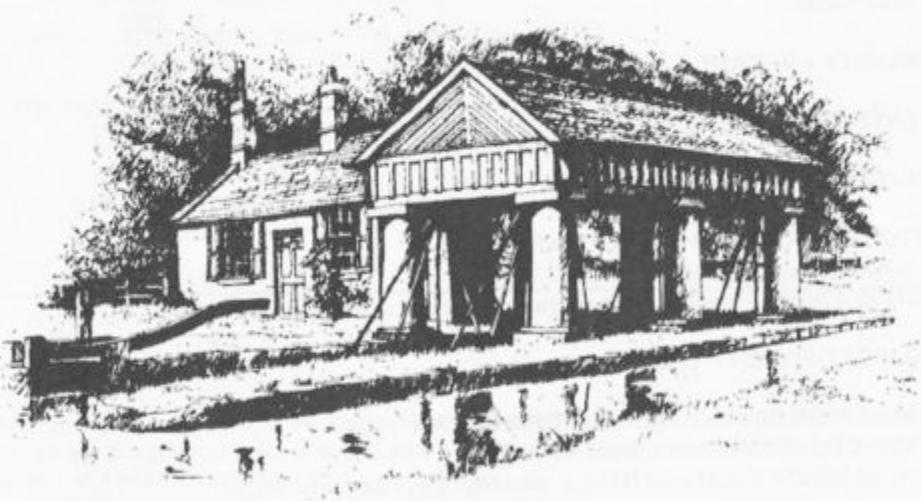


# *WEIGH-HOUSE*

THE NEWSLETTER OF THE  
SOMERSETSHIRE COAL CANAL SOCIETY



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Nº 43

NOVEMBER 2005

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**EDITORIAL**

Due to an unfortunate oversight, the Statement of Assets and Liabilities was omitted from the accounts sent out with the previous issue of this magazine. It is now included on Page 5 and shows that the Society is in a healthy financial position.

The lock flight represents a huge volume of high-quality stone. To put it in perspective, it has been calculated that the entire caisson, when dismantled, would have only furnished sufficient stonework to provide the top layer of coping stones for each lock in the flight. The rest of the stone had to be brought from somewhere — and the stone mines of Combe Down are the obvious source. On Page 8, Mike Chapman describes the mines and quarries of Combe Down; and the remains which are still to be seen if you know where to look.

Our Honorary Archivist, Roger Halse, has been busy unearthing some facts and figures on the S.C.C. from 1869 to 1876. Facts about the canal are hard to come by, but evidence like that presented by Roger gives a very clear picture of the gradual running-down and eventual demise of the Radstock branch (tramway) during this period.

**Adrian Tuddenham**

## CHAIRMAN'S NOTES

Despite some delays, it has been agreed with Heritage Lottery Fund officers that the application for the Project Planning Grant in support of the Somersetshire Coal Canal Project should be restricted to one site (instead of the intended two, as reported in Weigh-House No.41) with the understanding that a full restoration would follow. For this purpose Lock 15 has been chosen, and the architects are finalising a revised estimate for the structural survey of the site. It is hoped that the application can be re-submitted within the next week or so.

If this proposal is accepted, it will entail the restoration of the Lock to working order, complete with gates, sluices and intervening pounds, together with proper interpretation, access, and other community improvements. For walkers this would provide a most striking impression of the canal, even more so perhaps than the Midford Aqueduct. It is also worth noting that, as mentioned elsewhere in this issue, there are moves afoot for a Heritage Centre at the Combe Down Stone Mines (which supplied stone for the construction of the Canal), yet another indication of the increasing awareness of the importance of the industrial history of this area.

**Mike Chapman**  
Chairman  
October 2005

## NEW LIFE MEMBER

The Society welcomes the following new life member:

Mr. D. H. Woolley	Warmley	Bristol
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## NEW MEMBERS

The Society welcomes the following new members:

Ms. R. Bennett & Mr M Tennenhaus	Bath	
Ms. S. Mercer	Radstock	
Ms. D. Pitney	Trowbridge	Wilts
Mr. P. J. Schafer	Combe Hay	Bath
Mr. M. A. Wood	Swindon	Wilts

## DONATIONS

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

Ms. S. Batchelor & Mr. A. Shamp	Dunkerton	Bath
Mr. S. M. Bryant	Farnham	Surrey
Mr. C. S. Goff	Windsor	Berks
Mr. M. D. Hartley	Lancing.	West Sussex
Mr. D. Storey	Tewkesbury	Glos.
Mr. E. Watts	Melksham	Wiltshire
Mr. & Mrs. J. Webb	Combe Down	Bath
Mrs. A. R. Wilson	New Jersey	USA
Mr. & Mrs. E. A. Withers	Brislington	Bristol

## SOMERSETSHIRE COAL CANAL SOCIETY

Statement of Assets & Liabilities	2005	2004
<b>Restricted Funds</b>		
<i>Interpretation Boards</i>		
Balance	970.13	970.13
<i>Fencing Fund</i>		
Funding received	415.00	
Expenditure	(390.26)	
Balance 31st March 2005	<u>24.74</u>	
<i>Store/Tool Fund</i>		
Balance	392.22	392.22
<i>General Reserve</i>		
Balance 1st April 2004	3,250.00	
Transfer this year	1,400.00	
Balance 31st March 2005	<u>4,650.00</u>	3,250.00
<b>Unrestricted Funds</b>		
<i>Income &amp; Expenditure Reserve</i>		
Balance 1st April 2004	2,962.18	
Surplus for the year	317.48	
Balance 31st March 2005	<u>3,279.66</u>	2,962.18
	9,316.75	7,574.53
<i>Net cash available</i>	3,618.59	2,399.59
<i>Investment CAF Capital Growth Fund</i>	5,510.73	4,916.98
<i>Books for sale</i>	187.43	257.96
<i>Equipment</i>		
Cost	805.97	
Depreciation	(805.97)	
	<u>0.00</u>	0.00
<i>Display Tent</i>		
Cost	228.00	
Less depreciation	(228.00)	
	<u>0.00</u>	0.00
	<u>9,316.75</u>	<u>7,574.53</u>

Treasurer - David Chalmers

Checked by - Tim Wheeldon

## NAVYING NOTES

Breaking fences is becoming something of a habit on our work parties. Having cleared the 'easy' stuff, we reached a situation where we were finally able to see the trees for the scrub and set about working out how to fell them.

One tree in particular gave our chain saw expert, Richard Hignett, plenty to think about because, at some time in its younger days, it had veered some way from the straight and narrow. As we were frequently warned in our own youth, this sort of behaviour will always have consequences later in life, and the lopsided specimen which confronted our work party was the barely-living proof of that adage. Richard had worked out that a rope and winch might just be able to pull hard enough to ensure that it fell into the canal basin, rather than into the neighbouring landowner's field — towards which it was showing a distinct inclination.

At the first attempt, the rope snapped; but, undaunted, we joined it up again and took up the strain as Richard sawed through the bole of the tree. At this point, the tree made up its mind that, despite having devoted the whole of its life to wrecking the canal, it now wanted nothing more to do with it. Spinning around, it headed purposefully for the nearest fence and tore it to pieces.

With amazing foresight (which we have always previously referred to as unwarranted pessimism), Bob Parnell had seen fit to load several new fence posts and the chain monkey kit into the car. A wheelbarrow was dispatched down the track to collect them and, after a steady hour's work, the demolished fence looked as good as new — and the site as a whole looked somewhat better than when we had first arrived.

Our second tree demolition job was achieved with a much greater degree of accuracy. There was only a very narrow space in which to drop it between the fence and a bonfire, which was already burning merrily in anticipation, in the lock chamber. Richard sized up the job, placed his ropes and started sawing. In no time at all, the tree keeled over and dropped precisely into the available space. Unfortunately one of the topmost branches stuck out at an awkward angle — and down came another section of fencing.

With steady but oh-so-slow progress on the lock flight, we could easily have become bored and lost our enthusiasm, but for the encouragement we have been receiving from members of the Society and the general public. Hardly a week goes by without one or another of our members receiving an unsolicited compliment from someone who has happened upon the results of our work:

A local resident who regularly walks the footpaths and has been wondering who was doing all the hard work. A wildlife photographer who now finds it easier to get good long-distance shots. An historian who realises he is seeing views of the lock flight that no-one has experienced for nearly 100 years.

Those are the sorts of compliments that make it all worthwhile.



Richard Hignett, watched by Tony Bigwood, demonstrates the correct way to knock in a fence post



POUND 13-14 Looking towards Lock 14— The stump of the delinquent tree is just visible through the smoke, on the right-hand wing wall of the lock



Tony Bigwood, Bob Parnell and Richard Hignett — with chain monkey — take a well-earned rest

## A WALK - THE COMBE DOWN STONE MINES

Sunday 20th March 2005

*Now that the connection between William Smith and the Bath Stone mines and quarries on Combe Down is becoming better recognised, and because we know also that the Lock Flight (and, probably, the rest of the main line of the canal) was built with material from this source, it was thought appropriate that a walk should be arranged to familiarise members with the area.*

Because quarrying has been carried on here since Roman times, providing for much of Bath's Georgian architecture (as well as some notable national buildings such as Windsor Castle), practically the whole of Combe Down has been worked over at some time or other. Nevertheless, as a result of backfilling and housing development, the true extent of the old workings remain largely hidden - either underground, or amongst the houses. In the 18th century the Down was still bare grassland until Ralph Allen built his miner's cottages there and covered everything with a forest of firs. (The quarrymen must have felt completely isolated - like 'babes in the wood'.) However, it was also discovered to be a healthy situation for convalescents to live in, and a 'village' of fine houses as well as quarrymen's cottages steadily grew up amongst the quarry workings - possibly a unique phenomenon not found elsewhere in the country.

The walk started in Shaft Road, on the eastern side of Combe Down village, where a public footpath through a playing field passes close to the edge of the only quarry still working today. Known as Upper Lawn Quarry, this site has been worked since at least 1850 and provides an excellent idea of the character of the freestone. Below the surface topsoil one can clearly see (looking over a hedge) the upper layers of the 'brashy' fragmented stone (the 'ragbed') overlying the completely solid freestone which is cut out of the quarry face like large pieces of cheese.



UPPER LAWN QUARRY FACE (as seen through the hedge)



ONE OF THE MAGNIFICENT VILLAS ON CHURCH ROAD, COMBE DOWN

On the west side of the playing field one enters Church Road, now lined by fine villas but itself built on quarry waste. During roadworks in the 1920s, an underground chamber was uncovered here, formerly an 18th century ice-house which had been built into a quarry face. Further along, at the corner of Belmont Road is a narrow alleyway or 'drung' which leads down to Summer Lane where, a few hundred yards further down is the site of William Smith's 'Kingham Quarry'. These workings, cut into the side of the hill, are now covered in dense woodland and partly filled in, but the quarry face still clearly resembles Smith's sketch of it in his notebooks. Of particular interest to Society members is an archway, now blocked in, which formerly led through to a second face. The rough stonework of the arch bears a striking resemblance to the culverts and other arched masonry found on canal, and may well have been built by Smith himself. It is still not certain, however, exactly where the tramway started which took the stone down to the Canal at Tucking Mill. Further research is needed here, particularly now that proposals have been put forward by the Combe Down Heritage Society, AIBT and others, that the quarry should be preserved as a Heritage Site.

Returning up Summer Lane to the 'Old Rank' (Ralph Allen's miners' cottages in Church Road), we continued along Rock Lane into the sunken area among the houses known as Davidge's Bottom, one of the oldest of the quarry sites. Here, in the quarry face, was one of the main entrances into the Firs Mine (now blocked), where stone was raised by a crane to the top of the quarry onto Allen's tramway to the River Avon. On the opposite side of the Bottom, we emerged into North Road to look at another mine entrance nearby, located at the back of Combe Road. This was the site of 'Ralph Allen's Yard' in the 18th century which eventually became the main entrance to the Byfield Mine. At present it provides access into the whole mine complex, although fenced off for the use of the contractors involved in infilling the underground galleries. It will be interesting to see what is decided when this process is completed, as there is proposed a Combe Down Heritage Centre in the mines which, we hope, will represent other associated industrial sites in the area such as the Coal Canal.



The blocked-up archway in Kingham Quarry



A view along the mine tunnel (taken through a gap in the stonework).

*Photograph: Sam Farr*



"RALPH ALLEN'S YARD" mine entrances behind Combe Road

Stone supplied from the mines on this side of the Down could have been carried down Summer Lane or Shaft Road to Monkton Combe for the construction of the lower reach of the Canal. However, better roads existed further west along Bradford Road towards Odd Down, so we took a detour through the housing estate in Hawthorn Road to visit another group which was not associated with Ralph Allen or his successors, but belonged originally to the Bennett family, owners of Widcombe 'Manor'. The most spectacular of these is Springfield Quarry in Entry Hill Park, which was the largest quarry in the immediate Bath area. It has been calculated that 2.5 million cubic feet of stone was extracted from here, and the excavation, several hundred yards long, is about 50 to 60 feet deep. There were also underground workings leading off from the quarry face, now blocked off, which are said to have extended as far eastward as the Byfield Mine. The open floor of the quarry has since been landscaped with an avenue of trees and now serves as a (rather curious) pleasure amenity.

Nearby in Entry Hill we passed the sites of two more quarries, one now used as a Council storage depot (probably the source of stone for Widcombe Manor), the other at the junction of Bradford Road which has since been backfilled for use as a playing field. Little seems to be known about them, but these too were of considerable extent, and Entry Hill was then a proper turnpike road with connections to Southstoke and Midford. It would seem reasonable to suppose that it was this group of quarries that supplied the Lock Flight and the upper reach of the Canal.

**Mike Chapman**



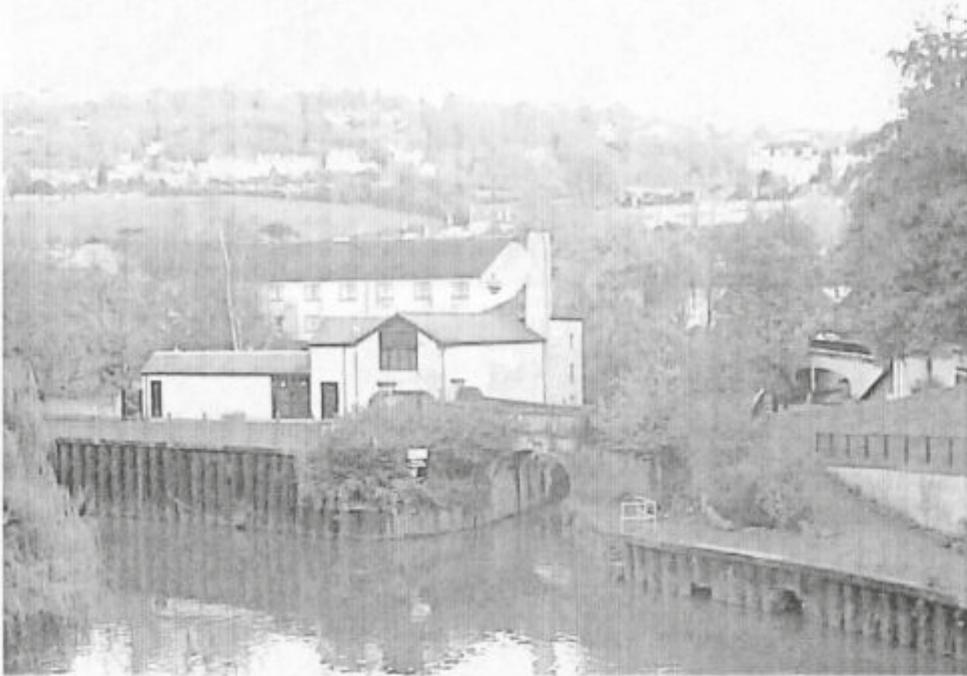
SPRINGFIELD QUARRY — Some idea of its size can be gained from this 360° panoramic view

## WHAT IF ...?

The above title was chosen for a series of lunchtime lectures organised by the Bath at Work Museum and held each week during November. Its intention was to consider the effect on Bath (and, one assumes, on the surrounding countryside) if proposals for some early transport systems had been adopted. The subjects included Waterways (given by Mike Chapman), Roadways (by Stuart Borrighs) and Railways (by Colin Maggs).

This was a useful exercise. It is not generally realised that the present road, rail, and waterway systems came about only after many other alternative plans were considered. Few followed the course initially proposed, others were abandoned before completion, and many more were never even started. However, it is not always easy to see what effect these alternatives would have had. In the case of waterways, it may well be argued that the Caisson Lock on the SCC, if successful, would have had a marked influence on the development of canals in general, but not necessarily on the Bath area in particular. It is possible that if the Dorset and Somerset Canal had not been aborted, the direction of trade in the south of England would have been completely different, i.e. North to South, rather than East to West. But how much impact would this have had on the local economy?

These are interesting speculations, but in many respects only refer to details. It could be said that, although the original proposals for the SCC and D&SC were quite different from the final result, the building of a transport system of some sort from the North Somerset Coalfield was inevitable. Similarly, a route linking the Thames to the Avon was already being proposed in the early 17th century, and many attempts were made before the Avon Navigation, the Kennet Navigation, or the K&A Canal eventually came into being. →



THE PRESENT-DAY ENTRANCE TO THE KENNET AND AVON CANAL AT WIDCOMBE



A MAP OF BATH, 1825

Still showing the intended diversion of the river (marked A) to accommodate the proposed extension of the K&A which is marked as dotted lines running down the centre of the river.

What is also certain is that the opening up of waterways into Bath was crucial in the development of Bath as we now know it. Despite the availability of local stone, the Georgian City could not have grown so rapidly without the opening of the Avon Navigation in 1727, whereby deal boards from Scandinavia, slate tiles from Wales, ironwork from Shropshire and luxury food products from the Continent could be economically imported, effectively turning Bath into an inland port. Ironically, it was this, combined with the opening of the K&A canal in 1810, that also ensured that the city would later become a significant industrial and manufacturing centre, disfiguring its Georgian facade.

The last and most interesting episode in this development was the proposal, in 1811, for an extension of the K&A canal to Bristol (The Bath to Bristol Canal), the river by then being regarded as unreliable. This would certainly have had a marked influence on later events. It would, in the first instance, have deprived Brunel of a route for his Great Western Railway (which later followed much the same course), compelling him to bring it into the city on the north side of the river (later the course of the Midland Railway). The new canal was also designed to allow certain modifications to be made to the course of the river in order to mitigate the flooding which by then was already becoming a serious problem. For this purpose it was decided that the woollen mills at Twerton would be removed and a large by-pass channel cut through the southern part of the town through the Ham meadow. However, though an Act of Parliament was passed for this canal, there was a down-turn in trade, and the K&A Company decided instead to improve the river navigation by dredging and by the installation of a proper horse-towing path. As a result, Twerton developed into a sprawling working-class suburb, and the city had regularly to suffer disastrous floods for the next 160 years before the present flood-prevention scheme was adopted.

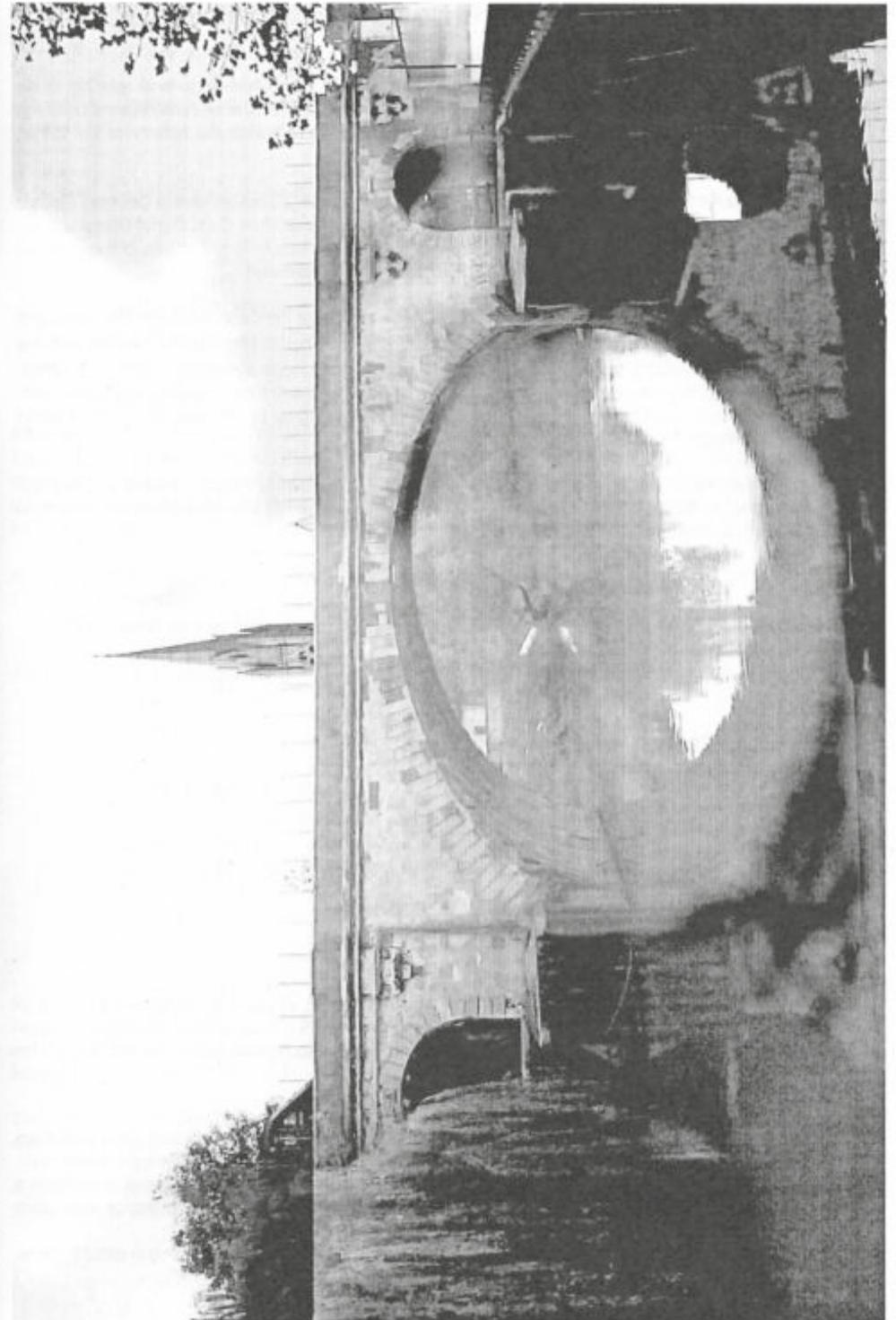
This example also illustrates the effect different transport systems had on each other; and it was interesting to hear the speakers on the roads and railways. From the point of view of the SCC, while its initial success was closely dependent on the parallel development of the turnpike roads in the late 18th century, its later abandonment was also bound up with the spread of the railway network. Indeed, its demise might have been considerably hastened, before the arrival of the S&D railway, if a variety of proposed schemes for railways in the 1840s had come about which were designed to provide a more direct link from the coalfield to Bristol and Bath.

Mike Chapman



(Left)  
A FREIGHT TRAIN LEAVING  
WESTMORELAND ROAD  
WASTE TRANSFER DEPOT  
ON THE GREAT WESTERN  
RAILWAY LINE  
It seems strange to think that this  
alignment might have been  
occupied by a canal.

S' JAMES'S BRIDGE — East of Bath Spa Railway Station looking upstream from the junction of the Kennet & Avon Canal with the River Avon. The river would have been diverted towards the left side of this picture before it reached the site of the bridge, so as to follow the present-day alignment of the railway.



(Right)

## RADSTOCK TRAMWAY TRADE – THE FINAL YEARS

Although many of the main historical documents (i.e. Minute Books and Toll Registers) relating to the SCC have been either lost or destroyed over the years following the closure and abandonment of the canal, some documentary evidence does survive to provide an insight into the history of the canal, particularly that of the 'Radstock Tramway'.

Within the National Archives at Kew (formerly called the Public Record Office) and in the County Records Offices of Somerset and Wiltshire, are copies of some of the Somersetshire Coal Canal Company Accounts for the period 1869 to 1876. Included in the main text of these accounts are details of the tonnage carried on both the 'Dunkerton Line' (Canal) and 'Radstock Line' (Tramway).

The tramway itself was opened in 1815, following the abandonment of the canal between Radstock and Twinhoe, and the conversion of the whole 7½ mile length from Radstock to Midford, the junction with the main canal line from Timsbury, to a single line tramway, with passing loops every 600 yards. It is generally believed, although no actual documentary evidence exists, that the 'trains' travelling along the tramway would have consisted of teams of three horses, capable of pulling up to nine wagons, each of about 27cwt capacity, giving a total of 12 tons per train.

By the date of the first of the company accounts available (1869), trade, through a variety of factors, mainly due to coal traffic being switched from the tramway to the Great Western Railway's Frome to Radstock branch, opened in 1854 would have been greatly reduced.

To Amount of Tonnage, from 20<sup>th</sup> day of November 1869, to the 21<sup>st</sup> day of May 1870:-

	TONS	£	s.	d.
On the Radstock Line				
Eastward Trade	2,310½	89	8	0
Westward Trade	24½	1	7	7
		90	15	7
On the Dunkerton Line				
Eastward Trade	23,798	1,341	10	10
Westward Trade	10,494	722	6	3
	37,287	2,063	17	1

As you can see the tonnages carried on the tramway eastwards (i.e. towards Dundas) were less than 10% of that carried by the canal from Timsbury, with the trade westward via the tramway virtually non-existent. It is generally believed that almost 100% of the eastward trade was coal (and coke) with the westward trade consisting of goods such as pit props and gunpowder for the mining industries, sea-sand for agricultural use, livestock, bricks & tiles, and other general goods.

However, the above figures do not account for any 'drawbacks' (discounts given) or for any extra income from tolls charged on the 'Railways' (tramways) that linked the coal pits to the tramway.

	TONS	£	s.	d.
Tonnage Carried	36,627	2,154	12	8
(Less) by Drawbacks		718	10	9
		1,436	1	11
Sundry Tolls	264	12	9	9
Tolls to Railway	65,819	655	19	3
	10,2710	2,105	0	11

After deducting the necessary running expenses (Ordinary Repairs, Steam Engine Expenses, Ice-Breaking Expenses) plus other expenses (Land Rent, Tithes and Taxes, Income Tax, Committee Fees, Expenses of Meetings, Salaries of Clerks and Agents, Incidentals) and including any additional income (Rent of Land, Interest on Capital etc.) the Canal Company made a profit for the half-year of £1,470 14s 8d.

Returning to the tramway trade, figures for the next half-year are not available but by the next period trade had declined.

To Amount of Tonnage, from 21<sup>st</sup> day of November 1870, to the 20<sup>th</sup> day of May 1871:-

	TONS	£	s.	d.
On the Radstock Line				
Eastward Trade	823	34	5	10
Westward Trade	32	2	0	0
		36	5	10

By this date the 'Ordinary Repairs' (expenses) required just to keep the tramway running were amounting to just over £65, almost double the income from the tolls for goods carried. However, these figures do not include the additional income gleaned from the tolls on the coal pit tramway links or less any drawbacks.

The canal line from Timsbury was still trading well with 21,886 tons eastwards and 7,662 tons westwards carried

Again the figures for the next half-year are not available but, as in previous years, by the time of the next accounting period trade had declined even further and the Canal Company had closed the tramway.

To Amount of Tonnage, from 27<sup>th</sup> day November 1871, to the 25<sup>th</sup> day of May 1872:-

	TONS	£	s.	d.
On the Radstock Line				
Eastward Trade	516½	21	10	5
Westward Trade	Nil	-	-	-
		21	10	5

Again the tramway running expenses of £34 was considerably more than the income received. During this period the Canal Company sold the Radstock Tramway to the Somerset & Dorset Railway who subsequently built their Bath to Evercreech Extension (opened in 1874) over much of the course of the former tramway.

Despite the losses on the tramway the canal line from Timsbury still prospered in this period with 25,838 tons eastwards and 8,789 tons westwards being carried. The Canal Company still made a profit, and paid a dividend to its shareholders, helped in part from an additional £5,000 of income, the first instalment from the S&D Railway for the tramways purchase.

Although these accounts only cover a few years of the tramways life, albeit a period of rapid decline and resulting losses, the tramway was once very successful (and presumably highly profitable). Hopefully in future years more information, and accounts, will come to light increasing both our understanding of the workings of the tramway but also to further the information available on this once important link between the coal pits of Radstock and the Somersetshire Coal Canal.

**Roger Halse**  
*Honorary Archivist*

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A more detailed history of the tramway can be found in THE RADSTOCK BRANCH OF THE SOMERSETSHIRE COAL CANAL, A Five Arches Special – November 2001 (Price £2.50) Published by the Radstock, Midsomer Norton and District Museum Society. Available from the Honorary Archivist or from the Radstock Museum.

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## MISSING MILESTONE - FOUND

In *Weigh-House* issue 41, were listed the locations and status of the 21 Somersetshire Coal Canal milestones, sited every half-mile along the 'Dunkerton Line' of the canal between Dundas Aqueduct and Timsbury Basin.

The 6½-mile milestone, sited near to Dunkerton 'Little' Aqueduct was listed as 'Missing'. This is in fact incorrect as the stone does still survive, in its original location, but unfortunately minus its cast-iron plate.

Thank you to Max Crofts of Dunkerton for pointing out this error.

**Roger Halse**

## DATES FOR YOUR DIARY

### WORK PARTIES

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

Sunday 4<sup>th</sup> December — 10:00

**WORK PARTY — Location to be advised**

*For further details please contact:*

*Bob Parnell ☎ 01225 428055*

Sunday 18<sup>th</sup> December — 10:00

**WALK — THE CYCLE TRACK FROM MIDFORD TO TWINHOE**

Meet at Twinhoe Lane, Midford.

(Please do not park in the Hope & Anchor Car Park)

*For further details please contact:*

*Mike Chapman ☎ 01225 426948*

Sunday 1<sup>st</sup> January — 10:00

**WORK PARTY — Date may be subject to change**

*For further details please contact:*

*Bob Parnell ☎ 01225 428055*

Sunday 15<sup>th</sup> January — 10:00

**WALK — THE CYCLE TRACK FROM WELLOW TO TWINHOE**

Meet at Wellow Station Car Park

*For further details please contact:*

*Mike Chapman ☎ 01225 426948*

Sunday 5<sup>th</sup> February — 10:00

**WORK PARTY — Location to be advised**

*For further details please contact:*

*Bob Parnell ☎ 01225 428055*

Sunday 19<sup>th</sup> February — 10:00

**WALK — TIMSBURY TRAMROADS AND RUGBOURNE FARM**

Meet at Goosards Bridge, Timsbury

(At the entrance to the sewage works)

*For further details please contact:*

*Mike Chapman ☎ 01225 426948*

Sunday 5<sup>th</sup> March — 10:00

**WORK PARTY — Location to be advised**

*For further details please contact:*

*Bob Parnell ☎ 01225 428055*

Sunday 19<sup>th</sup> March — 10:00

**WALK — WELTON**

Meet at Radstock Public Car Park, Waterloo Road

For further details please contact:

Mike Chapman ☎ 01225 426948

Sunday 2<sup>nd</sup> April — 10:00

**WORK PARTY — Location to be advised**

For further details please contact:

Bob Parnell ☎ 01225 428055

Sunday 16<sup>th</sup> April — 10:00

**WALK — THE "DRAMWAY" AND LONDONDERRY WHARF, BITTON**

Meeting point T.B.A.

For further details please contact:

Mike Chapman ☎ 01225 426948

Sunday 7<sup>th</sup> May — 10:00

**WORK PARTY — Location to be advised**

For further details please contact:

Bob Parnell ☎ 01225 428055

Sunday 21<sup>st</sup> May — 10:00

**WALK — SALTFORD BRASSMILL**

Meeting point T.B.A.

For further details please contact:

Mike Chapman ☎ 01225 426948

Sunday 4<sup>th</sup> June — 10:00

**WORK PARTY — Location to be advised**

For further details please contact:

Bob Parnell ☎ 01225 428055

These are all circular walks unless otherwise noted. You only need to arrange your transport to and from the meeting point. They 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.

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 does not aim to restore the canal, but to protect the remaining structures (Midford Aqueduct, Combe Hay Locks *etc.*) and line of the canal from decay, dereliction and vegetation.

Registered Charity No 1047303

Registered under the Data Protection Act 1984 No A2697068

Affiliated to the Inland Waterways Association No 0005276

Inland Revenue reference code for tax purposes: CAD72QQ

**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 acting Membership Secretary at:

1, Hillcrest Close, Nailsea, Bristol BS48 2HP ☎ & Fax: 01275 798479  
E-mail: [laurie@lgibney.freemove.co.uk](mailto:laurie@lgibney.freemove.co.uk)

Society Website: <http://rtjhomepages.users.btopenworld.com/scc2.html>

THE VIEWS AND OPINIONS EXPRESSED IN THIS NEWSLETTER 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): [sccs@poppyrecords.co.uk](mailto:sccs@poppyrecords.co.uk)

