



Artist's impression of the flight of locks that took the canal down from Bye Street. The later railway was in a deep cutting which the Town Trail follows. There was little development around when the canal was built.

The trail finishes at Little Marcle Road where an abutment of the railway bridge can still be seen. The town gas works was located adjacent to the railway here.

For those with a continued interest, follow Little Marcle Road up to its junction with New Street. Then follow New Street down to the Full Pitcher public house by the roundabout.

This pub was once called the Biddulph Arms and the canal ran in front of it to Hazle wharf. Opposite the pub there was a boat turning arm, a smithy and a boat repair yard. Hazle wharf is now the site of a small industrial estate. A long range of stables for the canal was located here and were demolished only in the late 1970s.

The Town Trail is owned by Herefordshire Council with conservation work undertaken by Sustainable Ledbury.



Artist's impression of the Biddulph Arms in canal and railway times.

Time Line

1791 - Act of Parliament for the construction of the Hereford & Gloucester Canal.

1798 - Canal opened from River Severn at Over, Gloucester to Hazle Wharf, Ledbury.

1841 - Canal reaches Ledbury Town Wharf, Bye Street.

1845 - Canal reaches Hereford.

1873 - Canal acquired by Great Western Railway.

1885 - Ledbury - Gloucester branch line completed, mostly on line of canal.

1916 - Double line between Ledbury and Dymock singled.

1964 - Branch line closed.

1997 - Course of old railway upgraded to the Town Trail.

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Artist's drawings: © Cheryl Davies
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Walking on Transport History



The Ledbury Town Trail



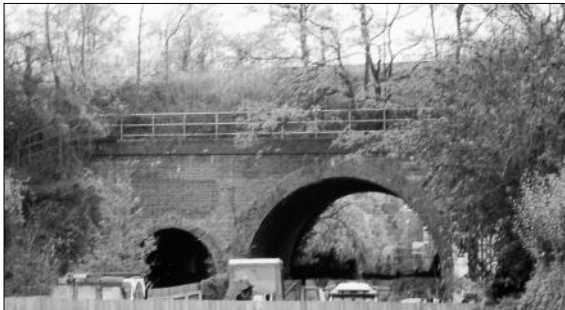
The Ledbury Town Trail

To walk along the Ledbury Town Trail is to step back into transport history. The Trail starts at Ledbury Railway Station and follows the route of both the Hereford & Gloucester canal and the later Ledbury to Gloucester branch railway. It is traffic free.

The trail starts from the Bromyard Road at the bottom of the station drive. But before

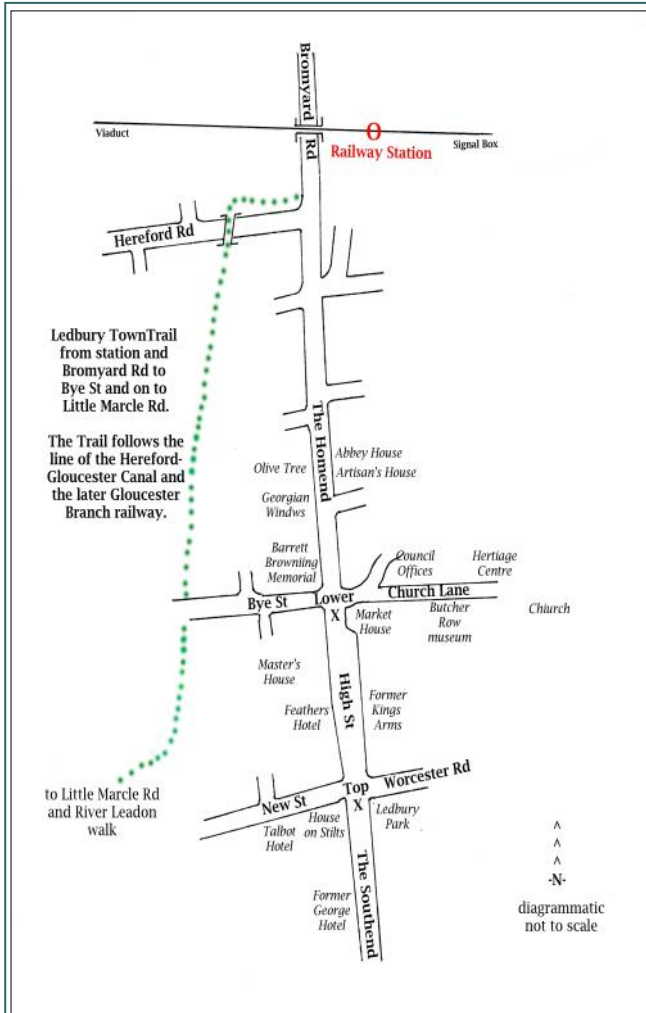


climbing up to the old branch line, wander down the Hereford Road and view the magnificent skew bridge which carried the



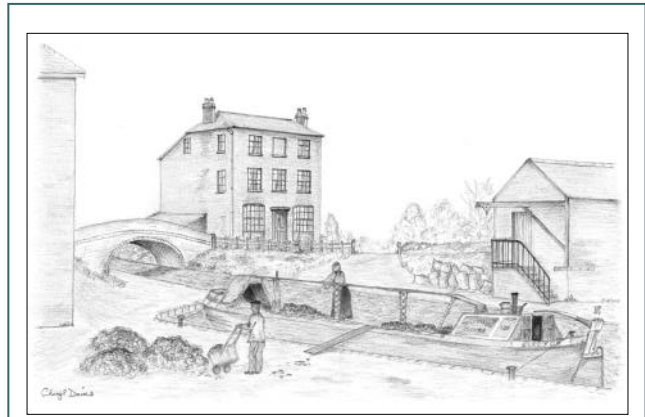
line over the road. A little beyond the bridge and glimpsed behind the upholsterer's store can be seen the tunnel that took the canal under the main railway line.

Return to the Bromyard Road and climb the path up to the trail. Crossing the skew

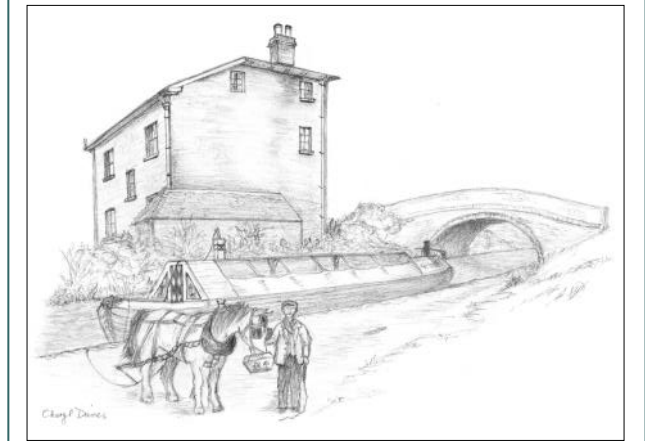


bridge you are now on the old Gloucester branch line. The canal was on a lower level parallel with the branch line. The line was on a falling gradient and after you cross the modern footbridge over Orchard Lane both canal and railway were on the same route.

Follow the trail alongside the recreation ground to Bye Street. Canal and later railway bridge have long gone but just before Bye Street was the site of the canal Town Wharf and later a small railway halt.



Artist's impression of the Town Wharf. The large three storey building dominating the scene was once a canal lodging house. The Brewery Inn to the left was once called the Boat Inn and the buildings in front of it were canal warehouses.



Artist's impression of the other side of Bye Street with the three storey building still in evidence.

From Bye Street the canal dropped in a series of locks down to Little Marcle Road. The railway later excavated the locks to run the line in a deep cutting which the Town Trail follows.