

*Stroudwater, Thames & Severn
Canal Trust Limited*

THE TROW

*The Official Magazine for Members and Friends
working to restore the Cotswold Canals.*



Fortieth Number

WINTER 1982-3

**The Stroudwater Canal Society
and The Trust**

The First Ten Years

20p

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} Centre
} Pull-Out

ENCLOSURES - with this issue are:- (i) Appeal Leaflet: please make this work for us - pass it on to someone else if you cannot make a donation yourself; (ii) Guidelines "Have Fun Fun-Raising"; (iii) Form to amend Standing (or Banker's) Order; (iv) Form to re-enact Deed of Covenant.

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FRONT COVER ILLUSTRATION - The Round House and Warehouse at the junction of the Thames & Severn Canal with the River Thames (on left) at Inghelsham. The old footbridge has now been replaced by a modern version further downstream. Compare with the view on the cover of the December 1981 issue. (from an old postcard [date?], courtesy David Viner's collection.

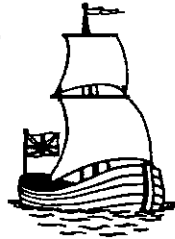
REAR COVER ILLUSTRATION - You can see where we've been: the former Stroudwater Canal Society's Priestman Cub dragline at work above Stanton's Bridge (in the background) in the Bowbridge - Griffin's Mill section in about March 1975. This length, on the Thames & Severn Canal, was the scene of our first real attempt at canal restoration, begun by the Society and completed under the Trust. (photograph by John Stephens, from David Viner's collection.

Good contrasty b & w photographs of the canals in bygone days and of work in progress are required by the Editor for the next and subsequent issues.

WE APOLOGIZE TO THOSE WHOSE CONTRIBUTIONS HAVE BEEN OMITTED FROM THIS ISSUE.

THE TROW

The Official Magazine for members of
the Canal Trust.



No. 40

Winter 1982-3

EDITORIAL

With this issue, we mark ten years of the Stroudwater Canal Society, and the Stroudwater Thames & Severn Canal Trust Limited which it became on the 16th April 1975. It has to be admitted that this historic anniversary was all but overlooked by most of us at the sharp end, which is probably just as well - space is just not available for this issue to be a 'Ten Years Special'. Not to float out too many clichés, we are appropriately enough at a crossroads "How We Are Ten", and this time news is of the lead up to commencement of full scale restoration.

We have secured the tacit support of all our local authorities at last - welcome, gentlemen - and there is plenty of evidence of this elsewhere in these pages. We have embarked on what promises to be a very useful fund-generating drive and, by the time you receive this issue, we will have begun to dredge the Stroudwater Canal at Ryeford using diesel-hydraulic dredger, two hopper barges, diesel pusher-tug, crane grab, tractor and trailer, mono-rail skip system (perhaps), pumps, and various other bits and pieces of plant and equipment, all acquired by voluntary funding, all received in un-serviceable condition and all refurbished by volunteers. We really are in business at last.

So you see, we have all been just too busy for nostalgia! However, to prove that progress is not everything, we promise in the next issue to take a look back over the past decade and beyond.

Trow Editorials really work! Recalling, from some years ago, the sales slogan for a certain ladies' deodorant, we are gratified to report that, on page 16, there is a table giving the gauge dimensions which Trust Council has decided to adopt for new construction: could this be a result of the Editorial in the Autumn issue? We have not yet had chance to check these against dimensions of craft using the Thames and Gloucester & Sharpness Canal, but first thoughts are that 8 ft. (2.440M) air-draught might prove too little - perhaps 9 ft. (2.740M) would be a better figure. We must get these dimensions right before we start so readers' views would be welcome - but measure that boat, first.

On the alignment of new sections, the current situation is that the lengths above Whitminster Lock, at the A38 and M5 and at the site of the proposed Stroud East-West Bypass are about to be researched in depth by our consulting engineers, Messrs. Freeman Fox Braine & Partners. Nevertheless, at least some guide as to policy for Hope Mill Lock through Brimscombe Port to Bourne Lock, between Blue House Bridge and Siddington Upper Lock, at Siddington Lower Lock and Greyhound Bridge, and the A419 at Latton/Cricklade is long overdue for those who, together with the Trust, are seeking to secure the through route.

And finally - A Merry Christmas and A Prosperous New Year to All Our Readers. Don't forget that Ron Nott and our Sales Section are waiting to help with that Special Gift.

Barry Balderstone.

SECRETARY'S REPORT

You will notice that following the Seventh Annual General Meeting of the Trust Richard Veevers has been appointed Chairman of the Trust Council in succession to David Pillinger, who is now Vice-Chairman. Both Michael Reynolds and I have been confirmed as Treasurer and Secretary to the Trust respectively. Two new members join the Trust Council - Nicholas Melchior of Highworth and Peter Chadwick of Swindon, and Sue Hilton, whose hard work and enthusiasm were instrumental in the formation of the Thames End Branch, has resigned due to business commitments.

The Annual General Meeting gave rise to certain misunderstandings by uninformed members regarding the Constitution of the Trust, and I feel that I must make comment. This Trust is a properly constituted and Registered Company, and legally has to be run as such. The Council is a Board of Directors and they and I, as Secretary, must operate within the legal constraints of our Memorandum and Articles of Association and the relevant Company Acts. It is also a registered Charity and as such must conform to the requirements of the Charity Commissioners.

The Company's stated aim and objective is to re-establish the Severn Thames Waterway Link, whether on the old line or not, either alone or jointly with other organisations or persons, and the Trust Councillors and Officers' responsibility is solely towards this objective. All Groups or Sub-Committees are responsible to the Trust Council and its Officers, and must operate within the Trust Guidelines.

The Trust Council has always, to my knowledge, irrespective of the geographical composition of its members, reached its decisions on the premise that it was working towards the Trust's Aim and Objective. As with any Company its Council may be in possession of certain information, for example when the policy on the Stroud East/West Bypass was being formulated, that cannot be made available to the membership or the public at large, as it may affect the objective in view.

Perhaps these comments may assist in clarifying certain misunderstandings which have arisen, and the reason why certain courses of action have had to be taken both by the Trust Council and its Officers.

May I now conclude by giving some congratulations - to Alan Jones, Neil Abbot and their team on the launching of GOLIATH, our tug, and for letting Margaret and I take part in the first trip by a powered vessel on the Stroudwater since 1943 - a proud moment! I understand Neil is asking for his Stroudwater Endorsement on his Master's Ticket.

To all those members who volunteered to assist in the sorting out of letters arising from our Appeal, booking in the money and sending out the receipts. It was nice meeting you all. Thanks.

To the proud parents - Alan and Trisha Jones on the arrival of Benjamin, and Richard and Olwen Veevers on the birth of John Harrison, a brother for Jane


DAVID H BOAKES


"He'll know what it means" - Alan Jones tells us that Benjamin is still waiting for that shifting spanner from the secretary

MEMBERSHIP NOTICE

At the Seventh Annual General Meeting of the Stroudwater Thames & Severn Canal Trust Limited, held at Stroud on 25th September 1982, it was resolved and unanimously agreed by the Voting Members present that the following Membership rates should apply from 1st January 1983 inclusive.

Adult Membership	£4.00 (min)
Family Membership	£5.00 (min)
Pensioner Membership	£2.00 (min)
Youth Membership	£2.00 (min)
Affiliation Membership	£6.00 (min)
Life Membership	£100.00 (min)

- Notes:
- i. Adult - a person who has attained his/her eighteenth birthday
 - ii. Pensioner - a person in receipt of or of an age to receive a State Retirement Pension
 - iii. Youth - a person who has not attained his/her eighteenth birthday
 - iv. Affiliation Membership is available for recognised Groups or Organisations, e.g. Clubs, Scout Groups, W.I., etc.
 - v. Life Membership is limited to Adults; the actual sum of at least £100 and acceptance, is at the absolute discretion of the Trust Council.
 - vi. Each class of Membership, except the Youth Membership who have NO voting rights, carry ONE VOTE. In the case of Family and Affiliation Memberships this is normally taken to be the person signing the Membership Form.
 - vii. Votes may be transferred by means of an official Proxy Form, obtainable from the Trust Secretary, and deposited at the Trust's Registered Office 48 hours before the appropriate Meeting, to another Voting Member of the Trust.
 - viii. The Trust is a Registered Company Limited by Guarantee, controlled by its Memorandum and Articles of Association and the Companies Acts 1948 to 1967.


 DAVID H BOAKES
SECRETARY TO THE TRUST

DID IT APPEAL? - THE MONEY IS COUNTEDTHE BBC "GOOD CAUSE" APPEAL

The BBC "Good Cause" Appeal, made on the 17th October by Anthony Burton, author and star of "The Past at Work" and "The Past Afloat", has had an encouraging response. About 900 letters were received, all of them in support of the appeal. This is a good augury for fundraising in 1983.

The donations totalled over £7300, an average of about £8 each donor, and included £10 from Sir Robin Day, a Gloucester boy. Many of the letters, as well as expressing goodwill and support for the task we are undertaking, offered physical assistance or materials or equipment. A number provided comment on the social and industrial history of the canals (just right for the next issue - Ed.) and the surrounding area. To quote from part of one: "I was most interested in your appeal this evening and enclose a very modest contribution to the Trust. I do so, primarily, because I learnt to swim in the old canal when I was at Wycliffe College in the 1920s, and have always had an affection for it, partly, I think because I am sure I have been immune to water pollution ailments ever since, having swum in water well churned by 100 boys or more! Hoping your efforts will prove entirely successful".

Thank You to all those who have written in and indeed to those who are still writing. And Thank You to the volunteers (members and non-members) who worked so hard at Framilode Old School to deal with the flood of correspondence.

Such an appeal not only attracts donations but adds to our status. It also acts as a public opinion poll, indicating the reactions of people throughout the country.

The official result should be given in the issue of 'Radio Times' for 8th-14th January 1983 or at about that time. We have a copy of the video tape of the Appeal (for VHS machines) and this is available on loan to any members who could make use of it in connection with a fund raising exercise.

THANK YOU, MISTER MAYOR

The reception at Gloucester Guildhall on 22nd October for representatives of local trusts and companies also has had an encouraging response. Up to the end of October, about £4000 had been received, but it is expected that there will be further gifts. Two local trusts each gave £1000.

The Trust is most grateful to the Mayor of Gloucester, Cllr. Peter Arnold, who made this possible, and to John Humphries, Chairman of the Water Space Amenity Commission, a Vice President of the Inland Waterways Association and of the Trust, who was the chief guest and speaker.

Sir John Knill, another Trust Vice President, was also present, along with Hugh McKnight, who presented a suitably inscribed copy of the Shell Guide to Inland Waterways to the Mayor as a token of our appreciation.

At the reception, John Humphries brought along a Thames & Severn Token which he proceeded to auction and that was another £31 towards the appeal!

AND THE NEXT?

Altogether, therefore, during October the Trust received over £11000, a good start, and the Council is now working out a list of priorities for action. A fundraising programme for 1983 has been drafted and this too is being considered by Council. The first event, early in the year, will be the London reception, to build on our success at Gloucester.

Enclosed with this Trow should be a booklet "Have Fun Fun-Draising". It lists various modest ways in which ordinary members or even non-members can assist our cause. Do read it carefully and attempt something. Or, if you can suggest additional items for a 2nd edition, we would be delighted to hear from you.

E. Hereward Phillips.

WATER PARK DECISIONS

A number of resolutions by the Cotswold Water Park Joint Committee back in the spring should not pass without record in The Trow. This Committee has representatives from Gloucestershire and Wiltshire County Councils, the District Councils of Cotswolds and North Wiltshire and the Countryside Commission, and is responsible for much if not all of the policy-making for the whole of the Water Park project area.

At its April 1st meeting, the Committee considered the line of the Thames & Severn Canal as being 'a significant element in the Gloucestershire landscape', important not only as part of a restored through route for navigation but also for other forms of recreation - as a wet land habitat and as a landscape feature. In this stance, it was taking into account the views of a number of bodies apart from the Trust, and in particular the linear pathway concept of the Countryside Commission as a means towards countryside recreation and of the Gloucestershire Farming and Wildlife Advisory Group, FWAG, which seeks to improve the management of this 'linear habitat' via tree-planting to create a strong landscape feature and via maintenance of the towpath as a long-distance footpath.

The minutes are worth quoting in full, as they set the background against which the Trust's activities in this area can be measured. The Committee resolved:

- a) that in general no physical works are undertaken to destroy the canal alignment, locks, bridges and associated features;
- b) that where major development proposals are generally required and threaten the canal alignment, every effort is made to provide an alternative canal alignment and compensating amenity open space to maintain continued public access;
- c) that where feasible the canal, locks and dock basins are restored to provide appropriate water-based activities of benefit to the local communities and tourism, particularly in the Cotswold Water Park;
- d) that the medium term concept for the Stroudwater/Thames-Severn Canal shall be as a footpath route with associated areas of open water or marsh land;
- e) ... the fifth resolution concerns the management of this 'positive' landscape feature with improved public access.

Although only a relatively short stretch of the T & S runs through the Water Park area (actually Northmoor Lane Bridge, South Cerney, to Cerney Wick Lock), the implications for other sections of the route are obvious and the Cotswold District Council's own subsequent acceptance of these resolutions is much to be welcomed.

With recent achievements in opening up the towpath from the Spine Road to Cerney Wick and on to Latton Basin, what price the still-impassable Sidington - Cerney Locks section as the next major challenge?

David Viner.

Advance Notice - STROUDWATER & THAMES AND SEVERN CANALS TOWPATH GUIDE by Trust members David Viner and Michael Handford, Pub. Alan Sutton.

Another long-awaited must. David Viner is, of course, curator of the excellent Corinium Museum in Cirencester and a keen Thames and Severn-ist; Michael Handford has made what must be almost the proverbial 'life-long study' of the Stroudwater. Due out early to mid 1983 but, says a modest David, "the prime consideration is to get it right". Well, they have got the title nearly right - perhaps the ampersand and the full conjunction are transposed. The colour pic on the dust jacket is right - Bowbridge Pound 'after'.

STROUDWATER CANAL SOCIETY - FORMED IN DECEMBER 1972

This fortheth issue of the Trow, quickly counting on the fingers at 4 issues per year, marks the Tenth Anniversary of the formation of the Stroudwater Canal Society, predecessor to the Stroudwater Thames & Severn Canal Trust Limited.

Preliminary approaches to identifiable persons with an interest in the Stroudwater Navigation were made in April 1972. Subsequently, a meeting was called by Michael Aylard at the Bedford Room, Stroud Subscription Rooms, on Friday 12th May, to discuss the formation of a Stroudwater Canal Society to examine the feasibility of restoring the Navigation from Pramloade to Walbridge, Stroud. Michael Handford, author of the forthcoming book on the Stroudwater Navigation, was to give a brief introduction to the history of the canal. The Society was formally set-up at another meeting on the 13th December 1972. Interestingly, the first Annual Sponsored Walk, the event which until this year was to be our main source of income, took place before the Society was in existence, on Sunday 18th June 1971! The route was from the London Road Car Park, Stroud - a now time-honoured venue - to Snaul Junction, one way, with return by special coach.

The first issue of the Trow, edited by Michael Powell, was published on the 1st February 1973. In its membership was stated to be 'about 200', the first growth rate hinting at the support for the Society and for restoration.

NOW WE ARE TEN

MEMBERSHIP PROSPECTUS



You are cordially invited to a meeting in the Bedford Room at 7.30 in the Subscription Rooms, Stroud, on Friday 12th May at 7.30 to discuss the formation of a Stroudwater Canal Society to examine the feasibility of restoring the Navigation from Pramloade to Walbridge, Stroud, on Sunday 18th June 1971. The route was from the London Road Car Park, Stroud - a now time-honoured venue - to Snaul Junction, one way, with return by special coach.

The prospectus is available from the following sources:

- 1. The Stroudwater Navigation Society, Stroud, Gloucestershire
- 2. The Stroudwater Navigation Society, Stroud, Gloucestershire
- 3. The Stroudwater Navigation Society, Stroud, Gloucestershire
- 4. The Stroudwater Navigation Society, Stroud, Gloucestershire
- 5. The Stroudwater Navigation Society, Stroud, Gloucestershire
- 6. The Stroudwater Navigation Society, Stroud, Gloucestershire
- 7. The Stroudwater Navigation Society, Stroud, Gloucestershire
- 8. The Stroudwater Navigation Society, Stroud, Gloucestershire
- 9. The Stroudwater Navigation Society, Stroud, Gloucestershire
- 10. The Stroudwater Navigation Society, Stroud, Gloucestershire

MEMBERSHIP FORM



STROUDWATER THAMES & SEVERN CANAL TRUST LTD

STROUDWATER CANAL SOCIETY

In those early days, experience in dealing with the multiplicity of problems which quickly became apparent was naturally somewhat lacking, but we learned smartly and were soon at work on the pound between Bowbridge and Griffins Mill Locks on the T & S. Since then, we have continued to work steadily towards the restoration of both canals as a through route between Lechlade and Saul, although recently it has become accepted that navigation east of Cricklade might best be via an improved Upper Thames rather than a restored canal.

HOW HAVE WE DONE SO FAR?

Admittedly, the amount of physical restoration completed in the ten years has not been great.

Members and non-members, locally and afar, supporters and critics have asked, with mounting frustration, "What have you been doing all this time? When are you actually going to commence restoration? FOR BOATS?" - good questions, and very difficult ones to answer, but let us see.

The very difficulty of answering, in truth, mirrors the complexity of what lies behind the word 'restoration' in the context of our canals. Reconstruction of the channel and structures, etc., is probably the easiest part of restoring anything as large as a canal, especially when it ceased to be used for its intended purpose in about 1950 or before, over twenty years before any concerted effort to save it was even begun. The engineering problems are well understood. Modern construction techniques reflect the tremendous pace of progress over the last 50 years and can be used to overcome all the inherent drawbacks of the original works - with no exceptions.

But the same progress, pace and all, has led to the abandonment of the Georgian and Victorian ideals which were vogue when the canals were at their height. The attention to detail of those days, the meticulous records, the long-serving employees, the slow-changing patterns of life - all are concepts that are gone, swept away by the 1939-45 war and the subsequent boom.

What we have been doing all this time is restoring the links between the canals and the various authorities, building entirely fresh links with the many new owners of the route, rediscovering the history and the engineering, and re-establishing the credibility of a through navigation.

There have been some tricky obstacles to this process. For instance, like almost everyone, we experienced a certain amount of delay as a result of the re-organisation of local government in the 1970s. That is not to knock local government itself: we too have had growing pains and a turnover of personnel, not too helpful in the pursuit of re-establishing continuity but probably inevitable in a large voluntary organisation. We went through the complicated procedures of converting a more-or-less informal society into a statutory company limited by guarantee and the quite distinct process of obtaining charitable status. We have, as part of the normal democratic process, had to oppose road and other development schemes which threatened the routes. We have had to re-locate our headquarters depot - a particularly difficult operation with a gap of many months between vacating Aston Down and moving in at Eastington.

And we have had to do all this on a very low budget, with limited access to the canals and with no paid staff. But we have survived ten years of restoration politics (small 'p'). We are confident that we have resolved most of these problems although we have to accept that there will probably be others.

Hopefully, in 1982, we are poised for ten years of restoration progress. Join us: help us - and we will have far, far better answers for Trow No. 80.

Sebastian W. Meyer.

ADVERTISEMENT

A copy of Trow No. 6 is required by a founder member of the Stroudwater Canal Society. Box No. 7, The Trow.

FUND RAISING

by More

More encouraging news this time. After the disappointing results from the May Sponsored Walk (are there still monies outstanding? ... nudge, nudge), there are signs of a better response to the much smaller scale Walk held on the 10th October by the Thames End Branch. To press, £87 has come in, with up to £400 to follow by the closing date of 30th November - fingers crossed.

Results from the appeals so far are £7300 from the BBC1 TV Appeal on the 17th October (and still coming) and about £4000 as a result of the separate Appeal Reception at Gloucester Guildhall on the 22nd October (with more expected).

A not wholly surprising spin-off from the two has been the donation of gifts 'in kind' and offers of physical help with restoration including a hydraulic motor for the dredger (value £150+), an offer from a non-member to link sales of her soft toys at a Stroud building society with publicity for the Trust plus commission, an offer of structural fabrication on the canal from from another non-member, and even a Thames & Severn Canal trade token presented by IWA Vice President John Humphries and auctioned at the Gloucester Reception. It realized £31.

Thank you, everyone, for your help but more is needed (will he ever be satisfied?). We are pledged to raise at least £75000 per annum for ten years. The first year can be taken as to the 30th September 1983 so, with a total this quarter of only £11568 (perhaps a bit more - I can only write down what I know, Mike), it will be seen that in 1/8th of the year we have raised just over 1/7th of the required amount. "Must Try Harder".

With this issue, we hope, is a copy of the first draft of Ted Phillips' 'Fun-Draising' guide. Please give careful consideration to the ideas in it - could you raise a sum, however small, or eliminate an expense? Help is available from Ted if you need it: just return the form from the guide. Better still, send him in a cheque or postal order. Ted loves surprises.

SITUATIONS VACANTPRESS & PUBLICITY OFFICER

Robin Coombes has resigned from this position, business pressures, he says, continuing to limit his effectiveness. Thank you, Robin, for sticking with it for so long - and welcome to the Appeal Panel (p. 20) - nice to see you're still 'about'.

NOW, we must fill this vacancy and quickly. We must ensure that we greatly increase the coverage we get in the specialist and general press, not lose it altogether. An individual or small team will do - applications please to the Trust Secretary, who will provide details of what is involved.

BRICKLAYER(S)

Thames End Branch urgently requires one or more skilled bricklayers (with own bricks? - see below) to train our volunteers as well as assisting with urgent work on Cerney Wick Lock. Applications to Nicholas Melchior, please.

BRICKS WANTED

- for Cerney Wick Lock. They should preferably be new, the full specification being 'Class B Semi-Engineering Bricks' - hard wire-cut bricks (size 8 $\frac{1}{4}$ " x 2 $\frac{1}{4}$ " x 3 $\frac{7}{8}$ " - 210 x 64 x 98 mm), with holes (usually 3) right through rather than normal pressed frogs. Colour can range from yellow-brown to brick-red to purplish blue. If you have a few left over from that new extension or the base to the new greenhouse we would be happy to put them to good use - no quantity too small (or large!). Alternatively, does anyone know of a source of used bricks in the Cricklade/Down Ampney/Ashton Keynes/South Cerney area? Details to Nicholas Melchior, but please - no crumbly bricks or very hard adhering mortar. PLEASE.

DIARY DATES

WORKING PARTIES at Thames Head are now only on weekdays by arrangement and weekends as shown. On the Stroudwater, Sundays as shown.

December	4	IWA Glos. Branch Sales Stand outside Post Office, Promenade, Cheltenham.
	4- 5	Thames End Working Party
	5	Stroudwater Working Party
	11	IWA Sales Stand at the Promenade, Cheltenham.
	17	IWA Sales Stand at the Promenade, Cheltenham.
	19	Stroudwater Working Party
	27 to 2 Jan	Winter Work Camp - dredging and hedging on Stroudwater, Accomodation at Amberley Scout Hall.
January	1 -2	See December 27
1983	2	Stroudwater Working Party
	16	Stroudwater Working Party
	22-23	Thames End Working Party
	30	Stroudwater Working Party
February	13	Stroudwater Working Party
	26-27	Thames End Working Party
	27	Stroudwater Working Party
March	13	Stroudwater Working Party
	27	Stroudwater Working Party
	?	No Thames End dates have been received for March. If the Spring Trow is late, please phone organisers for dates.

Thames End Evening Meetings are held at the Crown Inn, Cerney Wick, on the second Tuesday of the month, Summer and Winter, at 9.00 p.m.

Additional dates to those above will be worked as necessary - details on request from organisers, below.

VENUES, TIMES & CONTACTS

NOTE Addresses and telephone numbers at the beginning of this pull-out.

Stroudwater Working Parties meet at Eastington Plant Depot (O.S. Map Ref SO 786061) on Sundays at 9.30 a.m. - a Trust Officer will be in attendance until 9.45 a.m. and directions to the day's work site will be posted on the compound gate. No Thursday evening meetings will be worked until further notice.

Thames End Working Parties - work starts at 10.00 a.m. A note giving the location of work for the day is posted at Cerney Wick Lock (O.S. Ref SU 079960).

Daneway Site is between Daneway Inn (O.S. Ref SO 939034) and the Western Tunnel Portal.

Work Camp - for details, contact David Pillinger.

Accommodation with catering is available for those wishing to stay overnight (groups and individuals), but adequate notice is essential, please.

continued overleaf

For fuller information on working parties or to confirm, please contact:
 Stroudwater - Jon Willis; Thames End - Ken Burgin or Nicholas Melchior;
 Plant & Equipment - Alan Jones; Work Camps, Away Visits and Daneway -
 David Pillinger.

Sales Section

Items available from Mr. R.O. Nott, Lynfield, Frome Park Road, Stroud,
 Glos GL5 3LF (Tel. Stroud 3014). Please add postage at 40p per order
 for any value under £10. Orders over £10 post free. Cheques or postal
 orders payable to 'Stroudwater Thames & Severn Canal Trust Limited'.

* * * * *

THE THAMES & SEVERN CANAL (in photographs) by David Viner ..	£2-60
A CANAL WALK THROUGH STROUD by Trevor Roberts (publ. by Trust) ..	£1-25
BOOK OF CANAL TUNNELS by John Gagg	£0-50
OBSERVER'S BOOK OF CANALS by John Gagg	£1-95
WILDLIFE OF RIVERS & CANALS by Tony Hopkins & Pat Brassley (p&p 50p)	£7-95
CANAL BOAT COOKERY by Iris Bryce	£0-80
IMRAY'S WATERWAYS MAP OF ENGLAND	£1-25
BARTHOLOMEW'S MAP INNS OF THE COTSWOLDS	£0-40
TRUST ENGINEERING FEASIBILITY REPORT	£2-50
TRUST HANDBOOK & GENERAL GUIDE (reprinted)	£0-60
BLACK & WHITE DRAWING OF TUNNEL HOUSE suitable for framing, approx 9" x 6"	£0-25
TRUST SET OF 4 COLOUR POSTCARDS (Tunnel House, Daneway Inn, King's Reach and Chalford Roundhouse)	£0-30
PACK OF 8 STROUDWATER/THAMES & SEVERN NOTELETS (4 different scenes, with envelopes)	£0-40
PACK OF 6 SOUTH CERNEY LOCK NOTELETS (with envelopes)	£0-30
TRUST BADGES	£0-15
TRUST CAR STICKERS	£0-20
TRUST BALLPOINT PENS	£0-15
TRUST SWEAT-SHIRTS deep yellow, incorporating Trust logo - a few only in Medium and Large sizes	£6-50
TRUST COMMEMORATIVE BRASS CELEBRATING RESTORATION OF COATES PORTAL - limited issue of 200 - now only 25 left	£5-00
PACK OF 6 TRUST CHRISTMAS CARDS - one design per pack, snow scene or floral theme (with envelopes, please state choice)	£0-59
PACK OF 4 SHEETS OF GOOD QUALITY CHRISTMAS GIFT WRAP	£0-55
BACK NUMBERS OF 'THE TROW':	
Nos 1, 3, 4, 5, 9, 10, 11, 12, 14 to 34	£0-10
Nos 35 to date	£0-20
No 2 - photocopies to order only, so some delay likely	£0-50

S T O P P R E S S : THE THAMES & SEVERN CANAL by Humphrey
 Household - one only secondhand copy of this now very rare
 book - FIRST ENQUIRER TO PHONE SALES MANAGER .. (post free) £15-00

ALSO:

ECHOES OF A CANAL TRAVELLING MAN by J.H. Burman	£2-25
BRITAIN'S MARITIME HERITAGE by R. Simper	£11-95
THE STROUDWATER CANAL Vols. 1 & 2 by M. Handford	£4-95
EPIHEMERA OF TRAVEL & TRANSPORT - profusely illustrated	£7-95
J ARTHUR DIXON ENGAGEMENT CALENDARS FOR 1983 - 2 designs: Pressed Flowers or Precious Moments (state preference) . Each	£1-99

SALES SECTION

We have had a good summer and autumn on the sales side, particularly at the National Rally at Titford Fools where, in spite of having to wear gum boots all the weekend and sinking ankle-deep in wet muddy straw each day, we ended up selling nearly everything we took with us. I was in fact cursing that we did not take more stock, but as we were transported to the Rally by narrow boat from Saul, courtesy of our good friends Albert and Pat Bainbridge, I did not feel I could load them down any further - as it was I am sure we were scraping the bottom in places, and I gather Albert is having wheels fitted to the boat if he ever agrees to take us again! We were able to mount our name board on the boat and so ensure good publicity all along the route. The story of our weekend, which actually extended from Wednesday to the following Thursday, would make an article in itself and if the Editor will allow me enough space I may submit this for the next Trow.

Now for the commercial - we have a great many items in stock suitable for Christmas and readers are asked to support us wherever possible. Apart from the items mentioned in the usual place on the opposite page, we now have two original Thames & Severn Trade Tokens for sale in reasonable condition. These are offered at £15 each, post free. There is also one other in less good condition (slightly bent!), which is offered at £10 post free. The following original (though non-canal) Trade Tokens are also available at the time of going to press, but we only have single items of each, and it will be a question of first come, first served. A 'phone call to me on Stroud 3014 or Stroud 3381 during office hours (according to Mr. Drew of Banbury, one has to ask for 'Mr. Nott, F.I.L.C.' - Ed.) would avoid unnecessary postage and cheque writing.

½d 1793 Shrewsbury 'Woolpack'	£2-50	½d 1792 Birmingham Mining Co	£2-25
½d 1788 Wilkinson 'Tilt Hammer'	£3-50	½d 1790 Wilkinson 'Vulcan at Forge'	£2-25
½d 1794 Prince of Wales	£2-25	½d 1795 Palmer's Stagecoach	£2-50
½d 1796 Newent, Glos Fruit Trees	£6-00	½d 1795 Norwich (More trade & fewer taves)	£2-25
½d 1791 Decayed Members of Benevolent Choral Fund.	£2-50	½d 1794 Newgate Prison	£2-50
½d 1792 Coalbrookdale Bridge	£10-00	½d 1792 Norwich 'Loom'	£2-50
½d 1794 Haverhill 'Loom'	£3-25	½d 1813 Walthamstow Ironworks	£1-75
½d 1794 Gosport 'Ship'	£2-50	½d 1812 Birmingham Workhouse	£1-25
½d 1811 B'ham & Swansea Copper Co	£4-00	½d 1812 Redruth 'Mine'	£6-50
½d 1795 Princess of Wales	£2-50		

Other items available at present as follows:

LOST LINES (an anthology of Britain's lost railways by M.V. Searle - newly published)	£9-95	
TRIBUTE TO THE DELTICS by T. Heavyside	£4-95	
RAIL ATLAS OF BRITAIN by S.K. Baker	£4-95	
DELTAIC LOCOMOTIVES OF BRITISH RAIL by B. Webb	£6-95	
REGIONAL HISTORY OF RAILWAYS OF GT BRITAIN - Thames & Severn Area	£8-95	
NEW! STAINED GLASS COLOURING SHEETS - easy to colour and cheap to send through the post as presents. Subjects available:			
Down on the Canal	Shire Horses of England	British Waterfowl	All
The Country Woodturner	Wildlife in a Cornfield	Richard Trevithick	£0-50
Locomotion & The Stephansons	GWR City of Truro		each

PLEASE NOTE Unless otherwise stated, postage and packing charges should be added to these prices in accordance with the heading to our main Sales List.

Finally, we have many other items in stock, not all suitable for sending through the post, such as mugs, hand-painted canal ware, etc. Call at E.J. Rowell, Estate Agents, 8, Rowcroft, Stroud or ring me on Stroud 3014 if you would like to come and see what is in stock.

R.O. Nott.

EDITOR'S NOTE: I was responsible for omitting the heading to the Sales List in the Autumn issue. As a consequence, a number of orders were sent out for which no postage was paid by the purchaser. As we need all the money we can get, and as your Editor cannot bear the woeful expression which has so disfigured the noble features of our Sales Manager since, could I ask anyone who has received an order from Ron Nott in this last quarter and on which no postage was paid to search their consciences and send in the relevant sum to Our Ron. The value of the stamp necessary to do this may be deducted, or you may remit with your next order. And then both Ron and I can hold up our heads again. I apologize for the error. Thank you. (It's all Reg Beagley's fault).

BOOK REVIEW

WILDLIFE OF RIVERS & CANALS by Tony Hopkins and Pat Brassley. Published by Moorland Publishing Co. Ltd. 192pp. 12 Colour Plates, 48 b/w plus line drawings and diagrams. Price £7-95 plus 50p post & packing (Total £8-45). Available from Trust Sales Section.

A comprehensive, attractively-produced hard-back book well up to the standards we have come to expect from Moorland Publishing, covering a subject not previously embraced in depth by the waterways press. The book examines the flora and fauna of rivers, canals, reservoirs, marshes, estuaries etc., in minute detail, and readers will be astonished at the myriad forms of life which flourish in these habitats despite pollution in all its forms.

From a restoration point of view it is interesting to note how the water life that flourished in the years of dereliction of many canals gradually brought about its own downfall by choking the banks, allowing shrubs to establish themselves, basins to dry out and crack subsequently to be filled in. On balance it would seem that restoration has a beneficial effect on wildlife, although some disruption may be caused in the early stages of clearance.

The photographs and drawings in the book are of a high quality and it is recommended reading for all who travel on or walk by inland waterways. An appendix gives information on access to places of special interest - it is a pity our own Trust is not mentioned here but perhaps a reference can be made to our publication 'A Canal Walk through Stroud' in future editions!

COUNCIL CHAIRMAN'S REPORT

We were pleased to welcome Cllr. Robert Smith, Chairman of Stroud District Council, to present the Awards for the 10th Annual Sponsored Walk to the Prize Winners prior to the Annual General Meeting on the 25th September. This kind of support from our local authorities is most welcome and very encouraging. Thank you, Sir.

At the first Trust Council Meeting after the AGM, I succeeded David Pillinger as Chairman. David has become Vice Chairman, an economical arrangement, and I know you will all wish to join me in thanking him for all the hard work he has put in as Chairman of Trust Council over the past 3½ years.

You will read elsewhere that our major fundraising exercises have now started and the results look most promising. We have had tremendous support from both inside and outside our area, so let us hope that this is the big breakthrough we have been waiting for.

One thing we must now have is more involvement from members. The workload is increasing all the time and there are so many tasks to be done, both admin-

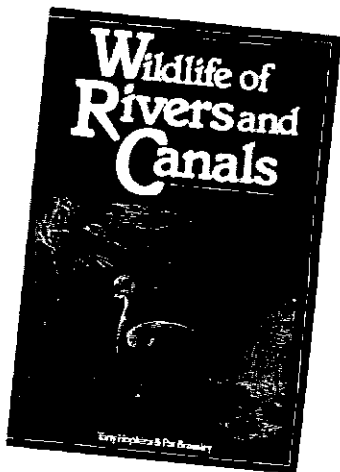
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istrative and practical, so do please let one of our Council Members know of your interests and talents so that we can find you worthwhile and enjoyable work to do. I can assure you that voluntary work and team effort can be very rewarding and great fun.

CIVIL ENGINEERING As I still appear to be the Trust's Civil Engineer (any volunteers?) as well as Chairman of Council, I will combine my report with some engineering news.

The proposed reinstatement of the swing footbridge at Ryeford is progressing well. Design work is complete and a friend of the Trust (not yet a member but still prepared to help us) has completed the working drawings which have been approved by the Company of Proprietors of the Stroudwater Navigation. We are now obtaining prices for the steel so that Alan Jones and his merry men can commence fabrication. Are there any expert welders out there waiting to volunteer their services?

To allay any fears, I will say now that the design preserves the original appearance of the bridge, only the main girders, which were cut off short when it was fixed, and the decking being new. In particular, the old wrought iron handrails and lattice pattern parapets are being retained unaltered.

Further up the Stroud Valley, we are also looking at possibilities for the design of a completely new high level timber footbridge and the cost of a vehicle swingbridge similar to those installed on the Gloucester & Sharpness Canal.

CANAL GAUGE DIMENSIONS Whilst on the subject of bridges, you may be interested to know that the Trust Council has decided on the minimum widths, heights and channel depths (which together constitute the gauge) to be used for reconstruction of the canals. These will be as follows:

	Channel Width:	Headroom:	Channel Depth:
Stroudwater Canal (and T & S to Brimscombe)	16'-0" (4.860M)	8'-0" (2.440M)*	6'-0" (1.830M)
Thames & Severn Canal	12'-6" (3.810M)	8'-0" (2.440M)+	5'-0" (1.530M)

Every endeavour will be made to ensure that, on new construction, gauge and alignment will be as generous as possible. We are of course aiming to re-use as much as possible of the original lines, and here the existing dimensions will be retained.

Richard Veevers.

EDITOR'S NOTE: Headrooms were - * originally 11'-6" (3.510M)
+ originally 10'-4" (3.150M).

MEMBERSHIP MATTERS (No list of new members this time - I've no room! - Ed.)

This quarter has seen a very good response to recruitment and we welcome 25 new members. Regrettably, this is offset by the three R125 covenant forms not returned by members and, as I have had to forward the year's claims via the Treasurer to H.M. Inspector of Taxes, this potential benefit is lost.

As presaged in the Autumn Trow, membership rates increase from 1st January 1983. New membership forms are being prepared and forms for amendment of Banker's Orders and Deeds of Covenant are enclosed. Please complete and return these promptly - DO IT NOW! The new rates are explained in this issue.

Thank You - David Jordan.

WORKING PARTY CO-ORDINATOR'S REPORT

DANEWAY Steady progress has been maintained at this location and, of the stone facing to the 17 yard length of offside bank wall referred to in the Autumn issue, 80% has now been reinstated as a result of the efforts of our working party there on the 14th and 15th August. The question now is 'Can we complete this and replace the coping stones before the frosts really set in, bearing in mind that similar priorities exist elsewhere?' It would be unfortunate, to say the least, if the good progress made so far were to be set-back by weather damage.

The other work outstanding here is the recovery from the canal bed of the few remaining masonry blocks displaced from the portal above.

STROUDWATER WINTER WORK CAMP A Work Camp has been arranged for the Stroudwater area from 27th December to 2nd January 1983, accomodation at Amberley Scout Hall. Work will be hedging and dredging - an early chance to see our full work fleet in action at Ryeford. David Pillinger is overseas on business at the time of writing, but he will be home again by the time this appears in print and anxious to make up for lost time. He is your contact for this camp - call him or write in if you want to come. And don't forget there's a social side to these camps in the evenings.

David Lewis and Barry Balderstone.

THAMES END WORKING PARTY REPORT

Work on Cerney Wick Lock has progressed well with about 60 feet of wall well on the way to completion. No further demolition work will take place until the replacement wall reaches towpath level over the already dismantled length. This is to prevent frost damage to the original back wall. Brickwork will continue, but only when the weather is suitable.

At other times, working parties will clear the backlog of debris left after this autumn's mammoth towpath-clearing exercise, which was carried out in preparation for our Sponsored Walk. The length between Latton and the South Cerney Locks is now clear and is particularly attractive during the winter since much of the canal holds at least some water.

Members will recall that, in early 1980, a seat was installed beside the towpath near Coates Tunnel Portal as a memorial to Dr. A.S. McGowan. More recently, Mrs. McGowan asked if we could transfer some trees from her garden to the vicinity of the seat. To this we gladly agreed and in early November the work was completed by a small team led by Doug Blake.

A bridge of scaffolding materials borrowed from Cerney Wick was constructed over the gap in the towpath south of the Spine Road. This was done one foot-step ahead of the Sponsored Walk in October and proved an impressive amenity over an obstacle which of course should not exist. The sight of this bridge, with people going over it as on a Willow Pattern plate, proved deeply disturbing to Ken Burgin. He became obsessed with the idea that now was the time to construct the permanent structure which has been meandering from agenda to job list and back for about two years.

The rest of us tried to restrain this folly, as the autumn rains began to fill up the canal and course through the work site, but in vain. "All right", we said, rather stropplily, "we'll do it but it won't work". The revolting masses happily regret to report that everybody except Ken was out of step. We now have the base and abutments of The Bridge over The River Koop, and most of the shuttering prepared for the deck. Reinforced concrete is more interesting than you might think, and the full saga of the battle of Burgin's Bridge may be told some day when the Editor has space to fill. With luck, the

rest of the job will have been done by the time this report appears.

Working Party locations depend very much on the weather, so please contact Nicholas Melchior (a new member of Trust Council) or myself for the latest information. Incidentally, if Barry or anyone else can think of a system which can accurately predict where in the 3½ mile work site we will be working in four months time and not involve the rest of us in standing around at a pre-arranged location on the off chance that someone else might turn up, I will be pleased to implement it. At present, a note is left at Cerney Wick on the day giving the location of the work force (or man on a bad day!).

Ken Burgin, with help from Deryck Watkinson and Alan Jones.

EDITOR'S NOTE What I was looking for was a system which would cater for unexpected volunteers without involving them in wandering around on the off chance that they would find the working party. Ken has in fact given what promises to be the ideal answer in the final sentence.

STROUDWATER WORKING PARTY & PLANT REPORT

Progress since the last report has been steady rather than dramatic and has been aimed at consolidation of outstanding jobs plus maintenance.

The clearance work at Walbridge is complete for the time being. Many tons of dead elm were removed from the canal by a party from TOC H aided by our own regular working party members and the ex K & A tractor.

The exception to this consolidation work has been the overhaul of our tug. Work was re-started in September and the painting begun in April by the Naval Officers from Dartmouth was finished off. At the same time the cabin was gutted, painted and refloored with a few basic fittings being built-in. Next, the engine was stripped for inspection and the gearbox returned to Hawker Siddeley Marine Ltd. for servicing. Rebuilding and testing was completed by the end of October and the vessel, after naming by Margaret Boakes, wife of the Trust Secretary (who?), was launched on the 31st.

At this point, we would like to highlight the extra effort put in by two members of our working party. Neil Abbott gave up several days of his shore leave to speed-up the overhaul of the tug, and Doug Blake has turned out on Saturdays and Sundays to complete many of the small jobs that never seem to get done, even leading a sortie to the Thames End at Coates. Thanks, Neil and Doug.

A useful result of the appeals has been that Danfoss Ltd., part of a West German group of companies, have donated a hydraulic motor to power the dredger winch (the dredger is of West German origin). The value of this gift is in excess of £150. An unserviceable Priestman navy was also gifted to us earlier in the year, this time by our colleagues of the Wilts & Berks Canal Amenity Group at Swindon. This is being cannibalized to provide spares for our own two Priestman machines. For both of these, Thank You.

Working parties continue every fortnight, see Diary Dates, with most intermediate weekends being worked also (if that's not too obtuse) - contact an organiser to confirm. We have brought forward the time for working parties to meet at Eastington to 9.30 a.m. to gain a bit more daylight - other arrangements as usual. Thursday evening working parties we have suspended for the winter as there is no power or light at the Plant Workshop at present. Of course, if someone would like to lay a supply on

The next 3 to 4 months will see further consolidation work so that we can, come the spring, look to more serious construction work on the canal without having to concern ourselves with numerous small unfinished tasks. So do come along and help us with these minor but necessary jobs - no experience is

necessary, and remember we can assist with transport if this will help you.
Jon Willis and Alan Jones.

NEWS FROM THE THAMES END BRANCH

SPONSORED WALK Intensive jungle bashing and hasty construction of a temporary bridge over That Gap preceded this event. The Walk itself was judged to have been a success both socially and financially, although the money total will not be known for some time. We were particularly pleased at the number of organisations who joined in on a 50/50 basis and hope they enjoyed the occasion as much as we enjoyed their company. We hope to list the top performers in the next issue.

On the subject of company, the cleared towpath attracted the attention of some Local Government Officers who decided to use parts of the route for a running event. This was supposed to be in the opposite direction to our walk but wasn't, and there was some confusion, especially where the routes went separate ways. There were instances of runners being reduced to a walk and walkers breaking into a trot when they found themselves in the wrong company. An extensive inquest at the subsequent branch meeting has noted these and others matters for improvement next time.

We would like to express a very big Thank You to those who worked long and hard to clear and prepare the route and who gave help and support on the day.

TROPHY PRESENTED TWICE! Although representatives of Kempsford Girl Guides, (Youth) Group on the Stroud Sponsored Walk in May, had been present at the AGM to receive the shield, they asked for the award ceremony to be re-staged at their headquarters for the benefit of the whole company and their families and friends. David Pillinger, Vice Chairman of Trust Council, was happy to perform this extra duty early in October at Kempsford Village Hall and a pleasing group photograph of the (re-)presentation duly appeared in a local weekly newspaper. The Guides had in fact raised rather more than was announced in the Autumn Trow, the final figure being just over £170.

Deryck Watkinson and Barry Balderstone.

WHAT THE TRUST IS DOING

NEW CHELTENHAM/TEWKESBURY BRANCH John Barlow, a member of Trust Council, appeals for members living in this area to contact him so that he can gauge support for an area group. If you would be interested in evening social meetings and/or perhaps supporting working parties from the area (one advantage in this latter case would be help with transport), please contact John. His address is given in the centre pull-out.

STROUD VALLEYS PLAN The Trust has submitted observations on the Stroud Valleys Plan, with Alan Jones attending a meeting called to hear objections. Overall, the plan posed no real problems for the Trust, although we did comment on a small number of points which we felt needed amplification in the text of the final document to ensure that our aims were adequately protected. This is what planning should be all about and we shared the overwhelming view of the public and many local groups that here was a very good plan on which councillors and officers of Stroud District Council are to be greatly complimented.

COST BENEFIT ANALYSIS Dr. Ian Slicer of Birmingham University has been commissioned to carry out a Cost Benefit Analysis of the proposed restoration to navigation of the through route of both

canals. This will cover not only boating uses but also the full range of leisure options, social benefits, and management and funding of the operational waterway - these latter treated independently of restoration costs. At a meeting with Ken Burgin, David Boakes and Richard Veevers recently, Dr. Slicer listed such concepts as commercial spin-offs to centres of population - particularly Cirencester and Stroud, opportunities for community employment schemes - in addition to new full-time jobs created by the re-opened waterway, ecology and heritage management, and leisure value to volunteers of working on the actual restoration and maintenance. Many of these concepts, and others, can only be looked at in terms of value judgements, but nevertheless they are important and are often overlooked by outside bodies and the public when comments are being made on such a scheme as ours. The analysis will also compare the costs and benefits of a number of differing levels of restoration between a minimum budget option (basic navigation only) and a comprehensive option for a full linear park (i.e. navigation plus every possible adjunct).

The study should be of great interest and we look forward to its completion.

FULL RESTORATION PROPOSAL STUDY

Preliminary discussions are taking place between the Trust and our consulting engineers with a view to our commissioning a full engineering survey of the route for a full restoration of navigation initially from Saul Junction to Walbridge, Stroud. This will take the form of a detailed examination of the existing lengths of the canal together with investigation of the diversions necessary to reinstate a through line. Of primary interest will be considerations of water levels, flood prevention and clearances at structures but work will stop short of structural design which will be the next stage. The survey ought really to be commenced in late spring 1983, but (and where have we heard this before?) this will depend on the availability of finance.

ANTHONY BURTON

Moves are afoot for our favourite T.V. celebrity to give an illustrated talk at an appropriate venue in the Cirencester area in the spring. More news next time.

THAMES END BRANCH

Following the success of the Lechlade '82 event, the Branch is planning another outdoor extravaganza for the coming summer. Again, we will be co-operating with local branches of the Inland Waterways Association and help will be needed from Trust members. No details finalized yet, but an announcement will appear in the Spring Trow.

APPEALS COMMITTEE


No, not fund-raising again. In accordance with number 58 (b) of the Articles of Association of the Trust, a sub-committee is appointed by the Trust Council at its first meeting after each Annual General Meeting to hear appeals. These are appeals from members against expulsion from the Trust by the Council pursuant to its powers under Article 13. For 1982-3, the members of the panel are:- Chris Povey, Malcolm Bristow, Robin Coombes, Robin Flinn and Phillip Holland.

OF EDITORS AND ...

The first two Editors of The Trow, Michael Powell and Ron Nott, both expressed early hopes that they would not be in the hot seat for long. It was three years before Michael was able to pass on the blue-pencil to Ron (coinciding with the metamorphosis of the Society into the Trust) and Ron doggedly hung on to the thankless (but not unrewarding) task until 1981 - six years no less. The present incumbent was a similarly reluctant recruit and says that he still hopes to break the pattern by handing over to Number 4 in record time - hopefully after four issues. Watch This Space.

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