

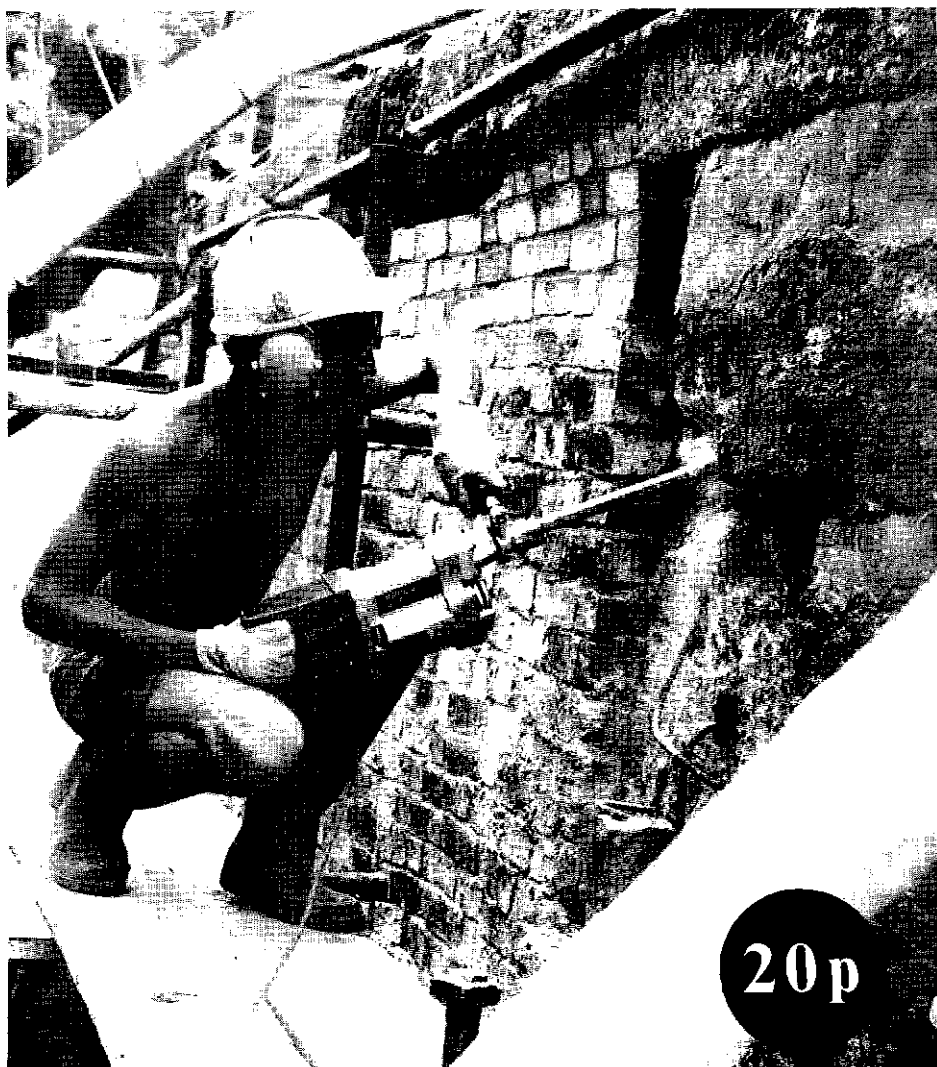
*Stroudwater, Thames & Severn
Canal Trust Limited*

THE TROW

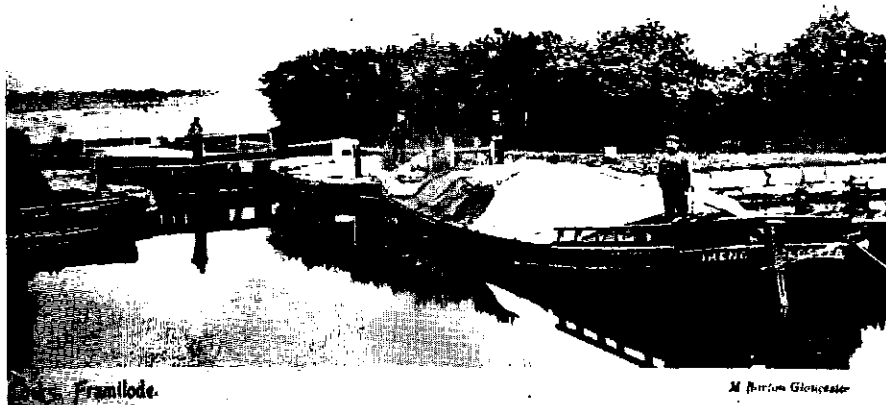
*The Official Magazine for Members and Friends
working to restore the Cotswold Canals.*

Number 45

Spring 1984



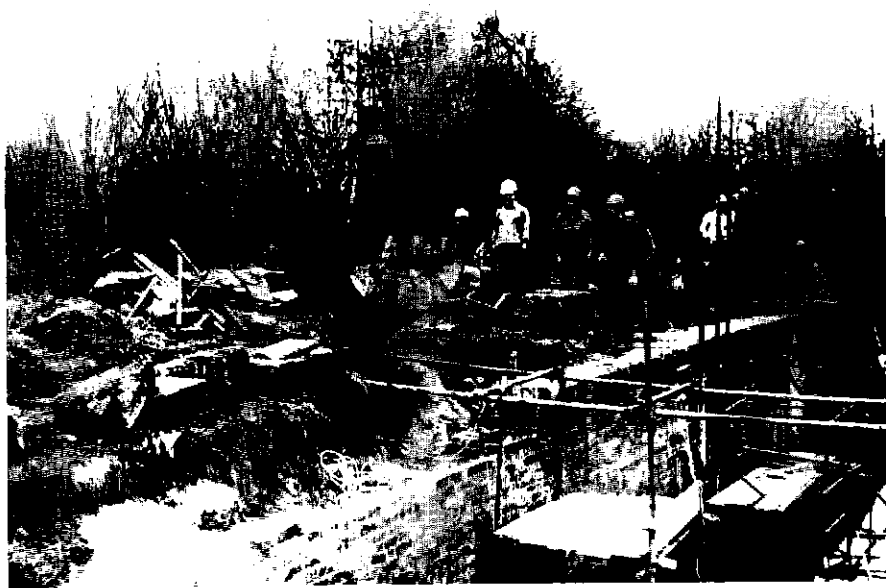
20p



Framilode.

M. Barton Gloucester

Departed glory, view from the Secretary's bedroom
as it was in the 1900's.



A large coping stone being twiddled at Cerney Wick,
with everyone at a respectful distance.

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

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Front Cover: Lock walls are a bit like teeth. Sometimes you drill out the rotten bits and fill them. This operator, well equipped if underclad, is having a lovely time with a Kango hammer. (photo - P. Chadwick)

Rear Cover: Two senior members testing the Thames End Towpath bridge for suitability for the game of Poohsticks. Followers of Christopher Robin will be pleased to know that it rated three crossed Poohsticks, which is quite good.

EDITORIAL

This is the Spring issue of THE TROW, and even if it does reach your doorstep in a blizzard, spring is the time when things shake off their winter sloth and start growing again. Actually, the Trust has not had a particularly slothful winter, as all kinds of things have been going on here and there.

This brings us to the subject of growth. One of the items which we are delighted to print is a longish list of new members, and it would be very gratifying if this rate of recruitment could be kept up or even improved upon. Our Fundraisers make much of the proposition that Money means Restoration and vice-versa, but both of these depend on people. One member we know has recruited four new members in the last eighteen months, without really trying, he says. For a target, however, how about half a recruit per member each year? We are not aiming to use the Albert Hall for our Annual General Meeting, just some help for the handful of stalwarts who are keeping this show on the road. The process is really very simple and consists mainly of telling other people about our project on every possible occasion. It will help if you have one or more copies of THE TROW visible round your home and/or handy in car or briefcase. These can be lent to anyone showing an interest, and if you find yourself short of material a phone call to either the Trust Secretary or the Thames End Secretary will produce more.

Our list of members is surprising in that many of our supporters are a long way from the Canals, but there is a great deal of support locally which we need to tap. Very often one meets people who are vaguely aware that there is a canal running through the district, but who do not realise what an important canal it is, nor that restoration is in progress. Others remember the canal with affection but are equally unaware that revival is possible and in progress.

Here, therefore, is something which every member can do almost from an armchair, and without wearing wellies or a safety helmet. Before next Spring please recruit half a new member, and you can sit back until next year with duty done.

SECRETARY'S REPORT

Due to pressure of work, I hope that this quarter's report will be short and factual.

FUNDRAISING: See article on Sponsored Walk and support the major fund raising and social event in our calendar. We desperately need the money to continue our progress.

LOCAL GOVERNMENT FUNDING: Whilst appreciating the current financial constraints, the Trust Officers are finding it increasingly difficult to explain the lack of Local Government Funding towards our project. We are not asking for tens of thousands of pounds. £1,000 a year from the Local Authorities would ensure that we can both improve our local amenity and ensure the continued utilisation of MSC CP Schemes to decrease the local unemployed.

MSC CP: The MSC CP Scheme at Ryeford has continued despite the Winter conditions, and John Grice and his team, with some fresh faces, appear to have overcome the mechanical and plant problems that had plagued the Scheme up till Christmas. It is anticipated that rapid progress towards Ryeford Road Bridge will now take place.

VOLUNTEERS: Work is steadily continuing both at Cerney Wick and Eastington by our dedicated small band of volunteers. Whilst membership is slowly increasing, new faces are a rare event. All members are welcome both to working parties and at Thames End Branch meetings. Why not come along and join in active restoration. Contact Alan Jones or Nick Melchior.

WATERWAYS WANDERINGS:

The Trust are to be hosts to the next meeting of the Southern Canals Association on Sunday 29th April, when representatives of Southern canal restoration groups and societies, together with, we hope, representation from the IWA, will be visiting our canals to discuss our progress and future activities.

Our friends from the Oxford and Buckinghamshire Branch of the IWA are holding their annual event at the Spice Mill, Banbury, from 10 a.m. on Sunday 1st April. This includes an auction with a nautical flavour. Usually this event is well worth attending. Admission free.

The Trust and Oxford & S. Bucks. Branch of the IWA are holding a riverside festival on 9th and 10th June 1984 at Lechlade, as part of the Thamesdown/Hambro Festival. Anyone interested in attending the Festival, or requiring trade space should contact Mrs. M. Walker of 9 Arlington Close, Nythe, Swindon, Wilts. If anyone wishes to help in any other way, also please contact Mrs. Walker.

DAVID H BOAKES

ANNUAL SPONSORED WALK - SUNDAY 20th MAY 1984

With horror, your Trust Council suddenly realised that

SPONSORED WALK TIME

was coming around again. This is the period of the year when our analysis of members' activities, relations' deaths, visits from long lost and distant relatives, etc., have indicated that the second Sunday in May is the most likely date for these and other disasters to occur to our potential walkers.

Alan Jones, ever practical, 'cracked it'. "Let's hold it on the third Sunday, then they can all relax and recover with a quiet walk along the Canal, and tell everyone what happened".

So this year, the Walk is on SUNDAY 20th MAY, and we expect the largest turn out ever. Route as last year, from Stroud to Eastington and back. We have the arrangements in hand, all we want are sponsored walkers!

Ron Nott's sales stand will be in evidence, as will be Margaret's refreshments, together with working parties and evidence of the Trust's restoration work.

When we are giving talks and meeting people, particularly Local Government Officers and Councillors, we frequently are surprised at the lack of local knowledge of our activities, from people who frankly do not believe in our progress. Now is your chance to find out the truth. Come on the Walk, meet the people involved, see our problems, help us overcome them, and raise money for our great amenity project at the same time. We may even find a cup to present to you!

See you on 20th May along the Canal.

Urgently required: Marshalls - contact David Boakes
 CB enthusiasts to run a CB service during the day
 - contact David Boakes
 Help with catering - contact Margaret Boakes

NOW AVAILABLE: A further six cards have been produced in the Stroudwater, Thames & Severn Canal Trust series of reproduction postcards, as follows:

No. 5 Stroudwater Canal at Ebley, ca. 1910
 No. 6 Thames & Severn Canal at Chalford, ca 1915
 No. 7 Thames & Severn Canal at Brimscombe Basin
 No. 8 Thames & Severn Canal, Golden Valley Lock
 No. 9 Stroudwater Canal, The Ocean, Stonehouse
 No. 10 Chalford Station (G.W.R.)

The cards are available at 12p EACH, plus 13p postage for any number up to 6 cards. Alternatively, the set of 6 are offered at 75p incl. postage. Order from R. O. Nott, Lynfield, Frome Park Road, Stroud, Glos.

MEMBERSHIP MATTERS

Last quarter we did ask if someone would maintain the list of Council Officials and Landowners who we are anxious should be kept informed of our work and progress. Regrettably, the response was not overwhelming, in fact there were no replies at all! So we repeat the plea this quarter. Perhaps we could find four members in the Stroud or Cirencester area who would be willing to address approximately 50 envelopes each quarter. This alone would be a help. Please contact either David Jordan or Geoff Garraway, addresses on page 17

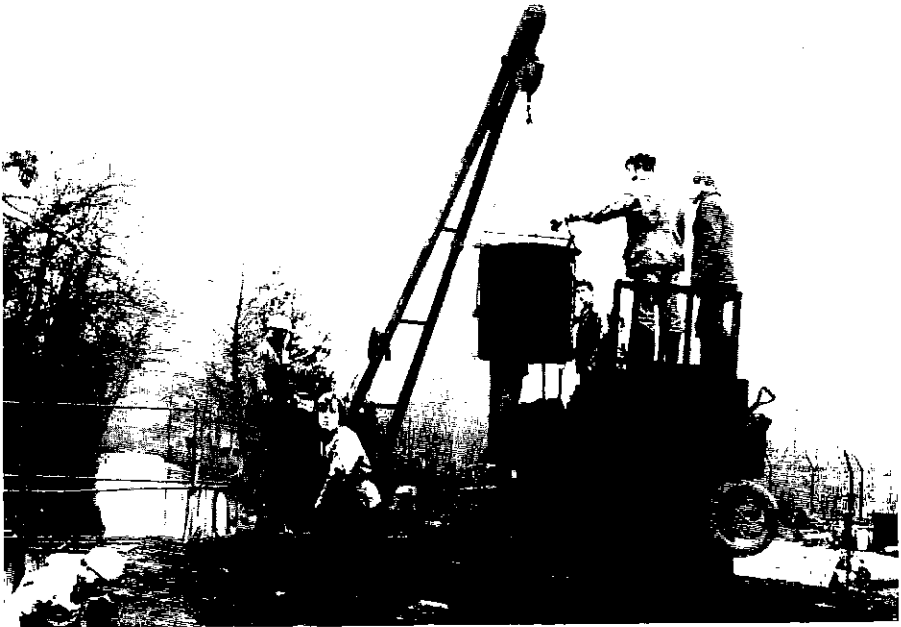
This quarter we are pleased to welcome as new members:-

Mr. D. C. Walker,	Amberley, Glos.
Mr. and Mrs. Atkins,	Bradford, West Yorkshire
Mrs. P. F. Millington,	Southampton, Hants.
Mr. R. J. Owens,	London, N.W.5
Mr. S. T. Bonser,	Aylesbury, Bucks.
Mr. R. C. Wallis,	Burnham-on-Sea, Somerset
Mr. P. E. Scott,	Eastbourne, E. Sussex
Mr. S. M. Cannon,	Tredworth, Glos.
Mr. D. V. Bridger,	Tunbridge Wells, Kent
Mr. and Mrs. T. H. Begley,	Weymouth, Dorset
Mr. A. Scott,	Morrison, Swansea, Glam.
Miss M. E. Ritchie,	Ruscombe, Glos.
Mr. D. F. Walton,	Stroud, Glos.
Mr. P. Holden,	Eckington, Derbyshire
Mr. M. J. Martin,	Leighton Buzzard, Beds.
Mr. D. Brookes,	Maidenhead, Berks.
Mr. J. Lawrence,	Swindon, Wilts.

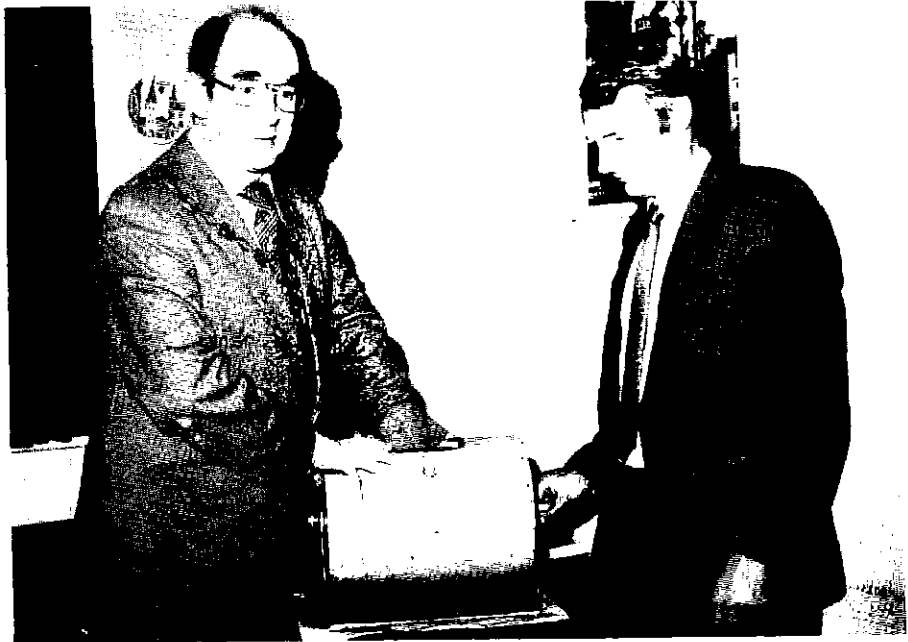
GREAT NEW YEAR DRAW RESULT

The Trust Council wishes to thank all those members and friends who took part in the Draw. Some £3,000 worth of tickets were sold, and the Draw actually took place on Tuesday 10th January 1984 at the Stroud District Council Offices. The Chairman of Stroud District Council, Roy P. Nicholas, drew the winning tickets.

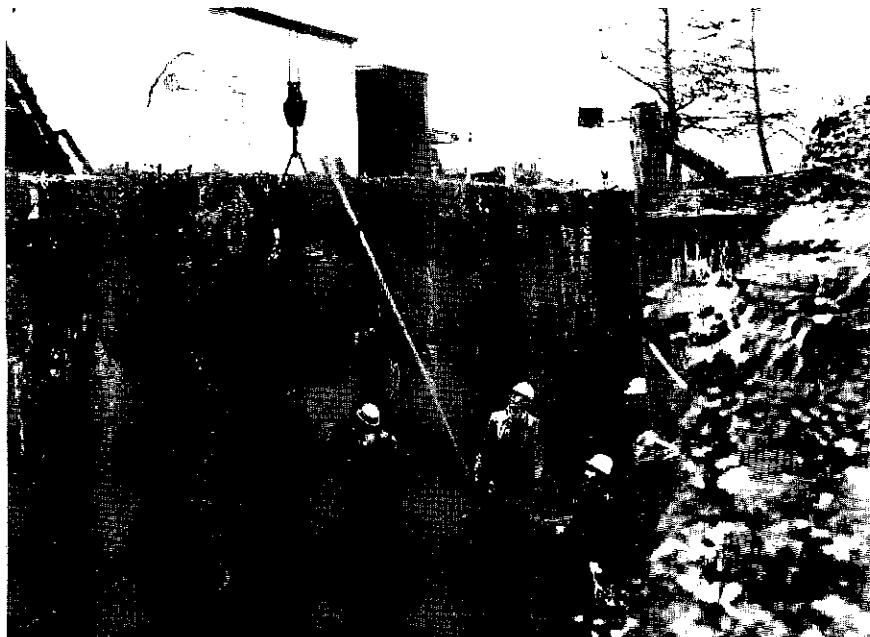
Results:	First Prize, £500	Mrs. Joan Matthews of Leicester
	Second Prize, £250	Miss P. Smart, of Brimscombe, Stroud
	£10 Prizes:	Mr. D. Smith, Stony Stratford
		M. Lambert, Leamington Spa
		Mrs. J. Beale, Relgate
		E. J. Swift, Lewes
		C. W. Miles, Cirencester
		Mrs. Caldwell, Cirencester
		J. R. Peters, Malvern
		K. J. Acons, Wirksworth, Derby
		M. I. Bevan, Nailsworth
	and finally,	Channi Kaler of Freeman Fox Braine & Partners, our Consulting Engineers.



A strange machine, the Blake-Jones Mud Chute. The Stroudwater has always been known for its innovations.



Councillor Roy P. Nicholas delving for the winning draw ticket, closely observed by Alan Jones



Clearing Blunder Lock, members of the Francis Turner Group enjoying a Winter weekend.



"Locked In discussion". Jon Willis, Alan Jones, Mr. Broid and Alan's father discussing the finer points of lock gates at Bulbourne.

STROUDWATER WORKING PARTY REPORT - VOLUNTEERS

Since the last edition of the TROW was published, interlocking steel piles have been fitted to the downstream end of Blunder Lock, the water pumped out using the Trust's new hydraulically-driven water pump and about a quarter of the silt in the chamber lifted out and spread behind timber revetments placed down the towpath side of the canal.

Some time has been spent refurbishing the Trust's reciprocating diaphragm pump and two dumpers, which should now give good service before requiring further attention. The pump is needed to remove seepage water overnight to enable maximum benefit to be obtained from full weekend working. During silt removal, stop plank grooves will be cut in the lock walls downstream of the gates to enable planks to be fitted and the steel piles to be used at the top end of the lock.

Following the virtual donation by Listers of a diesel engine to power the new pump, Hawker Siddeley Power Plant at Thrupp have kindly donated an alternator which the Trust is mounting to a diesel engine in the compound at Eastington. This will provide a very useful power supply, enabling light arc welding to be carried out on site - the Trust produces its own steel fabrications. The cost of installing a mains power supply is considered unjustifiable at present.

With longer hours of daylight approaching, progress at Blunder Lock should be much more rapid. We do need more volunteer help, though.

Please remember our plea for more cotton rags and old oil-based paint which the Trust can use to clean and repaint its plant. To minimise material costs, the Trust uses a surprising variety of otherwise waste material, especially steel goods. (The hydraulic tank on the new pumping unit is an adapted water boiler and the chassis steel and wheels were all donated locally). We will collect within a reasonable radius and particularly require corrugated steel or timber sheets at present. Can you help?

For dates of arranged working parties see Diary Dates - other times can be arranged with Jon Willis.

ALAN JONES AND JON WILLIS

BLUNDER BLITZ

Alan Jones, Jon Willis and Company invite active members to their BLUNDER BLITZ on Easter Weekend, 20th - 30th April 1984.

Required: As many active members as possible to clear out Blunder Lock at Eastington - bring your own wellies. Other kit provided.

Particularly required: skilled Bricklayer, with mate, if possible, to instruct and advise on urgent structural repairs to lock chamber.

Please ring Alan Jones, Stroud 78656 - immediately - with your offers of help.

UNIVERSITY OF BRISTOL In Association with CORINIUM MUSEUM

THAMES & SEVERN CANAL: History and Restoration

Two day-schools during 1984. A contribution to the 'Heritage 84' promotion.

Following the successful October 1983 day-school, David Viner will give two further day-schools on the history and restoration of the Thames & Severn Canal during 1984 on Saturdays 28th April and 27th October 1984.

These will be held at the Tunnel house Inn at Coates near Cirencester alongside the Sapperton Tunnel, the major engineering achievement of its time. The Thames & Severn canal runs through some of the most attractive Cotswold countryside and was opened in 1789. After a very chequered history it was finally abandoned fifty years ago. Recent restoration activity has brought a new lease of life and the lectures will discuss both the history and recent work on this important route linking the two great rivers of Southern England. The programme includes a guided towpath walk on the summit level at the tunnel and may be extended if required into the Golden Valley below Daneway.

Further details and booking form available directly from Dr. J. H. Bettey, Staff Tutor in Local History, University of Bristol, Department of Extra-Mural Studies, 32 Tyndall's Park Road, Bristol BS8 1HR. Tel 0272 24161 Ext. 686.

TRUST VISITS B.W.B. BULBOURNE WORKSHOPS

Since both volunteer parties in the Trust are working to restore lock chambers at present, a Trust visit was made to the British Waterways Board lock gate manufacturing workshops at Bulbourne, near Tring, on 13th February.

The visit was very informative and interesting, and we learnt much about the practical aspects of manufacturing lock gates in both steel and timber, also about various other aspects of lock chamber and canal architecture.

As a result of discussions at Bulbourne, we shall modify some of our plans.

The visiting party finished in traditional manner by sampling ale and food at the local public house, from which an excellent view of the well-maintained old workshops can be seen across the canal.

Our thanks go to B.W.B. both locally and nationally for helping organise this visit and spending time to help educate 'us novices'.

FOR SALE: Interesting vintage plate cameras and early telephones
 for sale. Also out of print books.
 S.A.E. for details to:
 The Advertiser, 8 Grafton Road, Cheltenham. GL50 2ES

THAMES END BRANCH NEWS

Branch Meetings have continued as usual, with several new matters to be discussed. Negotiations for the use of a small piece of land owned by Roger Constant are continuing. The original plan was found to be unacceptable to the local Planning Authorities, but a better idea has been put to us, and we are discussing it with interested parties.

Several Members filed official objections to a pipeline which is going to cross the canal near Latton. These have been accepted and discussions with the consulting engineers have begun. We are glad to report that they seem to agree that the laying of the pipeline should not inhibit restoration of the Canal.

A group from the IWA are planning to move a cargo of about one ton from the Midlands to Cricklade in May/June. The intention is to publicise water transport and to invoke the right of navigation which exists between Lechlade and Cricklade. Some publicity has already appeared in the local newspapers, but the precise nature and timing of the event has not yet been finalised. Present indications are that the local IWA hopes to organise a gathering of boats at Lechlade to coincide with the arrival of the cargo there, while the Thames End Branch would like to arrange some activities when the cargo gets to Cricklade, in response to support for our cause in that town. The final arrangements will be publicised as soon as possible, and you are asked to keep an eye on the local press and ask everyone you meet if they have heard about the plan. The bit between Lechlade and Cricklade is going to be quite interesting, and helpers will be needed. If you can't get Jimmy Saville to fix you a day with the Marines, Ken Burgin will be glad to arrange something very similar early in June.

The other interesting development is that the local branch of the Thames Society has been reformed, under new management, so to speak. Obviously we have areas of common interest and our early contacts with the new group have been friendly and promising. We would like to wish them every success in furthering the enjoyment of our most famous river in this area.

DERYCK H. WATKINSON

THAMES END WORKING PARTY REPORT

There was the usual hiatus over Christmas and New Year, but progress has been resumed on our main project, the lock at Cerney Wick. Our successful two week work camp left us with most of the west wall ready for replacement of coping stones and this is now nearly complete.

The other major achievement of the Work Camp was the unearthing and restoration of a most unusual circular weir. This has now been completed with a grille across the top to stop people and small animals from coming to grief. The actual grille, a most elegant job, was made by Alan Jones and his team at Eastington and we are very pleased with it.

Progress has been further boosted by a weekend visit by Bristol University Union, who replaced most of the remaining coping stones. We not only enjoyed their company but are grateful for their efforts, and hope to see them again soon.

Replacing coping stones needs the crane, and the reserve crane driver is also half of the lock gate modification team as well as one or two other things. The gates have not therefore had much attention lately, but we hope to resume work on them in the near future. If anyone knows the secret of being in two places at once we would love to know how the trick is done.

DERYCK H. WATKINSON

UNIVERSITY OF BRISTOL

In association with CORINIUM MUSEUM

TRAMPING THE TOWPATH

A series of summer evening conducted walks along the Thames & Severn Canal

Course Tutors:

David Viner, F.S.A., B.A., F.M.A.
Edwin Cuss

This University extra-mural course of four meetings will be held on Friday evenings 8th, 15th, 22nd and 29th June from 7.00 - 9.00 p.m., meeting at different venues along the towpath.

The Thames & Severn Canal runs through some of the most attractive Cotswold countryside and was opened in 1789. After a chequered history it was finally abandoned 50 years ago. Recent restoration activity has brought a new lease of life and the walks will provide an opportunity to examine both the history and recent work of this important route linking the two great rivers of Southern England.

- | | |
|-----------|--|
| June 8th | from Chalford, looking at the round house and wharf and moving Eastwards to Red Lion Lock and beyond. |
| June 15th | from Frampton Mansell, a circular walk to Whitehall and along the towpath through Puck Mill |
| June 22nd | the summit level from Tunnel House, looking at the tunnel portal, Kings Reach, Coates round house and the source of the Thames; plus Daneway Basin area if time permits. |
| June 29th | from the Cotswold Water Park information point on the Spine Road, to Wilmoreway locks and Boxwell, taking in Cerney Wick round house if time is available. |

Course Fee:

To be advised

Further Information:

Dr. J. H. Bettey,
Staff Tutor in Local History,
University of Bristol,
Department of extra-Mural Studies,
32 Tyndall's Park Road, Bristol, BS8 1HR
Tel: (0272) 24161, ext. 686



This is the newly discovered circular weir at Cerney Wick. The idlers are actually debating the best way of getting a large lump of concrete from twelve feet down, rather like one of those Krypton Factor larks.



Remember last Summer? These two members of the Thames End Work Camp set up their brick cleaning operation on the sunny side of Cerney Wick Lock.



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)	All £0. 60 each
Locks)	
Waterways Sights)	
Canals in a Nutshell)	
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 17 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
Cirencester As It Was by David Viner	£2. 95
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)	All £1. 75 each
Waterside Plants)	
Kingfisher)	
Operation of Canal Locks)	
Canal Code)	
Glass Cloth in Waterside Flora and Fauna Design	£1. 35
The Thames & Severn Canal by Humphrey Household (now reprinted)	£10. 45
The Severn Bore by Frederick Rowbotham (new edition)	£ 5. 35

Opposite: Top An early stage in the construction of the Thames End Flying Machine, a scaffold which can be moved to wherever the work is. The people on the raft know what they are doing, and the water is not very deep.

Bottom This still life is our weekend working party from Bristol University Union, deciding that, after a busy morning, lunch would be a good idea.

This Cautionary Tale was spotted by M. Jones, to whom we are indebted. Some readers may recall recent debate about the dimensions to which our Canal should be restored.

SKIPPER JOHN GETS IN A JAM

Skipper John Tait, with his barge jammed under a canal bridge, thought a load of landlubbers could solve his problem.

He press-ganged 64 people from the canal towpath at Kennington, Oxfordshire, into joining him aboard. His idea: Their extra weight would lower the barge in the water and it would then sail easily under the narrow, wooden footbridge.

But the barge sprang a leak and seemed in imminent danger of sinking. Skipper Tait gave the order to abandon ship.

It looked like a scene from one of the old Ealing film comedies as all 64 scrambled up on to the bridge. The barge rose in the water, and became even more firmly wedged.

Firemen were called to pump water from the leaking boat. But that only made the barge lighter. And jammed it tighter.

Eventually Skipper Tait filled the barge with ballast and got it to the bank - listing heavily, still leaking and minus rudder and funnel knocked off in the crunch with the bridge.

WILLIAM DENYER GEORGE (Contd. from previous issue)

Editor's Note: The remainder of the William Denyer George story comprises ten closely-typed pages, most of which, though extremely interesting, bears little or no relationship to the Thames & Severn Canal. We propose, therefore, to conclude the story over the next few issues by printing the notes made by the great grandson of George in 1969 regarding the Thames & Severn and Stroudwater Canals, which we hope readers will find interesting.

The canal has a long, but somewhat sad history. It can be considered to have been jaunched in a Bill as long ago as the reign of Charles II. It had been dreamt of, even, in Elizabeth's reign. The grandiose idea was to unite the cities of Bristol and London by an inland waterway linking the Severn to the Thames: of obvious commercial and strategic advantage at a time when the English Channel could be sailed less safely and speedily than now; and when railways did not exist.

Work on the Thames & Severn Canal was started, to plans drawn up by Robert Whitworth, in 1782. The canal they built ran not to Bristol but to Stroud, where it could link with the "Stroudwater" Navigation. (The Stroudwater was a wide canal capable of taking large barges, of 15 ft. 6 ins. beam, down to the River Severn at Framilode and thence to the sea). The first boat passed through in December 1789. To build such a navigation in eight years was a considerable achievement.

WILLIAM DENYER GEORGE

The route was as follows: From Framilode on the River Severn the Stroud-water Navigation ran for eight miles to Wallbridge, at Stroud. (Only one mile from Framilode the Gloucester-Berkeley Canal, not completed till 1827, was to intersect the Stroudwater at Saul Junction). From Wallbridge the Thames & Severn canal ran the 29 miles to Inglesham Lock, only a mile above Lechlade on the Thames. Partly for this reason, the Thames in 1969 is still easily navigable up to Lechlade for boats of about 3 foot draught.

The details of the navigation along the Thames & Severn Canal make marvellous reading. Climbing the Cotswold hills, from Stroud via Brimscomb to Sapperton, it raised vessels 241 ft. in 8 miles by means of locks. From Sapperton to Upper Siddington there was a 9 mile level stretch, achieved by means of the Sapperton Tunnel. A formidable 2½ miles in length, and the second longest in the country, it was this summit tunnel that drove the canal through the limestone watershed of the Cotswolds. In it there was no towpath. The barges were "legged" through by man, and woman, lying on their backs on the load who walked upside down on the roof and sides of the tunnel. Professional leggers were for hire at the Inn near the entrance. It was, doubtless, very thirsty work: the barges were substantial vessels of 80 to 100 tons capacity. Vessels were then dropped down 136 ft. in the remaining 13 mile stretch from Upper Siddington to the Thames at Inglesham. As City Surveyors were to say in 1816 "an admirable and stupendous work".

But already by then, only 27 years after its opening, these same surveyors were regretting the defects in the canal on account of weeds in the water-course and want of a horse towing path on part of it and the decayed state of some of the lock gates, etc.

Part of the trouble seemed to be the high tolls for barge traffic on the Thames. Moreover, navigation on the Thames was still hampered by the use of ill-maintained and old fashioned flash locks. Flash locks had only one set of gates and needed - not surprisingly - much skill and labour to get through.

But another trouble was the leaks. On the summit level, where the depth of water had to be supplemented by pumping, these leaks were to cause constant trouble. For fear of going aground in the tunnel, spare barges had to be provided to take part of the load from through traffic, thus requiring expensive loading and offloading. Meanwhile the Kennet & Avon Canal had been opened in 1810, and was able to provide a somewhat preferable route through to Bristol itself: indeed the Kennet & Avon more nearly fulfilled the original planners' dreams of an inland East-West waterway, and eventually it carried a many times greater tonnage than the Thames and Severn Canal.

By 1847 the owner of a hitherto prosperous wharf and ship and boat building yard on the canal at Brimscomb Port, where the barge weighing machine was, was obliged to move. In his heyday he had shipped to London the blocks of stone, quarried from the Cotswold Hills, that were used for the statues erected on the Houses of Parliament. But now the extending railway network had drastically reduced his trade as coal and general carrier, and merchant. In these reduced circumstances he moved to Gloucester where the Berkeley Ship canal, opened in 1827, provided a direct route to the Severn estuary at Sharpness.

OLD TOM (Contd.)

It is interesting to note that, when installed, Bond's Mill Bridge carried the wet weather road from Stroud to Eastington, which ran by way of Far Westrip, Green Street, Woodcock Lane, Old Ends Lane, through the mill and across the meadows to Eastington and Alkerton. (see Anderson's History of Stonehouse).

When the restoration reaches the railway it would be advantageous if an agreement can be reached with British Rail to replace the bridge straight away. This will allow for bottom dredging to take place right up to The Ship, Stonehouse. This will make it possible to inspect Beard's Mill Lane Bridge and Nutshell Bridge, probably by the County Highways Department. The Trust will be involved in sluice repairs at The Ocean and carrying spoil to the Company's tip below the railway. Any new bridge that is built should give a depth of water under the bridge greater than the adjacent depth to the puddle. Failure to do this will cause hardship and added expense when carrying out repairs upstream.

It must be appreciated that in a working canal the water may have to be removed at an hour's notice to repair or free lock gates. To keep traffic flowing centre dredging will be essential on what must be a two mile pound.

The next operation will be the rebuilding of Stonehouse Bridge, probably a much more expensive job since a section of the foundations were removed during the laying of the Regent Street sewer.

With this work done the canal can finally be dredged to Ryeford, with Rye Bridge being attended to by the G.C.C. and Ryeford lower gates fitted.

Perhaps the Highways Department could supply the Trust with all the fallen trees which block roads. These could be cut on a circular rack bench by the local Steam Enthusiasts, giving a supply of material for wooden piles, ground paddles, and maybe lock gates.

I have asked these questions so that ideas will come forward, which will save money and give a lasting job. I anticipate that the new engineering works up to Stroud will cost £1 million. Bank retention and pointing will need to be done by volunteers. Regular volunteers on this section will become the experts in the research and assessment of what will happen during construction, and should also become the working party planners and leaders for the reconstruction of the section Pike Bridge to the Junction.

TIM NOBLE

We understand that this is the last of the current canalside musings of Old Tom. It is rumoured, however, that he has turned his attention to the duties of Lengthmen, so watch this space!

DEPARTMENTAL HEADS

Archivist	D J Viner, BA, AMA, 8 Tower Street, Cirencester, Glos.
Events Organiser	Vacant
Maintenance Organisers (restored sections)	A Number of Vacancies
Membership Secretary	David Jordan 6 Hazelton Road, Maribrook, 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 Editorial Team	Harry Anderson 2 Queenshead Cotts., St. Marys, Chalford, Glos. (Tel. Brimscombe 884913) 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

March	24/25	Thames End Working Party
	25	Stroudwater Working Party
April	1	Oxford & S. Bucks. Branch IWA Annual Event 10.00 a.m., The Spice Mill, Banbury
	8	Stroudwater Working Party
	20/22	'BLUNDER BLITZ'
	28/29	Thames End Working Party
	29	Southern Canals Visit
May	6	Stroudwater Working Party
	20	TRUST SPONSORED WALK
	20	Stroudwater Working Party
	26/27	Thames End Working Party
	26/28	Stroudwater Working Party
June	9/10	RIVERSIDE FESTIVAL - LECHLADE '84
	10	Stroudwater Working Party
	16/17	(provisional) Cargo arrives in Cricklade. Celebrations by Thames End Branch and other interested parties in Cricklade.
	23/24	Thames End Working Party
	24	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.



CANAL SCENE

This tranquil scene is marked South Cerney, but member P. A. T. Griffiths (Cirencester 4160) would very much like to know exactly where. The bridge in the background was almost certainly flattened after the Canal closed.



Daneway is not forgotten. Shire Training Workshops rebuilding the nearside wing wall at the Tunnel.

