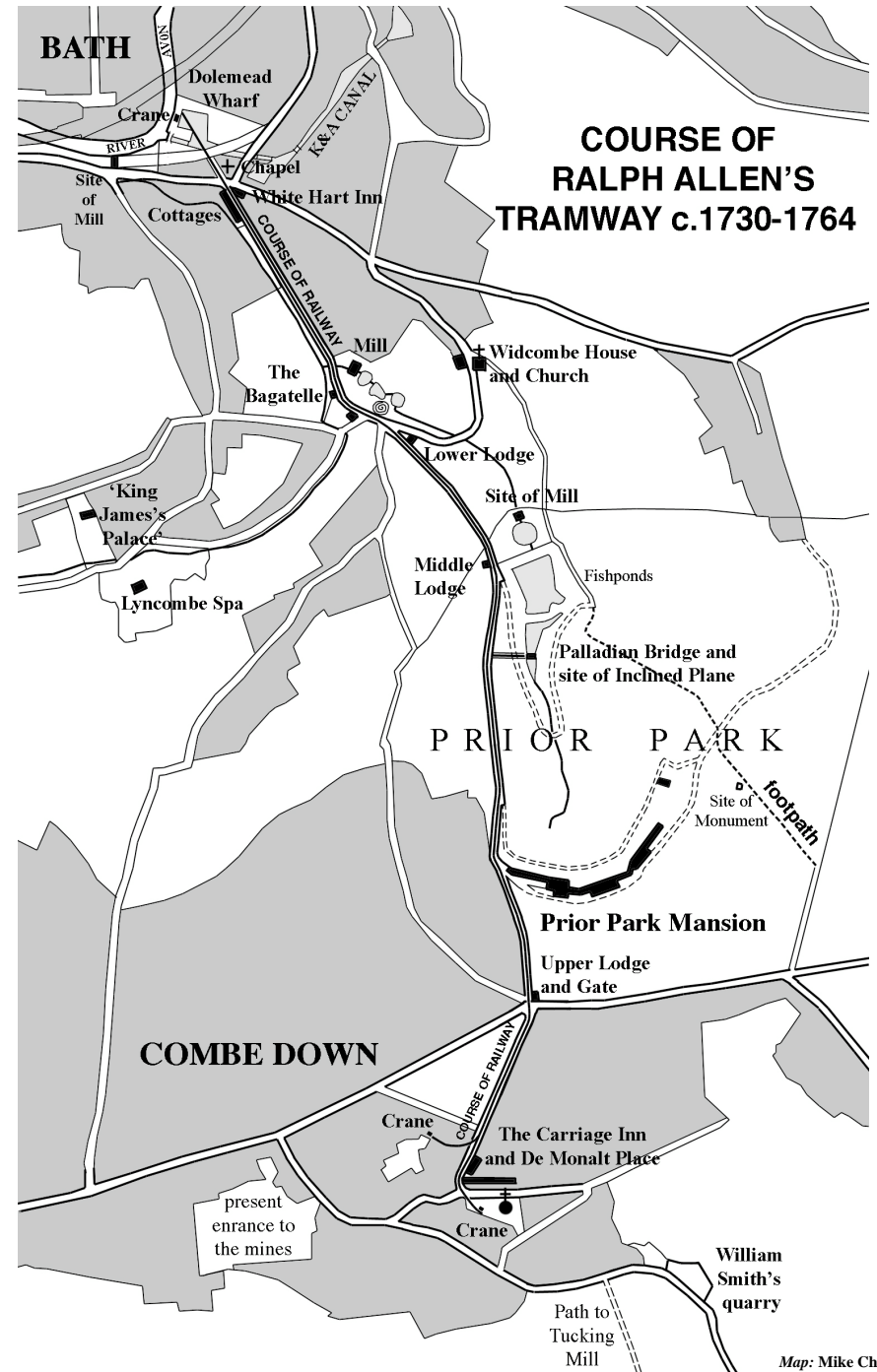
*John Winwood of the City of Bristol Esq.*

as a Proprietor of the *Kennet and Avon Canal*, was permitted to subscribe to this Undertaking, and *is* entitled to a Share therein Numbered *2346*.

In Testimony whereof the Common Seal of the *Somersetshire Coal Canal Company* is hereunto affixed this *Fifth* Day of *February* One Thousand Eight Hundred and *Three*.



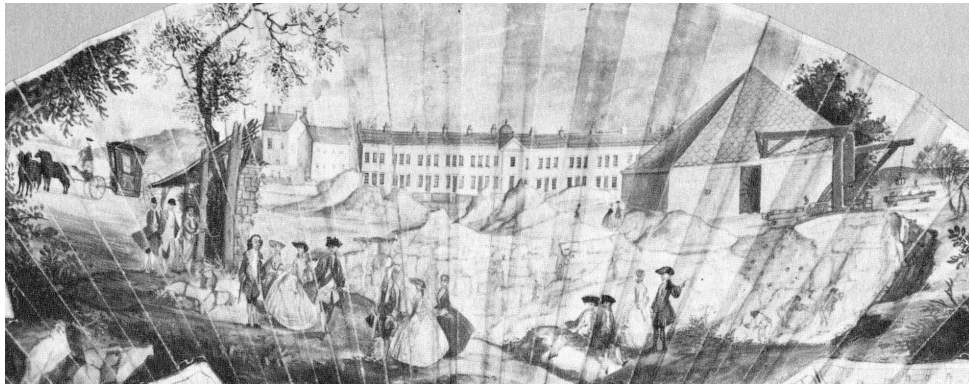
THE DONATED LOCK FUND CERTIFICATE  
(See Tony Hutchings' obituary on Page 5)



## NAVYING NOTES

Further up, one passes the present park entrance (opened in more recent times), and beyond that the grand entrance to Ralph Allen's Mansion itself, before reaching the top of the drive at the summit of the Down. Here, at the junction of North Road, is the Upper Lodge, together with imposing gate pillars (the gate itself long since removed) at the upper entrance to the drive, where the carriages would have been unhitched from the towing horses before their descent. The railway would then have crossed the road on the level before continuing towards the mines along a straight road now known as the Avenue. At that time the road would have passed through a thick plantation of fir trees called the Fir Forest which was planted by Ralph Allen over the whole of the Down, but this was completely felled in the early 19th century. The only remnant is a large triangle of grass called 'The Firs' on the west side of the Avenue, retained as a 'village green' for the surrounding Victorian houses.

At the end of the Avenue, on the east side, is a group of 18th century houses, now barely recognisable owing to later unsympathetic modifications. This was part of the settlement established by Ralph Allen for his work force, one of the buildings being the 'Carriage Inn' (thought to be the present Post Office), which Smith records in his day as still having an inn-sign showing a carriage carrying stone along Allen's railway. Just opposite these buildings, a turnout from the railway is shown on old maps, terminating at a crane overlooking the quarry face now known as Davidges Bottom where the entrance to the Firs Mine was located. The main line however continued around the corner into the present Church Street to terminate in front of a rank of houses (traditionally known as the 'Old Rank') which Allen provided for his miners and quarrymen. Like much of Combe Down, these houses were later acquired for convalescent accommodation and consequently renamed De Montalt Place after one of Allen's successors.



**DRAWING FROM AN 18<sup>th</sup> CENTURY LADIES' FAN**

— showing the crane in front of the Old Rank loading three or four carriages. The horse-wheel can be seen through the side-door of the crane. One of the gentlemen on the left is probably Ralph Allen himself. The building at the end of the Old Rank, to the left, is probably the Carriage Inn.

Old maps show a crane in front of the rank, probably on a spot behind the present church. Jones describes this as the main loading area for the railway which divided into sidings on each side of the crane. There appear to have been many quarry faces nearby (later filled in), cut into the south side of the Down, one of which was William Smith's quarry in Summer Lane. The walk concluded by returning through Rainbow Woods and Monument Field to take in the fine views across Prior Park and Ralph Allen's Drive before descending to Claverton Street.

**Mike Chapman**

Nothing is ever as simple as it seems. To remove one tree from the top of the railway arch below Lock 15 looked as though it would be an easy enough task — until we actually came to do it. In one direction was a public road and some overhead electricity cables, so we obviously couldn't drop it that way. We could have felled it along the length of the railway embankment, but that was heavily wooded and there was a good chance that the tree we were felling would become 'hung up' in some of the other trees, which would create a tricky and potentially dangerous situation.

In another direction, within easy crushing distance, there was a rather nice wooden gate and a stile which would have cost us an arm and a leg to replace. The only direction left was also barred by three other large trees, but luckily one of these had already decided to fall a few months earlier and the others were so unsafe that they needed taking down anyway.

So, after three work parties clearing trees we were finally ready to go back and tackle the original cause of our problems, which eventually fell with a mighty crash almost exactly where Richard Hignett had planned.

While we were in the area, we tried to get a clearer idea of where Lock 16 was actually located. With the help of maps and plans from our Archivist, Roger Halse, we had already deduced that it lay parallel to the railway bridge, with its southern end almost under the foot of the railway embankment. There is a mysterious dip in the footpath at that point, which might well turn out to correspond with the cutting from the tail of Lock 16 to the site of the old road bridge. The 'Ghost' view below combines a photograph of the lock, taken before the railway was built, with a modern picture from the same viewpoint.

What fun that would be to dig out!



**THE GHOST OF LOCK 16**

How much of this remains preserved beneath the G.W.R. embankment at Combe Hay?

## MAINTENANCE AT BRASSKNOCKER BASIN

*It is easy to forget that the S.C.C. is not an entirely 'dead' canal. Although much of it has been drained and, in some places, filled-in, there is still a quarter-mile section which has been put back into water and is very busy indeed. At Brassknocker Basin the canal is still in business as moorings and a tourist centre.*

Like any working canal, this section needs occasional maintenance, but unlike the majority of canals in England, the burden for this falls on two private individuals, Tim Wheeldon and his business partner Hedley Smith. They were the far-sighted individuals responsible for rescuing this section of canal and restoring it to commercial use and Tim is one of the longest-serving members of the S.C.C.S.

At the end of February 2009, the whole length of canal from the Brassknocker Visitor's Centre to its junction with the K&A Canal was drained for dredging and bank maintenance for the first time in three years. The work lasted a fortnight and included a general tidy-up of the surrounding area, to get rid of unruly scrub and dead trees.

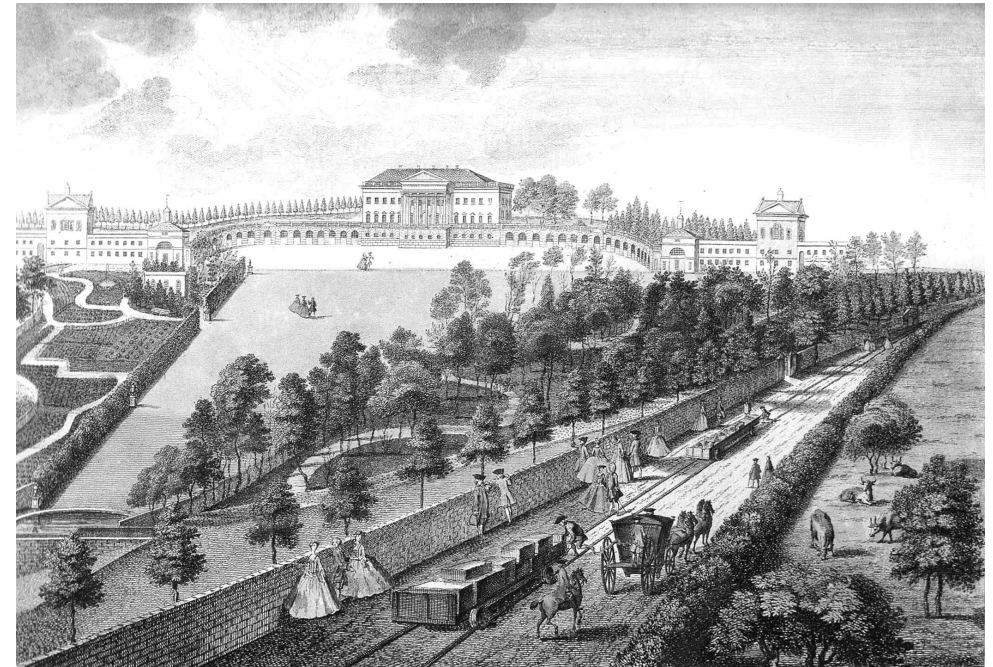
The Visitors Centre is always worth a visit and members of the S.C.C.S. will be particularly interested by the new S.C.C. Exhibition. By the time this issue of Weigh-House appears, the cut will have been re-filled with water and will be bustling with boating activity — the canal at Brassknocker Basin will once again be open for 'business as usual'.



**BOATS AWAITING RE-FLOATING at BRASSKNOCKER — March 2009**

by several Victorian houses. This started as a small workshop called 'Mr. Wicksteed's Machine' where visitors could have their seals engraved by water-powered tools, but the business was soon expanded to include refreshments, music, entertainments and even a swimming bath. Behind the mill opposite (now hidden behind a wall), the private grounds of Mr. Bennet's house would have been visible, with their fishponds, cascades and garden mount ornamented with a Chinese pavilion and spiral path. At the road junction above this, visitors could turn left to Widcombe House and Church or, to the right, into Lyncombe Vale to drink the waters at 'Lyncombe Spa' (now the Paragon School) and admire the flower gardens in another pleasure ground opposite called 'King James's Palace'.

At the road junction Allen built a lodge house, still called the Lower Lodge, at the point where the carriage way left Mr. Bennet's land and began to climb steeply towards the summit. The railway appears to have passed through a gate here, as this section of the carriage way, known today as Ralph Allen's Drive, lay on Allen's land, and did not become a public road until the 1930s when it was widened. A few hundred yards further on is another lodge, Middle Lodge, which marked the boundary of Ralph Allen's Prior Park grounds, formerly a deer-park belonging to the medieval monastery at Bath. A gate opposite, originally called the Chinese Gate but now the Rock Gate, still leads down to the Prior Park lakes or fishponds. More interesting perhaps is a point a little further up the drive where one can look directly down onto the famous Palladian Bridge built by Richard Jones, Ralph Allen's clerk of works. It was presumably here that Jones built his 'exceedingly good contrivance' to get the stone for building the bridge down from the railway 'by which one carriage went down loaded, and drew up an empty one' - the earliest reference to an inclined plane in this country. →



**AN ENGRAVING OF PRIOR PARK**

— showing carriages descending the railway in 1750, published by Anthony Walker. The view shows the Park before the creation of the fishponds and the building of the Palladian Bridge. Note the brakemen operating the levers at the back of the carriages.



at the top of the line. Its fame lasted well into the 19th century, providing the inspiration for William Smith's tramway from Kingham quarry to the Somersetshire Coal Canal.

The walk started at the site of Ralph Allen's wharf and stone-yard, then located in Dolemead Meadow in the parish of Lyncombe & Widcombe but now occupied almost entirely by the Bottom Lock and side-pond of the K&A Canal which were built over the wharf around 1810. The ranks of sheds where Allen's masons shaped up the stone for delivery (together with a large malthouse and brewery) have all disappeared, but the line of the railway survives as an alleyway along the eastern



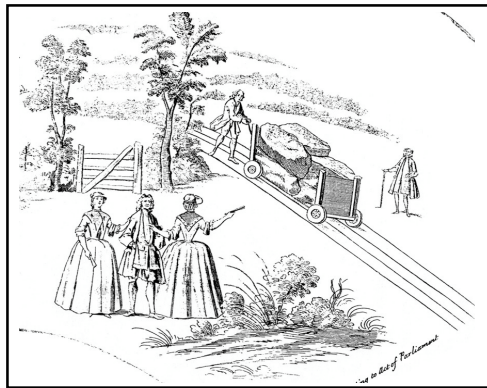
**VIEW TOWARDS RALPH ALLEN'S DRIVE FROM WIDCOMBE — March 2009**

*Left to right: The White Hart, Prior Park Road, Prior Park Cottages, the alleyway.*

*Inset: Commemorative plaques on the cottages*

wall of the flower shop in Claverton Street. After crossing that street on the level (along stone grooves set in the road), the railway had way-leave along a new carriage drive opposite (now Prior Park Road) through land belonging to Mr. Bennet, the owner of Widcombe House further on. At the entrance to the drive there was a gate where Allen built a row of houses for his masons (now known as Prior Park Cottages) on the west side, and the present White Hart Inn on the east.

At the top of Prior Park Road, where Bennet's mill still stands, the railway passed a pleasure ground on the west side called the 'Bagatelle Gardens', the site now occupied



**DETAIL FROM AN 18<sup>th</sup> CENTURY LADIES' FAN — showing Ralph Allen's tramway**



*Photograph: Tim Wheeldon*

**DIGGING OUT THE SILT IN FRONT OF THE VISITORS CENTRE**



*Left: FURTHER ALONG THE MOORINGS The depth of the silt shows as a dark line on the piling, level with the tops of the worker's wellington boots*

*Photograph: Tim Wheeldon*

# THE SHAREHOLDERS OF THE SOMERSETSHIRE COAL CANAL

*Without shareholders the Somersetshire Coal Canal would never have been built — nor would many of the other English canals. The system of shareholding was the key to many of England's major industrial advances of the 18th and 19th centuries. By the time the idea of building the S.C.C. was put forward, the system of shareholding was well established in this country.*

## The Background

In earlier days, major works had been financed by a single wealthy entrepreneur, but it was realised that even greater projects could be undertaken if large numbers of moderately rich people pooled their resources to raise the huge capital sums which these works required. Not only that, but the risk was spread so that a single individual was not bankrupted if the project failed.

So that the shareholders didn't have to find all the money at once, a system of 'calls' was developed. An initial down-payment was needed to get the project under way and further funds were pledged to be paid into the kitty at various stages. As the building work progressed, the funds were 'called' on as they were needed.

## Act of Parliament

At the core of the planning process were Acts of Parliament, which had to be passed in order to allow the canal to be built. The first Act, of 1794, states: "And whereas the several Persons herein-after named are willing and desirous, at their own Expence, to make and maintain the said Canal and other Works, but the same cannot be effected without the Authority of Parliament; May it therefore please Your Majesty that it may be enacted..."

There then follows an alphabetical list of the initial shareholders, or "Proprietors of the Company" as they were described, which is reproduced on pages 12 - 13. Other shareholders joined at a later date, but information about them is harder to come by. These Proprietors are the key to understanding the thinking behind the canal construction; a study of their lives and their connections with other projects gives a fascinating insight into the social history of the time.

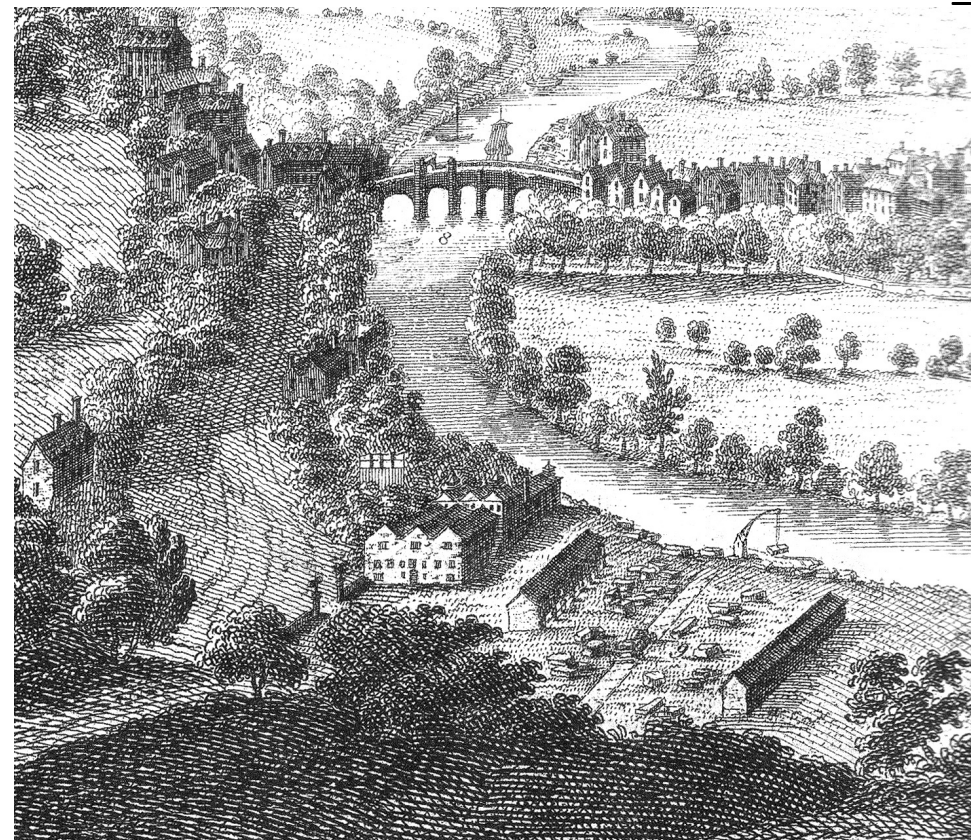
## An Appeal

In later articles I hope to give sketches of some of the better-known shareholders, but there are many more about whom we know nothing. This is where you, as a member of the S.C.C.S., can help by reading the list carefully and letting us know if you recognise any of the names — perhaps they are members of your own family or relatives of somebody you know. Perhaps one of the more unusual names appears as a commemorative name on a street or public house in your town. Any information you can give may help to unearth more about the early days of the S.C.C..

Derrick Hunt

and ratchets. The front wheels could be locked by bolts or sprags pushed through the spokes. When fully loaded with 4 tons of stone, the carriages could easily be towed by two horses on the flat (i.e. on the summit of the Down, or on the wharf), or uphill when empty.

The best quality stone was extracted from shallow mines rather than open-cast quarries, and horse-cranes were designed by Padmore to lift the blocks from the mines onto the carriages. On the wharf, another special crane was designed to transfer the worked stone from the yard onto boats, although a 'roll-on roll-off' system was also employed so that the carriages could be floated, two to a barge, along the river to be winched over the city wall by a capstan into the town. Only four carriages were in use at any one time, but this was enough to reduce the cost of transport until Ralph Allen's death in 1764, by which time the local roads had improved sufficiently for the railway to be dismantled and sold off soon after. In its day however the railway excited a great deal of curiosity among the wealthy visitors to Bath, and it became fashionable to follow its course to view Ralph Allen's grand mansion in Prior Park



DETAIL TAKEN FROM "The South East Prospect of the City of Bath"  
A panorama engraved and published by Samuel and Nathaniel Buck in 1731. Note Padmore's crane beside the river, together with a carriage standing on the railway. The large building with ventilators behind the sheds in the stone-yard is a malthouse and brewery with an entrance into Claverton Street. The bridge in the distance is St. Lawrence's Bridge, rebuilt by Richard Jones in the 1750s (the 'Old Bridge') which was itself replaced by the present Churchill Bridge in the 1970s.

Bibliography:

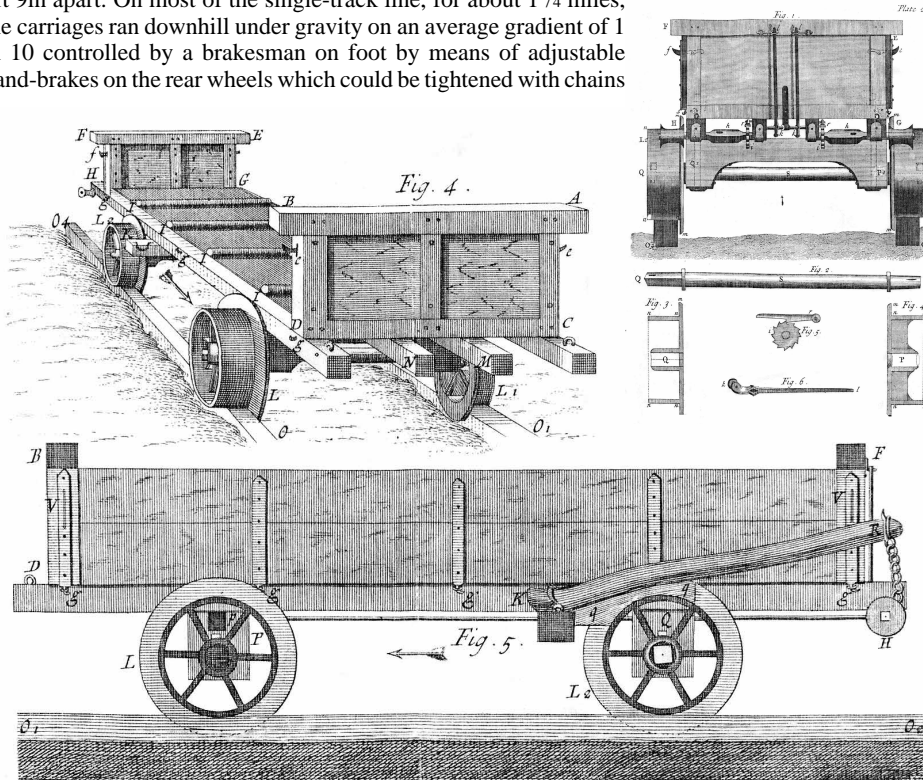
J. R. Ward, "The Finance of Canal Building in Eighteenth-Century England" (Oxford University Press) ISBN 0 19 821853 2

# A WALK ALONG THE ROUTE OF RALPH ALLEN'S TRAMWAY BETWEEN COMBE DOWN AND BATH

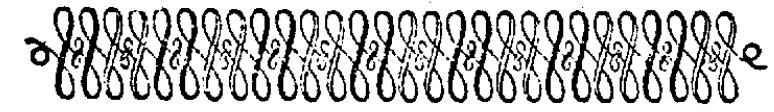
Sunday 23 February 2009

Although rail-roads had already appeared in this country some hundred years before the SCC was started, to carry coal from the pits on Tyneside down to the awaiting ships, the first person to adopt this technique outside its original context was Ralph Allen, wealthy owner of the Cross-post service and one of the prime movers in the development of Georgian Bath. Having acquired the rights to the extraction of Bath Stone on Combe Down, Allen employed a Bristol engineer, John Padmore, to design a railway based on those on Tyneside to convey his stone to a wharf on the Avon navigation at Bath. From here it could be shipped across the river to the city for the new building development or down the river to Bristol for export.

Even today, the advanced design of Padmore's railway, completed by 1730, is not fully appreciated. Built to carry stone instead of coal, the wagons were a great advance on their predecessors, being low-loading flatbed carriages, 13ft long x 3ft 6in wide, with hinged side-panels. The four flanged and spoked wheels (apparently the first in the world to made of cast-iron) ran on 5in wide timber rails, 3ft 9in apart. On most of the single-track line, for about 1 1/4 miles, the carriages ran downhill under gravity on an average gradient of 1 in 10 controlled by a brakesman on foot by means of adjustable hand-brakes on the rear wheels which could be tightened with chains



TECHNICAL DRAWINGS OF JOHN PADMORE'S RAILWAY CARRIAGES, SHOWING THE BRAKING MECHANISM



ANNO TRICESIMO QUARTO

Georgii III. Regis.



C A P. LXXXVI.

An Act for making and maintaining a Navigable Canal, with certain Rail Ways, and Stone Roads, from several Collieries, in the County of Somerset, to communicate with the intended Kennet and Avon Canal, in the Parish of Bradford, in the County of Wilts. [17th April 1794.]



HEREAS the making and maintaining a Canal, for Preamble the Navigation of Boats, Barges, and other Vessels, in One Line, from or from near a Place called Goosebard, otherwise Gooseyard Bridge, in the Parish of High Littleton, through the several Parishes of Paulton, Timbury, otherwise Timbereugh, Midsomer Norton, Camerton, Dunkerton, Combbay, and Southstoke, and also in another Line from or from near Welton Coal Work, in the Parish of Midsomer Norton aforesaid, through the said Parish, and the several Parishes of Radstock, otherwise Radstoke, Writhlington, Foxcote, otherwise Fosgate, Wellow, and Charter House Hinton, to join the said first mentioned Line at or nearly at Milsford, in the said Parish of Wellow, all in the County of Somerset; and the continuing of the said Canal from thence through the Tything of Lympsey Stoke, in the Parish of Bradford, in the County of Wilts, and the Parish of Monckton Coomb in the said County of Somerset, to or near a certain Bridge in the Parish of Monckton Coomb aforesaid, and in the Tything of Lympsey Stoke, in the Parish of Bradford aforesaid, where it is intended or proposed to join or communicate with the Canal intended

14 Q 2

or

THE FIRST PAGE OF THE FIRST S.C.C. ACT OF PARLIAMENT

## THE COMPANY OF PROPRIETORS of the Somersetshire Coal Canal Navigation

SURNAME	FORENAME	OTHER NAMES	SURNAME	FORENAME	OTHER NAMES	SURNAME	FORENAME	OTHER NAMES	SURNAME	FORENAME	OTHER NAMES
Adams	Alexander		Crang	William		Jones	Elizabeth	Dame	Prideaux	John	
Adams	George		Crang	John		Jolliffe	Thomas	Samuel	Price	Martha	
Andrews	Edward		Cross	Thomas	Senior	King	Thomas	Senior	Popham	Alexander	
Andrews	Benjamin		Crutwell	Richard		Kington	Anthony		Popham	Dorothy	
Band	John		Davis	Charles		Knight	Henry		Purnell	John	
Barter	William	Brudenell (Reverend)	Derham	Gregory		Langford	Richard		Randall	Thomas	
			Dudden	James	Junior	Langford	Robert		*Randall	Thomas	
Bartlett	Charles		Evans	George		Lansdown	Lawrence		*James	John	
Bence	Isaac		Faulkner	Francis		Lowe	Godfrey		<i>(* Trustees for Anna Maria and Eliza Hill)</i>		
Bethune	Angus		Fisher	Charles		Lovell	William		Randolph	James	
Berjew	John	Paine	Fisher	Henry		Lovell	John		Rendall	Thomas	
Bickley	Benjamin		Fisher	Thomas		Lucas	Robert	Saint John	Ridpath	Hugh	Percy
Biggs	Richard		Flower	James		Mayow	John	Salt Wynell	Ridout	John	
Biggs	James		Fletcher	Anthony		Matthews	William		Rosser	Robert	
Biggs	Thomas		Fripp	William		Meyler	William		Rogers	Samuel	
Bigg	Robert		Gaby	Ralph	Hale	Melliari	William		Savage	Charles	
Birch	William		Gaby	Walter		Miles	Richard		Savage	James	
Birch	John		Gaisford	William		Miles	William		Shaw	Benjamin	
Billingsly	John		Gardner	William		Miles	Abraham	Allen	Sheldon	William	
Blake	Richard		George	Philip		Mitchell	Robert		Sheppard	William	
Bowsher	Mary		Gilby	William		Moody	Robert		Smith	Mary	Barnes
Brice	Worthington		Golden	John		Moody	Robert	Junior	Smith	James	
Brodribb	Joseph		Gould	Henry	(Reverend)	Mogg	Jacob		Spencer	Edward	
Brodribb	Thomas		Godfrey	Mary		Mogg	George		Spackman	Charles	
Brodribb	Ann	Whippie	Graves	Thomas		Mogg	Martha	Hodges	Stephens	James	
Brodribb	Elizabeth		Gray	Robert		Mogg	Dorothy		Thorne	George	
Broderip	William		Gray	Richard		Moore	William		Tooker	James	
Browne	Walter		Greenhill	Benjamin		Morgan	Walter		Trutch	John	
Brooke	Henry		Halliday	Edmund	Trowbridge	Moss	Charles		Troughton	Nathaniel	
Burcher	William		Hardcastle	John		Nichols	Betty		Tuson	Edward	
Bury	Thomas		Hewlett	Richard		Norris	James		Valpy	Richard	(Reverend & D.D.)
Bulgin	William		Hellicar	Joseph		Oliver	Simon		Umpfelby	Joseph	
Bush	James		Hellicar	Ames	Senior	Ormerod	Thomas		Walters	Henry	Junior
Clayfield	Edward	Rolle	Hellicar	Thomas		Palmer	Thomas		Ward	Samuel	
Clarke	Robert		Hill	Joseph		Palmer	Samborne		Webb	Grace	
Clark	William		Horton	John		Page	Francis		Webber	William	
Clutterbuck	Daniel		Horton	Thomas		Parry	Caleb	Hillier	Whalley	Francis	Edwards
Counsel	William		Hoare	Thomas		Parfitt	Edward		White	William	Lambert
Coombs	Ebenezer		Hooper	William		Parsons	William		White	Frederick	
Coates	William		Hurle	John		Pearce	William		Williams	John	Reverend
Court	William		James	John		Pearson	Thomas	Horner (Reverend)	Winpenny	Richard	Cooke
Cook	Elizabeth		James	John					Winpenny	John	
Cooke	Isaac		Jenkyns	John	(Reverend)	Perkins	Richard		Winpenny	Joseph	
Collett	Isaac		Jefferys	Thomas		Pickwick	Eleazer		Woodridge	Mary	
									Wright	Francis	Butcher