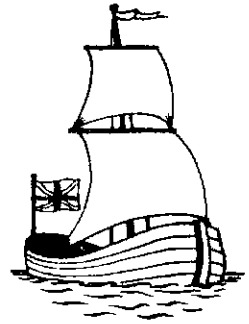


THE TROW

The Official Magazine for members of
the Canal Trust.



The Water Stroud

*Stroudwater, Thames & Severn
Canal Trust Limited*

10p.

Jubilee Edition

June 1977

Editorial



This issue is a little slimmer than usual - for two reasons. Firstly, time, or the lack of it, coupled with the approaching holiday season, and secondly to lack of contributions, particularly from the various sections of the Trust who should be keeping members informed of current progress. Even if there has been little or no progress, a few lines could be submitted, if only to explain why! In spite of publication of the deadlines for contributions, and subsequent reminders to all and sundry, I am sorry to say that by May 10th only one contribution had been received. However, we must keep trying, and due notice is hereby given that ALL CONTRIBUTIONS FOR THE NEXT ISSUE SHOULD BE IN MY HANDS BY 10th AUGUST 1977.

Having got that off my chest, I turn to better things. Summer seems to have reached us at last, and I think this has already brought a few additions to our small nucleus (nuclei?) of working parties who always turn out, whatever the weather. Our new Secretary is now getting the bit between his teeth, and also no doubt receiving the usual brickbats reserved for such exalted personages. We wish him well, however, and are pleased to publish what we hope will be the first of his regular reports. Sales are picking up as the season advances - we are already thinking of exporting canned canal water, or even tunnel air, to America or Saudi Arabia. Anything to earn an honest bob (sorry - five p.) Various functions are being organised, as will be seen on other pages, and all in all the future is not too bleak, given the incentives - and the money of course.

We apologise for the lack of Jubilee atmosphere about this issue - this is in no way due to any lack of loyalty or enthusiasm. It is felt however, that most members will be celebrating the occasion in other ways and anything we did might be a little superfluous. We do, however, have our opening of the restored Tunnel Portal in July, and we hope to see as many members (of the Trust and the general public) as possible, to make it a 'right royal occasion'.

Finally, here and there in this issue and later issues, members will see some delightful black and white drawings submitted by Karen Williams of Gloucester, one of our members. Thankyou, Karen, and keep them coming!

Trow Editor: Mr.R.O.Nott, Lynfield, Frome Park Road, Stroud, Glos.GL5 3LF
Telephone Stroud 3014.

The views and opinions expressed by individuals in this magazine do not necessarily represent the views or policies of the Stroudwater, Thames and Severn Canal Trust Ltd.

Secretary's Report

That's right, your eyes have not deceived you. Starting with this issue of The Trow I will be submitting regular reports. Who is the Secretary? The Secretary is the members' link with the Trust Council and the link between the Council members - he also corresponds with members.

Fine, but who is the Secretary? Your Secretary, since 2nd February 1977, is David H. Boakes - address, 1 Riveredge, Framilode, Gloucestershire. Telephone Saul 525. My interests would be boating, the history of sailing ships and Engineering, if the Stroudwater, Thames & Severn Canal Trust Ltd were to allow me any spare time.

Having introduced myself, on with the story:- The Trust has been subjected to a massive reorganisation which it is hoped will be to its advantage. Now, we need YOU. We have two stretches of canal which must be completed before we can move on. King's Reach at Coates, and Ham Mill, just off the Stroud-Cirencester Road at Thrupp. Working parties are held EVERY Sunday morning commencing 10 a.m. Bring a spade and a friend (membership forms available on site). Ask for Dave Pillinger at the Sales Caravan at Coates, or Don Mann at the working excavator at Ham Mill. They'll make you an active member!

Incidentally, please remember we do not own our canal, and can only work in authorised areas. Please DO NOT go and do your own thing without checking with me first. I have already received some complaints of trespass and unauthorised 'clearing' from irate landowners. Remember, to complete the Severn-Thames link we will require their help and goodwill in the future.

Calling all mechanics! Mike Reynolds needs help to maintain the Trust's equipment in his secret H.Q. not far from Stroud/Cirencester. Call me and I will give you the password. He can also utilise the talents of a welder complete with gas and welding torch in the same location.

Having gone through the heavies, if you have a talent for other things - Sales, Design, Writing, Raising Money, etc., contact me and I will put you in touch with someone who needs your help.

If you are still with me - Congratulations. Now do something constructive for the Trust. Decide to make that 'phone call or turn up next Sunday. Remember we want to meet YOU.

Now the report - what has happened:-

Tunnel Portal The Coates Portal at the time of writing is rapidly reaching completion. Our Mason, Bruce Russell of Ietbury, is happily reconstructing the Portal to its original splendour, and the Earl Bathurst has agreed to perform a re-opening ceremony on Saturday 23rd July. To mark the event, and also to help raise funds, a band of volunteers are holding a Fayre on this date with various entertainments, culminating in a barbecue. What an opportunity for all our members to meet and see what the Trust can do. Any members willing to assist on or before the day please contact my wife Margaret,

Visiting Working Parties In addition to our regular volunteers, we have been grateful to receive help from the Toc H and Bristol Nature Conservancy Corps with our restoration work.

Lechlade/Cricklade Group Should any member walking the Canal bank in the Cricklade area have been surprised by a group of machete-swinging guerillas, don't worry, it wasn't the S.A.S. , just Peter Boyce and his trailblazers engaged on towpath clearance and landowner liaison.

Trust Restructure Following much burning of the midnight oil, the Council have produced some guidelines for the Trust restructure. Following on from this Dave Elliott has held preliminary meetings to appoint "lengthsmen" whose objective in life will be to keep the Canal under observation and bring to Council's knowledge any changes or problems. If you have an intimate knowledge of any particular section of the Canal, particularly between Sapperton and Lechlade, Dave Elliott would be interested to hear from you.

Council Meetings Members may be interested to know that Council Meetings are held on the third Friday of each month. Should you have any matters to be raised, will you please contact me at least one week before any meeting.

Thinking Point Our illustrious neighbour, the Kennet & Avon Canal Trust, has been working now for 25 years. This may give you some idea of the magnitude of our task.

"Left hand down a bit - watch that bridge ahead!"



COATES PORTAL

GRAND RE-OPENING CEREMONY

to be performed by The Right Hon. The Earl Bathurst

WANTED - A large audience, who may afterwards participate in all the fun of the fair.

Come and meet Mole, Ratty and all the other eager beavers who have been so busily engaged in re-opening this section of the Canal.

Children's fun fair, amusements, side shows, barbeque.

Visit the historic Tunnel House Inn, built for the original navvies. Open all afternoon, by kind permission of the landlord.

Grand day out for the children. Come and see what we can do with your support and enthusiasm.

Don't forget - 11 a.m. Saturday 23rd July. Mark your calendar NOW.

Entry by Lucky Programme, 10p, available from Council members, Coates Sales Caravan (Sunday mornings), from the Tunnel House Inn, or by post (s.a.e. please) from Mrs. Margaret Soakes, 1 Riveredge, Framilode, Gloucestershire.

Forthcoming Events

- Tuesday 7th June Please note Stroud Noggin & Natter for this evening is CANCELLED due to Jubilee celebrations.
- Wednesday 8th June Lechlade/Cricklade Group Meeting, The Vale Hotel, Cricklade, 8 pm
- Saturday 11th June Barbecue at Riverside, Priding. See separate notice.
- Tuesday 5th July Stroud Noggin & Natter, The Pelican, London Road, Stroud, 8 pm
- Wednesday 13th July Lechlade/Cricklade Group Meeting. The Vale Hotel, Cricklade, 8 pm
- Saturday 16th July Stroud Show. Trust Sales Caravan in attendance
- Saturday 23rd July Portal Re-opening & Canal Fayre at Coates. 11 am
- Tuesday 2nd August Stroud Noggin & Natter, The Pelican, London Road, Stroud, 8 pm
- Wednesday 10th August Lechlade/Cricklade Group Meeting, The Vale Hotel, Cricklade, 8 pm

LECHLADE-CRICKLADE GROUP

The Group organised its last public meeting (for now) at Cricklade last March, and it created a very good response. Since then Bob Farnham has been holding clearing parties on the towpath from the Cricklade By-Pass to Eysey, every Saturday afternoon, and we have started collecting second-hand and broken tools. Negotiations have also started on our main venture - the clearance of the towpath from the Water Park Spine Road to Latton junction. This involves much undergrowth removal and the construction of a footbridge over a breach in the canal bank.

We still need people to come forward and volunteer their services in the areas of fund-raising, social events and working parties. Our meetings will become regular from now on, and will be on the second Wednesday of every month at the Vale Hotel, Cricklade, from 8 pm. Our working parties will be announced at the meetings and in the press, as soon as we can start on our big clearing project.

Dates of meetings (all at Vale Hotel, Cricklade, 8 pm):-

8th June

13th July

10th August

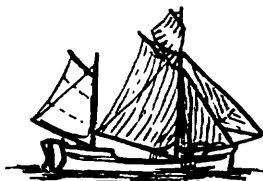
PETE BOYCE.



READERS' SALES & WANTS

WANTED Copies of Mariner's Mirror: The Last of the Windjammers, Volume 1, by Lubbock; The Canals of Southern England by Hadfield; Any books by Chapelle.

Please reply to Box B1, The Trow, Lynfield, Frome Park Road, Stroud, Glos.



RIDDLE-ME-REE

- Q. When is the Thames & Severn Canal not the Thames & Severn Canal?
A. When it's the Thames & Severn River.

This winter, by my generous calculations of rate of flow over a cross-sectional area, parts of the Thames & Severn Canal were carrying considerably more water than the River Frome. This makes the canal the main river, but remember, oh yes remember, this poor old waterway has had little or no maintenance in the past 50 years yet it is expected season in, season out, to give its all with nothing but abuse in return. This winter it nearly did not make it, and at several points the possibility of a breach and the resultant serious flooding was missed by a prayer and half a gramme of clay. The main problem in January and February was the continual Merry-go-Round of the responsibility being shifted from River Authority to County Council and to Local Council, thus delaying any action being taken by anyone until the water level fell and the problem was averted.

The Trust could pat itself well on the back. Bowbridge was being run well below capacity. The drainage channels at Ham Mill and Griffin Mill paid off superbly, although had the Gloucester County Council culvert to Griffins Mill not been obstructed, flooding at the back of Danarm Ltd would not have occurred, and lasted for months afterwards. Confident that our own house was in order we were able to go to Chalford to relieve pressure on other parts of the canal. Having seen the effects of a breach, I only hope that some landowners and the County Council have some close friends in the insurance game.

The Company of Proprietors were more secure against this risk, the reason being that they are fortunate in having a real engineer in Mr Fred Rowbotham, who I am sure knows every inch of canal intimately and every drop of water personally. Even so, a bank slip of unstable fill at the rear of Arnold's Autos fell into the canal.

The only answer lies in not ignoring it. It will not go away, it will only deteriorate and increase the risk. Money is the only answer and landowners should not be expected to foot the bill. I feel the County Council palmed off the liabilities of this canal flippantly in cheap sale, and now the hens are coming home to roost. So please, someone, some authority somewhere, pack in the card schools. It's no good having men in little vans tearing from one end of the area to the other in a permanent limbo. Get out and have a look at the canal occasionally, like the rest of us.

MIKE AYLAND.



TRANS-PENNINE CANAL ROUTE SAFEGUARDED

The following News Release was issued by the Inland Waterways Amenity Advisory Council on 20th April 1977:-

The safeguarding of the amenity potential of the trans-Pennine Huddersfield Narrow Canal by Kirklees Metropolitan Council was the subject of warm praise at a recent IWAAC Meeting. Kirklees Council have recently turned down a planning application which would have involved building on the line of the Canal in Huddersfield on the 10-mile stretch north of Standedge Tunnel. IWAAC Members were delighted that the recreational and amenity potential of this waterway was being protected in this positive way by a vigilant local authority.

The planning application was at Colne Road, Huddersfield. The Huddersfield Narrow Canal ran from Aspley Basin, 19 miles across the Pennines to the Ashton Canal at Dukinfield. The Canal is a "remainder" waterway, under the Transport Act, 1968. British Waterways Board are required to maintain "remainder" waterways in the most economical manner possible consistent with the requirements of public health and the preservation of amenity and safety. Local authorities and other bodies are empowered to enter into agreements for their restoration to cruising waterway standards and/or improvement as a public amenity.

The route includes the closed Standedge Tunnel which at 5,456 yards is the longest canal tunnel in Britain. There are numerous obstacles to its use for navigation including cascaded locks, lowered bridges and pipe crossings.



THE TUG "WORCESTER"

Our appeal in the March issue on behalf of the North-West Museum of Transport has resulted in a copy of a letter being received by the "Trow" from one of our members, originally written by Mr Glover of Pershore in 1965. It seems that Mr Glover was owner at the time of a similar vessel, the SHARPNESS, and he states that both boats were still in use as Tunnel Tugs up until the mid-1950's, when commercial traffic more or less ceased on the Worcester Canal. He quotes a B.W.B. employee at Tardeliffe whose father worked there when the tug was first delivered, and was under the impression that it was built at Poole. Our member-correspondent says that Brimscombe Port was often referred to locally as Brimscombe Pool, and it seems quite probable that the words Poole and Pool could have been confused. We would not like to categorically state that the WORCESTER was built at Brimscombe by Abdela and Mitchell, but the information given above makes it highly probable.

Member Mike Handford tells us that Volume II of his history of "The Stroudwater Canal" is expected to go to print shortly, with a view to publication early next year.

Volume I is expected to go out of print this summer, having sold around 1000 copies. The book is bound, therefore, to become a collector's item, and if anyone has not yet purchased a copy, we suggest you apply at once to Graham Pegler (see SALES SECTION page in this issue), as there are not many left.

Several enquiries have been received as to whether copies can be obtained of the Report on the Feasibility of Restoring the Canal to Through Navigation, supplied to the Trust in 1976 by Freeman Fox Braine & Partners, Consulting Engineers.

To make the proposition economically viable, a minimum order of 25 copies would be necessary. If anyone would like a copy, please send your name and address to the Editor, The Trow, (address inside front cover), together with cheque or postal order for a deposit of £1.00 for each copy required, which will be returnable if orders cannot be fulfilled. Depending on the number of orders received, it is estimated that the eventual cost will be £4.00 per copy, but it is emphasised that we must have at least 25 firm orders.

riverside barbeque

at Mike and Beryl Ayland's
"RIVERSIDE, PRIDING, SAUL"
on SATURDAY 11th JUNE for 8 p.m.

TICKETS £1.50

(inclusive of FOOD, DRINK and FOLK MUSIC)

Tickets from:-

Mike Ayland (Saul 385)
Pat Clutterbuck (Cambridge 426)
Audrey Rogerson (Amberley 2412)

"COME AND HAVE A GOOD TIME"

Readers' Letters



Dear Mr Nott,

I am one of the far-flung members of the Trust to whom you referred in the December "Trow". When you made your comments about the high proportion of members who live some distance away from the real action, I wondered if I should resign in order to help restore the balance, but I am sure that your later correspondent was right in suggesting that no support, however remote and insignificant, should be refused.

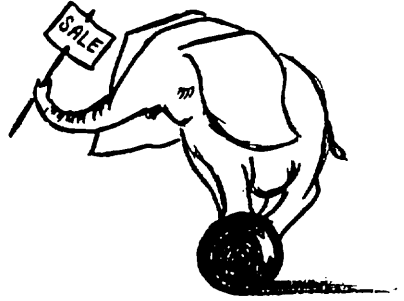
Even if many of us only seem to be shouting encouragement from the sidelines, it is at least an indication that we have the interests of the Trust at heart, and I was very sorry to see that some disharmony seemed to have developed amongst supporters. It seems quite clear that the restoration project will suffer if supporters cannot resolve their differences and pull together in something like the same direction. We shall not all approve of all the actions that are taken in our name - and may positively dislike some of the other members! We just have to accept that we do not all have the same outlook and that different people will make a different contribution. People obviously want to do whatever they are best at or feel happiest doing, and provided this fits into the general scheme they have to be given a fair amount of leeway. Obviously, no-one can be allowed to take any action that conflicts with decisions of the Council and if this has occurred some action on the part of the Council is clearly required.

From what I have seen of other projects, it seems that people get much too possessive about their pet schemes and subconsciously resent having to share them with other people. This might be O.K. if the person concerned had a few million pounds to spare, but as this seems unlikely even the most egocentric and opinionated of us has to accept that the end result (which presumably we all want) is only going to be achieved through the combined efforts of a great many very assorted people who have somehow overcome their differences.

With best wishes for the continued success of the "Trow" and the whole restoration project.

Yours sincerely,

Stanley A. Holland
126 Shenley Fields Road, Selly Oak, Birmingham
B29 5BU



Sales Section

This section of the Trust is currently being re-organised, and the Sales Caravan at Coates has already been re-opened on several recent week-ends. The interest shown by members of the public in what we have to sell, and indeed in what the Trust is achieving generally, is most gratifying. A Sales Stall was also manned at Eastington during the Annual Sponsored Walk on 8th May, with good results.

We are negotiating for space at various shows during the year, and we are already booked for Stroud Show on 16th July, and for Sapperton Open Weekend at Frampton Mansell on 10th and 11th September. Confirmation is awaited for other venues, so keep your eyes open for us wherever you go, and if we are there, open up your wallets!

Postal sales are still in the capable hands of Graham Pegler, and we list below the items available from him. For a complete list of all items currently available, including a few special offers or clearance lines, please send a stamped addressed envelope to Sales Section, Lynfield, Frome Park Road, Stroud, Glos.

Items available from Mr.G.Pegler, Bourne Nurseries, Churchill Road, Brimscombe, Stroud, Glos. (Tel: Brimscombe 2397). Please add postage at 20p per order for any value under £5. Orders over £5 post free. Please make cheques/P.O.'s payable to 'Stroudwater, Thames & Severn Canal Trust Ltd'

| | |
|---|-------|
| THE THAMES & SEVERN CANAL by Humphrey Household | £4.50 |
| THE STROUDWATER CANAL Vol.1 by Michael Handford | £3.50 |
| SAUL ADAM by John Poole Hardback £3.00 Card Cover . . . | £2.60 |
| NARROWBOAT VENTURE by John Poole | £1.00 |
| CHELTENHAM'S ORNAMENTAL IRONWORK by Amina Chatwin | £1.50 |
| THE THAMES & SEVERN CANAL (Photographs) by David J.Viner | £1.20 |
| CIRENCESTER AS IT WAS by David J.Viner | £1.20 |
| A SHORT HISTORY OF THE NARROWBOAT by Tom Chaplin | £0.60 |
| CANAL BARGES & NARROWBOATS by Peter L.Smith | £0.45 |
| DISCOVERING CANALS by Leon Metcalfe & John Vince | £0.40 |
| DISCOVERING LOST CANALS by Ronald Russell | £0.60 |
| CANALS & CANAL ARCHITECTURE by John Vince | £0.45 |
| MAP OS THE STROUDWATER AND THAMES & SEVERN CANALS | £0.60 |
| POTTERY MEDALLIONS (Replica of Thames & Severn Canal Token, on leather thong | £0.35 |
| B.W.B. TOILET KEYS | £0.38 |
| TRUST NECKTIES (Navy Blue with Trust Motif) | £1.90 |
| BALL POINT PENS (Link Thames & Severn) | £0.06 |
| TRUST CAR WINDOW EMBLEMS | £0.15 |
| TRUST BADGES (Metal) | £0.08 |
| PACK OF 8 NOTELETS WITH ENVELOPES (Stroudwater, Thames & Severn Scenes) | £0.30 |

RESTORATION OF THE WILTS & BERKS CANAL

A group of enthusiasts is interested in considering the possibilities of the gradual restoration of the Wilts & Berks and North Wilts Canals, and wishes to form an organisation to promote these aims.

It is not intended that restoration to navigation should be attempted initially; this would be a very long-term project, and one of the most demanding and challenging ever undertaken. We should not consider any physical work on the canals at this stage unless an unexpected situation arose. The initial aim would be to obtain the co-operation of county and local councils, planners and some 200 landowners in safeguarding the routes of the canals against any further losses. It is expected to take years rather than months to achieve this. If and when such co-operation is obtained, plans would be prepared to provide localised amenities such as towpath walks and areas suitable for nature study. At a later stage, when these activities were established, it might be possible to consider re-watering lengths of canal for fishing and canoeing, but work towards restoring locks and linking watered sections for navigation must inevitably remain an ideal in the distant future.

These canals were abandoned in 1914, but in spite of this, a surprising amount of the line is intact. The canals are essentially rural and in these agricultural areas, re-excavation of infilled lengths would be comparatively simple. The major problem areas would be in those parts of Abingdon, Swindon and Melksham where the route has been obliterated; other obstacles would include dropped bridges and the M4 motorway. The Wilts & Berks Canal is a narrow canal linking the Kennet & Avon Canal at Semington and the River Thames at Abingdon; the North Wilts Canal joins the Wilts & Berks at Swindon with the Thames & Severn Canal at Latton. Bringing these canals back to life would be a difficult, lengthy and expensive task, but it would open up some very beautiful English countryside. It could eventually provide a large area for linear water storage in a region where shortages occur, and could allow transfer of water from one part of the country to another.

These canals can be saved, but **SOMETHING MUST BE DONE SOON**, as the situation will continue to deteriorate if no action is taken, with further infillings and obliteration of the route. If you are interested in supporting this project in any way, please write today to Mr N.C. Rumbol, 14 Chestnut Avenue, Buckhurst Hill, Essex, IG9 6EW, enclosing an s.a.e. It will be possible to follow up these ideas only if there is sufficient support; if this is not forthcoming now, these canals will probably be lost for ever - it is up to YOU, so write TODAY.



SAPPERTON TUNNEL

(Continued from previous issue)

The length of the Tunnel is 3817 yards, and the ordinary water level of the Canal in it is 363ft above the sea, being 133ft below the level of rails, at the summit of Great Western Railway; (between the two Tunnels on that railway). It is wide enough for the passage of vessels with 12ft beam, and in places two boats 7ft wide can pass one another easily. But the working of vessels eastward and westward is regulated alternately for certain fixed hours during the day and night, so that vessels ought never to meet one another.

The Tunnel is arched, and lined with brickwork or stonework, during 2427 yards of its length, the rest 1390 yards being in rocking, as shown on the longitudinal and cross sections. In the rocking, however, there are very few places (only a total length of about 400 yards in the whole Tunnel) where the rock is so homogeneous, and free from fissures and faults, as to hold the water without clay side lining and walls supporting the same, which are carried above the water level, as shown on Cross Section No.3. This arrangement is general through the rocking. Similar clay lining is also carried behind the side walls in a great portion of the arching, and a bottom lining of pounded clay, or of clay puddle is continuous throughout the Tunnel, except where it is formed through sound clay in the Fullers Earth. Where fissures in the rock had to be encountered, doors of oak were fixed across the side walling, and linings into two grooves cut on either side of, and some little distance from such fissures into the rock, so as to block the flow of any side leakage towards such fissures, which probably answered very well at the time; but these wooden doors have since occasioned much trouble. In consequence of the decay of the timber, cavities have been formed where they existed, and the leakage, which it was intended to prevent, has been aggravated by them.

Where bottom springs enter the Tunnel, and in other bad places, large trunks made with $2\frac{1}{2}$ in thick planking at the bottom, and $2\frac{1}{4}$ ins thick at the sides, were designed, as shewn on the Cross Section No 4 &c., to carry the Canal. The Engineer's Specification of the work for this Trunking is as follows:-

The Planking is to be put on the thickness ordered, and the seams to be well caulked and pitched like the sides of a ship. The Planks to be fixed on with trunnels and spikes. At different distances, according as the holes of the springs have at any time appeared, trunks of 10 ins square inside (made of 2-in oak plank) must be constructed and fixed across the floor, from the orifice of the said springs and up the sides behind the side planking, with discharging mouths like the nozzle of a pump; so that the water of the said springs may discharge their produce 3 ins above the water level of canal, and not to drink any out of it. Between the sleepers or cross timber well-tempered clay, not over wet, must be ram'd well down and under each breadth of plank as the work advances. Walling of brick or stone must be built between and behind the side timbers, for the purpose of steadying the framed work of the sides from any blows or thumps of barges; and the said walling must be carried up and over the side rails until that work meets the incumbent rocks of the ceiling where it is not arched.

(To be continued)

RESTORATION - WHY, HOW & WHEN?

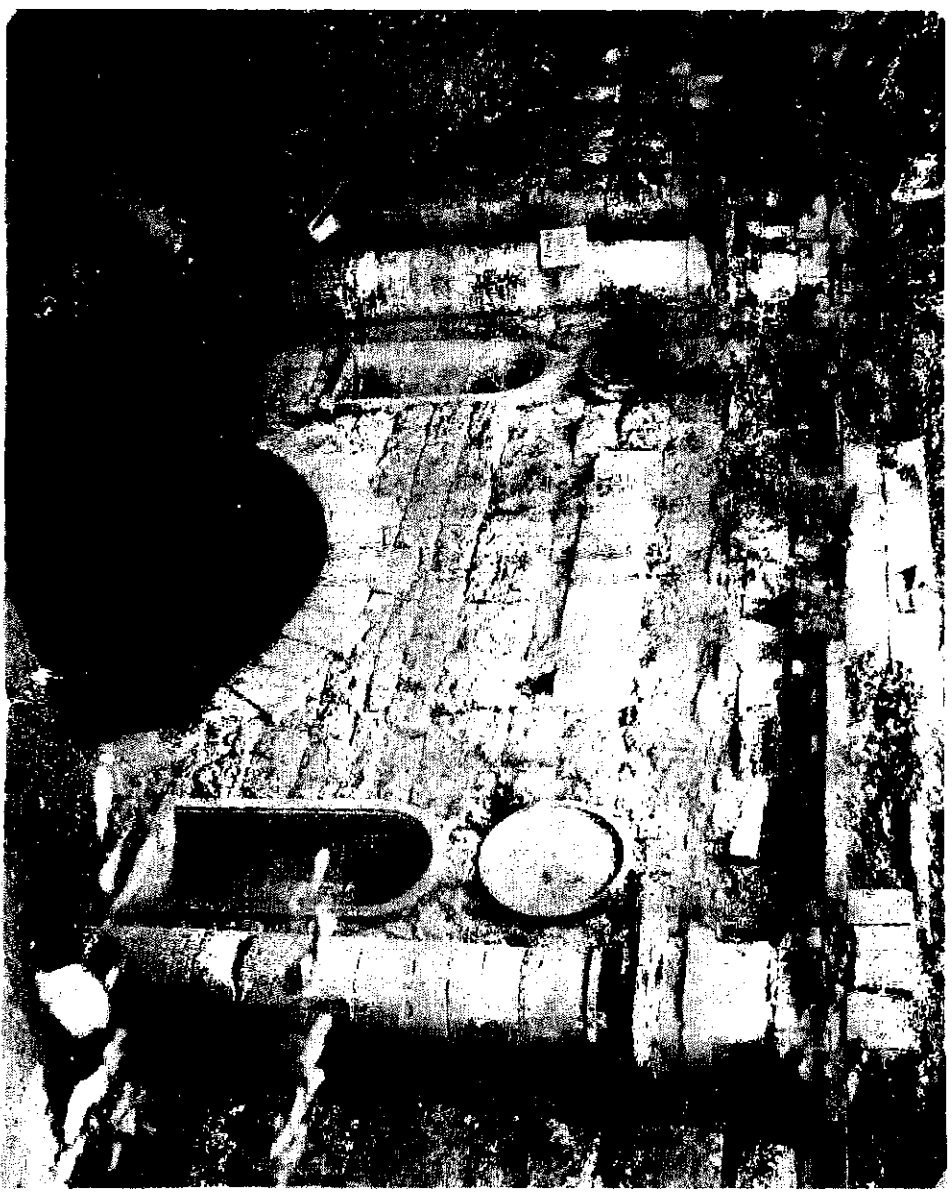
The primary aim of the Trust is to restore the through navigation from Severn to Thames. This route provides the only cross-country link between the two rivers for inland craft over 7ft beam, and the only wide cross-country route south of the Leeds and Liverpool Canal. The Kennet and Avon link, whilst valuable only gives a route as far as Bristol for most inland craft. Few canal and river cruisers can tackle the difficult tidal journey via Avon and Severn to Sharpness, and in bad weather even well equipped coastal craft can be in difficulties here.

Restoration of the Stroudwater/Thames and Severn link would fulfill three important inland navigation functions. First, it would provide an opportunity for Thames based cruisers to reach the Severn and Warwickshire Avon up to Stourport and Stratford, and for Severn and Avon based craft to reach the Thames. Second, in conjunction with the two rivers and the Oxford, Stratford and midland canals it would provide a choice of a number of circular routes for two-week holidays. Finally, using the whole of the Thames and the Grand Union Canal, it would provide the southern link of a large number of ambitious circuits covering the whole of England from London and Bristol in the south to Leeds and Liverpool in the north.

Apart from use for pleasure cruising, and maybe some freight use from Saul to Stroud, there is also the possibility of using parts of the canal to transport water across the Cotswolds. This would save the cost of construction of long lengths of expensive large diameter pipelines. A number of canals throughout the country are already used for this purpose.

With a functioning navigable waterway, other leisure uses of the canal would immediately improve dramatically. The towpath would provide a superb long-distance walk from the Severn to link with the beautiful towpath/footpath route along the Thames. The whole of the canal would be available for fishing, and the general improvement in condition would slowly attract an increased wildlife population. Facilities for these other activities would become available rapidly as restoration proceeds, and the environmental and amenity benefits to the communities along the canal will be enormous.

The Coates Portal of Sapperton Tunnel before restoration



JMS