

*Stroudwater, Thames & Severn
Canal Trust Limited*

THE TROW

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

Number 44

Winter 1983



20p



ACTION - HALF A TON OF SILT INTO THE BARGE



BRITISH TRUST FOR NATURE CONSERVATION VOLUNTEERS -
DRY STONE WALLING?

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COPY DATES: Spring Issue - 10th February Summer Issue - 10th May
Autumn Issue - 10th August Winter Issue - 10th November

PUBLICATION DATES: 1st of the month following

ADVERTISING RATES: Display and Classified - on application to
The Advertising Manager, Alastair Bisset,
The Point, France Lynch, Stroud, Glos.
Tel: Brimscombe 884406

THE VIEWS AND OPINIONS EXPRESSED IN THIS MAGAZINE DO NOT NECESSARILY REPRESENT THE VIEWS AND OPINIONS OF THE STROUDWATER THAMES & SEVERN CANAL TRUST LTD.

© Published by the Stroudwater Thames & Severn Canal Trust Limited, a registered charity, at 1 Riveredge, Framilode, Glos. Tel. Gloucester 740525

Printed by Earle & Ludlow, 77 Victoria Road, Cirencester, Glos.
Tel: Cirencester 3599

Layout by Framilode Productions, 1 Riveredge, Framilode, Glos.

FRONT COVER: Annual Sponsored Walk Award Winners Oriel Thomas,
Charlotte and Rebecca Woodward

EDITORIAL

We are coming to the end of this year, so far as most of our activities are concerned, and it seems appropriate to look at what has been done.

The M.S.C. Scheme is finally moving mud, and we have had invaluable contributions from several groups of working visitors at several places along the canals. There have been two Sponsored Walks, a shared Happening at Lechlade, and activities of various kinds aimed at fund raising or publicity or both.

All these have depended basically on Trust members doing what is known as voluntary work. Sites and equipment have had to be prepared, towpaths cleared so that people could walk along them, and documents of all kinds devised and duplicated. The work has been done in evenings, weekends, in holidays from places of work, etc., etc. On the whole it seems to have been done by a remarkably small number of people, often the same ones appearing in different guises. None of them is unemployed, or could be considered to be a person of leisure. In fact most of them are in full time jobs. They share a conviction that the restoration of this canal would be a good thing, and are prepared to put off weeding the garden or fixing the car or whatever, in favour of doing something practical to further the enterprise.

Some of them make their contribution almost entirely at home. Others, differently placed, turn out to work on the canals themselves, or engage in fund-raising or publicity work. The scope is very wide, and can range from regular service at working weekends to being available once or twice a year for special events. Their number is surprisingly small, less than one in ten of the actual membership, which is apparently about the going rate for societies of this kind. The Trust is obviously grateful to those who can do no more than pay their subscription and, hopefully, read this magazine, but there is a further service we would ask of them. It is to bear the canals in mind when they meet people, and put the word round that they are being restored. We need ten paying members to bring us one or two who are able to give working time.

Finally, the Editorial Panel would like to thank all our members for their support, and wish them a Merry Christmas and a Prosperous New Year.

STROUDWATER WORKING PARTY REPORT - VOLUNTEERS

Francis Turner and his intrepid work force visited the Canal 24-25th September, and have nearly completed rebuilding the towpath side wing wall of Newtown Bridge, near Eastington. They also helped dismantle the lock gates and assisted with the towpath bank piling. Many thanks once again.

Further preparations have been made to enable Blunder Lock (by the Plant workshop/stores) to be quickly emptied of silt and pumped dry ready for attention to masonry and fitting modified lock gates from the River Thames. This work included making a sturdy timber chute to enable dumpers to be easily filled with silt by crane and mud skip, removing poor timber facings from the recently-delivered lock gates and using these to pile the towpath side of the canal, behind which the silt from the lock will be deposited. Many thanks again to Wycliffe College students who recently helped lay scalplings, tidy the far bank lock approach and fit piling.

A hydraulically-driven water impeller has been donated by Dowty and a trolley-mounted, engine driven power source, fabricated by volunteers from various articles donated to the Trust in past years has made an impressive and multi-purpose pumping unit. Our thanks to Dowty once again for helping the Trust (they helped when the dredger was being overhauled).

The timber planking has also been removed from the two top gates to be modified to fit Blunder Lock and all steelwork removed from the top and bottom gates to enable the frames to be modified. The downstream end of the lock chamber will soon be cut off with piles to enable work to commence in the chamber. We shall need all available hands to the pumps, shovels and plant, so come on you volunteers, now is your chance to get plastered again. We shall need help also with cleaning and pointing the masonry, relaying small areas of brickwork, also joinery on the gates - more challenges for you and your friends.

With adequate volunteer labour we estimate Blunder Lock can be working again in May of next year - come and help achieve the target date.

Additional requirements: Can you donate any old tins of oil-based paint, ideal for undercoat protection for our plant? We also regularly need cotton rags for cleaning plant. We can arrange to collect within a reasonable radius. Please contact any Trust official.

Dates of arranged working parties will be found in the Diary Dates, and in addition Trust volunteers often work Saturday morning or all day at Blunder Lock, and other weekend working can be arranged. Please contact Jon Willis if you prefer times other than those arranged.

ALAN JONES and JON WILLIS

Our sincere thanks to Mrs. D. F. Megginson for the donation of a 600 gallon oil tank. This has now been installed on the dredging site for use with the MSC Scheme.

If any other member has some useful 'rubbish', please contact a Council Member before disposing of it. Your rubbish may be our gold!

A CANALS WEEKEND IN GLOUCESTERSHIRE

Following a discussion with Pat White, the Warden of Slimbridge Youth Hostel, Mike Reynolds and David Boakes decided to move into a new scenario for them - a weekend course on the three main canals in Gloucestershire.

Using the Youth Hostel as a base they enticed forty two delegates from all over the U.K. to travel to Slimbridge for the weekend of 28th/30th October and hear about and see the Stroudwater, Thames & Severn, and Gloucester & Sharpness Canals.

The proceedings commenced with a general introduction to the three canals on the Friday night, and an outline of the programme for the next two days. It was discovered that the delegates, including three members of the Trust, had come from such diverse spots as London, Cambridge and Rochdale, and comprised both canal buffs and tyros.

On the Saturday Mike showed his organising ability and marshalled a convoy of ten cars on a tight schedule from Slimbridge right along the Stroudwater and Thames & Severn to Cerney Wick without losing a car or delegate! Visits included Saul Junction, Eastington Plant Site, where Jon Willis and Doug Blake showed the visitors around, the Ryeford Dredging Site, Chalford Round House, Sapperton, and at midday a lunch break and combined operation with David Viner and Eddy Cuss, together with their Group, to inspect Coates Portal and Kings Reach. (Here agreement was reached by the respective leaders that "I won't pull your leg if you don't pull mine!!") The party, led by a flying Alfa Sud, then broke the record from Coates to Cerney Wick where Ken Burgin and Nick Melchior showed them the work carried out on the lock. It was here that a delegate remarked he had now seen everything, as a volunteer proceeded to mow the canal bed!

Following a splendid repast provided by the Y.H.A., and partaken of by Messrs. Viner and Cuss, Mike and David gave one of their now famed slide lectures on the Stroudwater and Thames & Severn (DJV and EC then had to keep their part of the agreement - although there was some amusing back chat!)

Sunday morning heralded the arrival of the Balderstone family and the "Gloster Packet" at Slimbridge, and on a cold crisp morning the party "packetted" to Sharpness Docks, where Mike threw the whole tight schedule into chaos by taking the party on one of his famed long distance hikes to inspect the Docks Entrance. David and Barry cursed, fumed and played long unmusical tunes on the "Packet's" siren, to no avail, until Mike's smiling group reappeared forty minutes late.

A quick visit to the Purton Boat Graveyard and back to the hostel for lunch and dispersal.

A new promotion, a happy crowd, and many requests for a repeat next year.

Our thanks to all who helped and those who came. We are now thinking about the next one.

HARRY BUTLER

SUCCESSFUL DAY-SCHOOL AT TUNNEL HOUSE INN

The day-school on the history and restoration of the Thames & Severn - organised jointly by the University of Bristol and the Corinium Museum, Cirencester, attracted a full house of 30 participants on 29th October. The tutor was David Viner, Curator of the Corinium Museum and honorary Archivist to the Trust, and the morning session was given over to two lectures on the history of the canal.

Restoration also featured (thanks to slides whisked together by David Boakes), and it was particularly interesting to see the way in which restoration has long been a part of the canal's life in one form or another. It is also worth noting that 1983 marks two anniversaries, the passing of the Act authorising the Canal in 1783 and the final (official) demise in 1933.

Joining forces with the Trust's own Gloucestershire Canals weekend party at lunch-time, the course continued with a towpath walk (seventy people - is this a record?) from the tunnel portal down as far as the railway skew bridge and back. All this in excellent autumn conditions - fine and clear. More than half the party also transferred to Daneway to examine the Trust's current work at the portal - concluding with a gentle walk into the sunset down through the Sickeridge Wood locks.

By popular demand, the course will be repeated on Saturdays April 28th and October 27th 1984, so bookings to and further details from Dr. J. H. Bettey, Staff Tutor in Local History, Dept. of Extra-Mural Studies, The University of Bristol, 32 Tyndalls Park Road, Bristol, BS8 1HR. The fee will be approximately £5.00, to include coffee and ploughman's lunch.

Rumour has it that a series of summer evening towpath walks is also in the offing for Friday evenings in June 1984. David Viner (tel. Cirencester 5611) has the details.

DAVID VINER

SPONSORED WALK AWARDS 1983

The Trust Chairman, Alan Jones, presented the 1983 Annual Sponsored Walk Awards to the following on 24th September 1983:

The Boat Enquires Cup	Adult Group	National Childbirth Trust
The Waller Trophy	Senior Youth Group	William Morris House
The Elliott Trophy	Family Group	Hammond Family
The Whitbread Trophy	Adult Walker	Wendy Browning
Under 16's Cup		Oriel Thomas
Under 12's Cup		Charlotte Woodward
Under 7's Cup		Rebecca Woodward
Woofer Trophy	Best Dog	Dillon Hollands

Our sincere thanks to all those who took part in this, our oldest continuous fund raising event - see you next year!



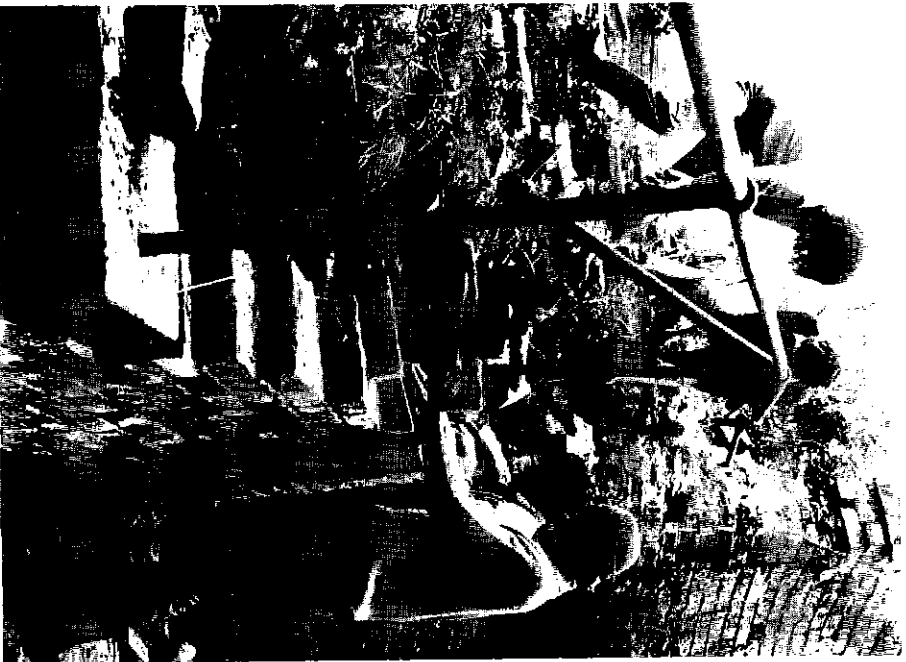
WYCLIFFE COLLEGE VOLUNTEERS WITH
WORKING PARTY ORGANISER



SPONSORED WALK AWARD WINNERS WITH TRUST CHAIRMAN



"I wanna tell you a story!" Eddle Cuss,
Mike Reynolds, David Viner, David Boskels
and party at Coates during the joint canals
meeting - Courtesy Wilt's & Glos. Standard



VISITORS - FRANCIS TURNER AND FRIENDS



Eric Duff, who commutes from Kent to help us, explains what is needed down at the coalface.



The circular weir unearthed during the Thames End Work Camp. The concrete cap is being broken up to facilitate removal.

THE 1983 SUMMER WORK CAMP AT CERNEY WICK

In February it was decided to give the rebuilding of Cerney Wick Lock a much needed shot in the arm by organising a Summer Work Camp. The local workforce had already dismantled about half of the towpath wall right down to the water-line, and were in the process of re-bricking the chamber at the top end. However, it was estimated that the locals working alone would take at least a further 18 months to complete the task.

In the past, the waterway Recovery Group (WRG) have tended to organise large summer work camps in two or three locations, indeed one such camp was held at Coates in 1976. This year WRG decided to act more as a clearing house for labour for those waterway societies who wanted to organise their own camps. So WRG advertised for volunteers and the Thames End Branch organised the accommodation, materials, work schedule and dates.

Gradually, as the date of the camp approached, names appeared on pieces of paper, plans were drawn up and although we had very little idea of how many individuals we would have on any given day, we thought we were ready.

In the period between February and August the remaining half of the towpath wall had been demolished and the new brickwork from the top end was also approaching the half way mark. All the remaining coping stones had been removed by the crane and ten tons of ballast for concreting had been delivered.

The workforce started to arrive in ones and twos, building up to about ten in the first week. They came from all over the southern half of the country and for some it was their first taste of canal restoration. Soon cement was being mixed, bricks were being laid at an impressive rate. The wall was visibly growing from day to day. To everyone's total amazement our ancient concrete mixer which was donated to us about four years ago and which is driven by a sometimes temperamental 30 year old one cylinder petrol engine chose to run almost continuously throughout the camp without any mechanical breakdown. Nicholas managed to organise materials so that we never ran out of anything - by no means an easy task.

By the bank Holiday weekend the numbers had peaked at 17 and the brickwork was approaching completion, except for one or two awkward corners near the quoins. The workforce was split up into smaller groups with each group having a specific task. One group was given the job of removing a tree which was growing out of the opposite wall of the lock, whilst another group started to replace the coping stones on the new brickwork on the towpath side.

With the permission of the Round House owners, another group started to search for the overflow weir, the entrance to which could be seen in the paddle hole on the Round House side. Where we expected to find the weir we found a coal bunker, and under the coal bunker was a very large slab of thick concrete. Hoping against hope that the weir was not under the concrete we excavated around its perimeter, but to no avail. In fact, the singular lack of clues of any sort led many to believe that we were on a wild goose chase, certainly the weir could not be of the design found elsewhere on the eastern side of the Thames & Severn. Finally, the decision was made to relocate the coal bunker and break up the concrete. The Kango hammer we had hired bounced off the concrete as if it were a toy, so we took it in turns to bash the slab with the biggest sledge hammers we could lay our hands on. Slowly the slab was whittled down to about one third of its original size, when suddenly there was an ominous creaking noise.

Everyone jumped back as the remaining lump of concrete weighing about half a ton dropped down about ten feet into a brick lined circular pit topped by dressed coping stones - we had found our weir. It took a further day to break up the slab and remove it from the hole. The silt in the bottom of the pit contained a wide selection of historic garbage such as forks and spoons (no knives), broken china, bottles and a very large horse shoe, but nothing of real value.

Also on the bank Holiday weekend, Norman (Thames End Branch Chairman) did a spectacular plunge into the lock whilst trying to cross it on a scaffold plank, Heather (another of the local team) was the first of many to find that the water in the bottom of the lock was about an inch higher than her wellies, and a preliminary survey of the Round House side of the lock revealed that, like the towpath side, it was unsound above the waterline for most of its length.

After the Bank Holiday weekend the remaining workforce concentrated on the rest of the towpath wall and the newly discovered weir, which was in need of extensive modification and repair before it could be used again. By the end of the second week this work was well advanced, and the last weekend was used to tie up loose ends and tidy up the site.

Throughout the fortnight an extensive range of evening activities was arranged for the Group, including a swimming session at Lechlade in the Thames, with a boat trip and a visit to Inglesham Lock (with permission), trips to Daneway, Coates, Latton Junction and the Stroudwater Canals. On other evenings slide shows and video presentations about the canals were given to show why the Trust believes in the restoration of our Canals.

The work carried out during the 16 day camp would probably have taken over a year to achieve using odd weekends and the quality of the workmanship was high.

Our thanks go to those who came and worked on the camp, those who helped to run it, the local team who prepared for it and supplemented it and the Land-owners who allowed us to work on the lock and dig up their garden looking for the weir.

KEN BURGIN

THAMES END WORKING PARTY REPORT

Activities have continued as usual, with the lock at Cerney Wick being our main project. The wall on the towpath side is now receiving its coping stones, after a two week Work Camp pretty well finished rebricking, together with several other jobs. A separate report tells that story.

The Sponsored Walk, also reported elsewhere, required the usual preparations and reclaiming of towpath, which of course diverted our little band of workers from the lock and other projects.

A leaflet was prepared for the Sponsored Walk describing features of interest round the route. It is available to others who might be thinking of taking a walk in the vicinity. Best of all, take your walk during a working weekend, preferably wearing gardening gear and wellies. We will gladly lend you a hard hat.

DERYCK WATKINSON

SALES SECTION

Items available by post from our Sales Manager, Mr. R. O. Nott, Lynfield, Frome Park Road, Stroud, Glos. GL5 3LF (Tel. Stroud 3014). Prices quoted include a contribution towards postage and packing. Orders over £15 in total qualify for a 5% discount.

Cheques or postal orders should be made payable to 'Stroudwater, Thames & Severn Canal Trust'.

The Thames & Severn Canal in photographs by David Viner		£2. 80
A Canal Walk through Stroud by Trevor Roberts		£1. 45
Books by John Gagg:		
Canal Tunnels)	
Narrow Canals)	
Broad Canals)	
Locks)	
Waterways Sights)	
Canals in a Nutshell)	
	All	£0. 60 each
Canal Boat Cookery by Iris Bryce		£0. 90
Trust Handbook & General Guide		£0. 75
Black & White drawing of Tunnel House suitable for framing (approx. 8" x 6")		£0. 30
Set of 4 Trust Colour Postcards (Tunnel House, Daneway Inn, Kings Reach and Chalford Round House)		£0. 30
Pack of 8 Stroudwater/Thames & Severn Notelets (4 different scenes with envelopes)		£0. 50
Trust Car Stickers		£0. 25
Trust Ballpoint Pens		£0. 20
Trust Commemorative brass celebrating Restoration of Coates Portal - limited issue of 200 now only 18 left		£5. 00
Back numbers of THE TROW: Nos. 1, 3, 4, 5, 11 to 35		£0. 15 each
Nos. 36 to date		£0. 25 each
Photocopies of Nos. 2, 6, 7, 8, 9 and 10		£0. 50 each
Waterways Postcards 1900 - 1930, by Hugh McKnight		£5. 25
Narrow Boat Painting by A. J. Lewery		£7. 25
Teatowels - 50% linen/50% cotton - designs available:		
Britain's Canals and Rivers)	
Waterside Pubs)	
Canals and Narrow Boats)	
Waterside Plants)	
Kingfisher)	
Operation of Canal Locks)	
Canal Code)	
	All	£1. 75 each
Glass Cloth in Waterside Flora and Fauna Design		£1. 35

WILLIAM DENYER GEORGE (contd)

But even the coach enterprise did not exhaust the business pursuits of Denny's father for he was very largely engaged in the coal trade, which found much employment for his vessels and which included the anthracite coal used for malting, as well as several thousand tons per annum for domestic purposes.

He was also the first to introduce slates into his district, and which he conveyed by his own vessels coastwise from the North Wales Slate Ports.

It is an interesting fact too that the blocks of stone from which many, if not all, of the Statues of the Kings and Queens of England which are erected on the sides of the Houses of Parliament were carried by his vessels to London. The stone was got from a quarry on the Cotswold Hills and shipped at the port previously described. A great many barge loads were conveyed. The captain of one of the barges thus employed was a huge man weighing certainly not less than 24 stones, though his weight could not be exactly ascertained for he could never be persuaded to go on the scales; he was upwards of 6 ft. in height, and had immense limbs, and when he put his weight on a rope something had to give way. It had been found necessary to enlarge the hatchway of the after deck of his vessel to enable him to get into his cabin. He was good tempered but very bashful.

Denny's father was one day in London when this captain's vessel was lying at the pier where the stone was discharged, and on requesting a man on the deck from whom he had learnt that the captain was in his cabin to let him know that his owner wished to see him received the reply "He won't come up, Sir." "What! Not to see his owner?" asked Denny's father. "No Sir", was the reply, "not to see the King", and the owner had to go down into the cabin to learn the reason, which was that the children followed him about in great numbers when he was on shore in the daytime, and worried him so, even laying hold of his clothes and calling out "Look at the big man", that he had determined not to come on deck in the daytime, for the youngsters were always on the look-out for him, and that he would only make his appearance on it after sunset.

The various businesses which have been enumerated necessitated the employment of many clerks, and railways being only in their infancy, horses were chiefly used by them to travel to distant places to meet customers on market days, and especially at the Monthly markets. There were never less than eight nags kept for this purpose and for Denny's father's use, and it was not uncommon for a horse to be driven or ridden to a place 30 miles distant and back in a day.

(to be continued)

REMEMBER THE GREAT NEW YEAR DRAW!!

Have YOU returned your money and counterfoils?

THAMES END SPONSORED WALK

Rather a disappointing turnout of walkers this time, compared with previous years. This could be due to the bad weather preceding the event, but the rain did manage to clear away before the start, and held off for the duration of the Walk, although it was rather windy. Just twenty people turned out, and I believe they all enjoyed it, even those who got temporarily lost. Route-finding was not helped by interference with one or two signs by the usual person or persons unknown; the things some people will do for charity!

The team of organisers suffered a series of setbacks during the preparation of the event, not least of which was a road accident which sent one member of the team into hospital and wrote off his car - hope you are 100% fit again, and thanks for turning out.

Somehow we managed to get it together on the day, so thank you to those people who helped to marshal the course, especially the members of the Centurion C.B.'s Club of Swindon, who maintained a radio link between the checkpoints. This was a particularly useful service in this context.

Also of course, a very special thank you to those twenty hardy people who walked and got themselves sponsored, thereby boosting our dwindling funds.

Thank you all - let's hope we will all meet again in better conditions next year.

OLD TOM

The Editors feel that some explanation might be helpful to new readers, as the Old Tom saga began in the Spring Issue but was then interrupted due to pressure on space. The original preamble described Old Tom as a character one might meet on the towpath on a sunny afternoon, and who was anxious, determined even, to pass on his views to anyone unwise enough to pass the time of day. We are resuming the chronicle to see what our readers think about the ideas put forward.

* * * *

The current restoration of the Eastington - Ryeford Pound and the use of trip boats thereon will uncover many problems which will guide the future policy of the Trust.

Dredging is taking place at the Eastern end to remove silt brought in by the Frome feeder, with preliminary dredging from The Ship to Ryeford Lock. When this is finished, the dredger should be moved to Newtown and the pound dredged working upstream. The Trust has the good fortune here of being able to use the stop grooves at Newtown to flood to a depth which will enable the machine to sit on the bottom or float depending on how many stop planks are inserted. This method will ensure that the absolute bottom can be attained when Newtown bridge is reached.

The abutments and foundations can be examined by a competent engineer and any repairs carried out with the use of pumping.

Dredging to this standard should be continued right up the pound to the main railway line, to inspect Bond's Mill Bridge abutments and to provide good drainage for the replacement of the railway bridge.

DEPARTMENTAL HEADS

Archivist	D J Viner, BA, AMA, 8 Tower Street, Cirencester, Glos.
Events Organiser	Vacant
Fund Raising Organiser	E Hereward Phillips, FIPR, MCam, MIJ, Barn Court, Framilode, Glos. (Tel Glos. 740621)
Maintenance Organisers (restored sections)	A Number of Vacancies
Membership Secretary	David Jordan 6 Hazelton Road, Marlbrook, Bromsgrove, Worcs.
Asst. Membership Secretary	Geoff Garraway 29 Mill Farm Drive, Paganhill, Stroud, Glos.
Press and Publicity Officer	Vacant
Sales Manager	R O Nott, FILC, Lynfield, Frome Park Road, Stroud (Tel. Stroud 3014)
Thames End Branch Chairman	Norman Townsend 14 Drew Street, Swindon, Wilts. (Tel. Swindon 45330)
Thames End Branch Secretary	Deryck Watkinson 12 Hampton Grove, Meysey Hampton, Cirencester, Glos. (Tel. Poulton 661)
Cheltenham/Tewkesbury Branch Chairman	John Barlow Yew Tree Inn, Chaceley Stock, Chaceley, Glos. (Tel. Tirley 333)
Trow Advertising Manager	Alastair Bisset The Point, France Lynch, Stroud, Glos. (Tel. Brimscombe 884406)
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	Deryck Watkinson (as above)
Trow Material to	Deryck Watkinson (as above)
Trow Distribution Organisers	P A T Griffiths, 10 Smythe House, The Waterloo, Cirencester, (Tel. Cirencester 4160)
	D C Pinnock, 7 Vicarage Close, Churchdown, Glos. (Tel. Churchdown 856233)
Working Party Co-ordinator and Plant Engineer	Alan Jones 2 Wyclift Villas, Uplands Road, Stroud, Glos. (Tel. Stroud 78656)
Working Party Organisers:	Nicholas Melchior (Thames End) 28 Grove Hill, Highworth, Swindon, Wilts. Tel: Swindon 762510
	Jon Willis (Stroudwater) 82 Chatsworth Avenue, Tuffley, Glos. Tel: Gloucester 416694

These and other vacancies still need filling urgently to release existing Officers for their own duties. Posts can be filled either by individuals or small groups, assistance always being available from Council Members and other Officers. Details from the Secretary.

DIARY DATES

December	11	Stroudwater Working Party
	18	Stroudwater Working Party
January	1	Stroudwater Working Party
	14/15	Thames End Working Party
	15	Stroudwater Working Party
	29	Stroudwater Working Party
February	12	Stroudwater Working Party
	18/19	Thames End Working Party
	26	Stroudwater Working Party
March	11	Stroudwater Working Party
	24/25	Thames End Working Party
	25	Stroudwater Working Party
April	8	Stroudwater Working Party

Thames End Evening Meetings are held at The Crown Inn, Cerney Wick, on the second Tuesday of the month, Summer and Winter, at 8.00 p.m.

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

Trust volunteers often work Saturday morning or all day at Blunder Lock, and other weekend working can be arranged. Please contact Jon Willis if you prefer other times to those above.

Stroudwater Working Parties meet at Eastington Plant Depot (OS Map Ref OS 786061) on Sundays at 9.30 a.m. Directions to the day's work site will be posted on the compound gate. Further information - contact Jon Willis, Gloucester 416694.

Thames End Working Parties - work starts at 10.00 a.m. Directions on the location of the day's work are posted at Cerney Wick Lock (OS Ref SU 079960). Further information - contact Nicholas Melchior, Swindon 762510.

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

Information on plant and equipment, also work camps, away visits and Daneway, contact Alan Jones on Stroud 78656.

BACK COVER:

The stuff of restoration - another barrowload of concrete heads towards the wallmakers during the Thames End Work Camp. Behind, an anxious Working Party Organiser is hoping that the brick and cement stocks will last until the next delivery arrives.

WRG volunteers
testing the
scaffolding at
Cerne Wick



A party of Thames
End Sponsored
Walkers who
appeared not to
notice the poor
weather



