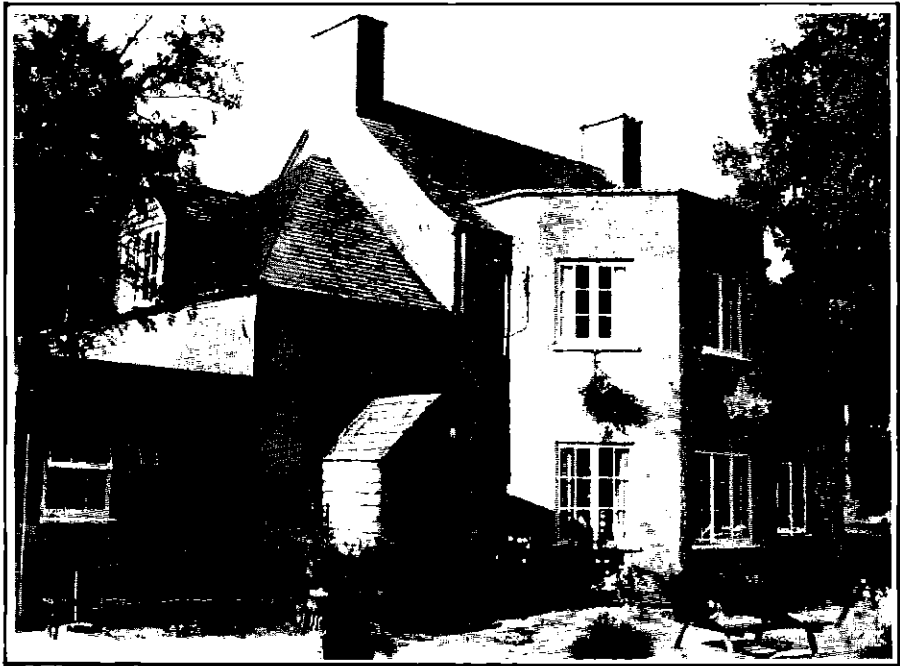


Stroudwater Thames & Severn Canal Trust Ltd.

TROW

Number 67

Winter 1989



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

30p

Contents

COPY DATES

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SUMMER.....30th APRIL
AUTUMN.....30th JULY
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IN THIS MAGAZINE DO NOT
NECESSARILY REPRESENT THE
VIEWS & OPINIONS OF THE
STROUDWATER - THAMES &
SEVERN CANAL TRUST LTD

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Pictorial

The end of the walk, L to R, Bernard Donovan, Bruce Hall, Chris Jones, Dave Georgina & Daniel Bayliss, Julie Barker (Miss Stroud), Marion Donovan and Sally Jones. (see report, page 10)



Five Trust Aims

TRUST COUNCIL REPORT

Those members who were not present at the last A.G.M. may not be aware of the Trust aims which have recently been published and publicised to reflect the current situation for the restoration of the Cotswold Canals. To bring members up to date, here they are with further explanation where necessary.

1. The preservation of the line of the Cotswold (Stroudwater and Thames & Severn) Canals and promotion of their use for recreation.

The Trust will endeavour to prevent further deterioration of the canal line and oppose all attempts by adjacent landowners and factory owners to obstruct the canal. Developments which secure the canal line, or equally good alternatives, for future restoration will be supported.

The canals and their towpaths will be promoted for all forms of recreation. The dredged sections of the Stroudwater Canal are extensively used for angling and the Trust intend to increase the use of these sections by their trip boats and small unpowered craft.

2. Promotion of the towpath as a long distance Right of Way.

The towpath from Eastington to the Daneway portal of Sapperton tunnel is a public Right of Way. Working with interested groups, it is the Trust's intention that the entire towpath or closely aligned paths should be recognised as a long distance footpath.

The towpath forms a link between two existing footpaths and one proposed long distance footpath. The Severn Way follows the east bank of the River Severn and at Framilode links with the towpath of the Stroudwater Canal. The Cotswold Way crosses the Stroudwater Canal at Ryeford. The River Thames long distance footpath will be created in the near future and will have a natural link with the canal towpath at Thames Head.

The use of the towpath and surrounding footpaths will be encouraged by a new Canal Trust publication, "Around the Cotswold Canals", which will be available in Spring 1990.

3. Promotion of the restoration of the Stroudwater Navigation and the Thames & Severn Canal from Saul Junction (OS Ref SO162/756094) to the tail of Hope Mill Lock (OS Ref SO162/862031) in accordance with the Trust's published programme.

A revised programme of work and restoration strategy for the next five years has just been published.



In five years time it is planned that boats will be able to navigate from Saul Junction, on the Gloucester - Sharpness Canal, as far as the A38 road crossing. The Eastington flight of locks will be restored and trip boats will operate up the flight and along the Ryeford pound to the railway crossing at Stonehouse

A restoration strategy for the infilled section in the area of the M5 motorway has also been included as part of the five year plan.

By the turn of the century navigation will be restored through Stroud to Hope Mill lock - The gateway to the magnificent Golden Valley!

4. Promotion of the Thames & Severn Canal in the area of the Cotswold Water Park and Cricklade (Wilts).

The development of the Cotswold Water Park as a major recreational area has brought increased interest to the canal route in this area and advantage will be taken of all opportunities to promote restoration.

5. Ultimate restoration of these Cotswold Canals to navigation between Saul Junction and the River Thames.

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Secretary's Report

report by BERNARD DONOVAN

The last quarter has seen several events taking place - and some cancelled. I am sure members realise that events are planned a year or more in advance and publicised in the Trow as early as possible. Sometimes a late cancellation has to be made which cannot be reported in the Trow. A typical example was the Raft Race which would have been something of a fiasco with no water in Wallbridge pound. A suggested alternative was mud wrestling but, sophisticated as we are in these parts, it was felt to be too avantgarde! Perhaps Stroud Rugby Club could have put in some summer practice had we thought of it in time.

One of the notable successes was the sponsored walk from Saul Junction early in September, which followed the old towpath as far as possible and was intended to support the Trust aim of promoting the towpath as a long distance Right of Way. Six people and two dogs completed the first stretch to the Tunnel House on the Saturday taking about nine hours. Our stalwart supporters at the "Clothiers Arms", Luciano and Aline, provided lunch and a pint, which was gratefully received. The group arrived at the "Tunnel House" at about 6.00pm to be met by the support team with more liquid refreshment. Having spent the day driving from place to place to meet the walkers and ensure all was well, I now know what it is like taking part in "One Man and His Dog" - from the dog's viewpoint.

Due to prior commitments, three walkers and two dogs were unable to take part on the Sunday, but the others completed the walk to the Thames at Lechlade in about six hours. To maintain the canine presence they were accompanied by Harvey, an Old English Sheepdog, belonging to Chris Jones. He is the one that members may know as being very large and boisterous with long white hair - the dog, not Chris. He gives the impression of being in several places at once, so he easily made up for the absence of the others.

For the last part of the route they were joined by Julie Barker, Miss Stroud, and were met at the Town Bridge by the support team and Welcoming Committee. I still await some sponsorship money, so cannot yet report the total raised.

So successful was the walk that it is to become an annual event for early September, though not necessarily sponsored. Many thanks to everyone concerned.

A couple of months ago, I received a letter from Strabane Industrial Properties Ltd. saying that under a Government Training Scheme, they were restoring the canal at Strabane and seeking advice. The Trust has replied offering any help it is able to give and wishing them "Good Luck". They also said they were prepared to fund a visit by an advisor. Any restoration expert fancy a free trip to Strabane?

The Year Ahead

TRUST COUNCIL REPORT

The Trust has just published a policy document titled - The Restoration of Navigation to Stroud. The document outlines a strategy which will bring the canal into use by boats and the general public at the earliest opportunity. It is being circulated amongst those who can help us achieve our aims and will be available to Trust members in the spring.

A five year plan of work is outlined which will see the Eastington Flight of locks substantially restored and in use by trip boats.

By the end of 1989 the spoil heap alongside Newtown Lock will be levelled and graded. Stop planks will be fitted to Blunder Lock and its pound refilled with water. If everything goes to plan then we hope to have "Icicle Cruises" over Christmas and the New Year.

During 1990 we plan to drain the Pike Lock pound, remove the infill from the head of Pike Lock and demolish the concrete dam. The head of Pike Lock will be rebuilt and stop planks fitted. The pound will be partially dredged prior to rewatering.

In addition to these activities we will complete a task already started to fit gates to Newtown Lock. The gates are being built by the Surrey and Hampshire Canal Trust and will be fitted early in 1990.

It has also been proposed to the Stroud Valleys Project that the land alongside Blunder and Newtown Locks should become a picnic area and tourist information point.

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Stroud Valleys Project

report by RICHARD ATTWOOD

The Stroud Valleys Project is an independent, charitable, limited company set up and directed by local people. which represents the conservation and heritage groups in the Stroud area including the Canal Trust, Civic Society, Trust for Nature Conservation, and Society for Industrial Archaeology.

Funding has been provided by many bodies including Stroud District Council and English Heritage.

The aims of the project are:-

1. To encourage a greater sense of awareness and pride in the uniqueness of the area.
2. To protect and enhance the built and natural environment of the Stroud Valleys.
3. To encourage owners to take better care of older properties, by promoting new uses, particularly for redundant industrial buildings.
4. To encourage the sensitive development of the area's recreational and tourist potential.
5. Provide greater job opportunities through the above.

A full time Project Officer, Chris Smith, has been appointed. One of his tasks will be to bring together the various kinds of work already underway, to attract more sources of money, and to encourage useful developments and to oppose poor developments.

The Project was officially launched on Friday 27 October by the patron HRH Prince Michael of Kent. Prince Michael lives locally at Nether Lypiatt Manor, above the Golden Valley.

One of the first tasks of the project will be to rejuvenate Upper Wallbridge Lock and the surrounding area. This area, already graced by the excellent extension to the Bell Hotel, will be enhanced by the restoration of the lock and improvements to the canal towpath. The lock will be structurally restored using funds already raised by the project, and a firm of architects with experience of lock restoration have been retained as consultants. The bottom gates will be repaired to act as stop planks to retain water in the lock until such time as functional gates are fitted. The dam at the head of the lock will be replaced by stop planks below water level so that the Canal Trust trip boats can operate from the lock yet prevent silt from the, as yet undredged, pound entering the lock chamber.

OPPOSITE: Wallbridge Lock earlier in 1989.



Thames End Branch

report by DERYCK WATKINSON

After innumerable false starts, the Jones crane, cement mixer (Old Faithful) and a great quantity of scaffold poles have been removed from the site at Cerney Wick Lock and deposited safely at Eastington.

The operation was not easy, and an appropriate finale to a saga of plans which never came off and vehicles which either turned out to be unsuitable or suffered catastrophe just before the agreed date.

Having at last got an appropriate lorry on the spot, the crane became increasingly mulish as it was coaxed towards the road and was only persuaded to move the last few yards with the aid of a large farm tractor for whose services a sincere vote of thanks is due.

Other help for which we are grateful came from members of the Summer Work Camp and supporters, who broke off from their mammoth project at Tunnel House to provide essential zeal and muscle power.

The few items which could not be loaded are deemed to be transportable by van, trailer or roof rack and it is hoped to complete the transformation of the scene of ten years of our toil in the very near future.

The main activity of the August Work Camp is described elsewhere in a report by Bill Kear, but consisted mainly of "Doing Something" about the mud slide which had to be negotiated to reach the towpath and tunnel trip boat from the Tunnel House car park.

Thanks to all our visitors and others, there is now a magnificent flight of steps ready for our customers for Tunnel Trips, which I am sure you will agree provide greatly improved access. In addition, it was decided to create an earth dam between the tunnel basin and Kings Reach, which is suspected of having developed leaks over the years in spite of all the concrete.

As a result of having the use of a hydraulic tipper, courtesy of Bison Plant, the last month-end work party was able to augment the dam with a great deal of stone from the entrance to the tunnel. We don't know how many coolie power it was, but toasts were drunk to our benefactors for a brief experience of canal restoring the easy way.

All we need now is some serious rainfall and our "Linear Indoor Leisure Facility" (tunnel to you) should once again echo to the whirl of the electric outboard and the amazed gasps of our boat passengers!

Western Branch

report by KEN BAILEY

Earlier this year, Trust Council decided that we were in a position to put gates on a lock on the Stroudwater. Although no through passage is yet possible on the canal, it was thought that fitting of gates and completion of a lock would provide a significant boost to restoration efforts.

During the Summer, Newtown Lock was measured and a complete set of timber gates ordered which should be fitted next Spring. Discussions are also taking place with a view to fitting gates to Blunder Lock - hopefully more about this next time.

The last couple of months have again been fairly quiet on the Western end of the canal with slow but sure forward progress being made. Stop plank grooves at the head of Blunder Lock have now been completed and the bottom plank has been set in place. The latter task involved a fight against time with the water level on the top side of a temporary dam threatening to overflow.

We ended up with one of those jobs that just had to be finished, which turned out as a floodlit evening in a fine rain! By the time you read this, the pound between Blunder and Newtown should have been reflooded. Due to the work that still has to be carried out in Newtown Lock chamber, it has been necessary to install steel piling across the tail of the lock so that the newly reflooded pound does not have to be completely drained down.

Clearing up after the M.S.C. Scheme has continued with a local agricultural contractor being employed to finally level the dredger tipping site at Ryeford, so completing another long outstanding job.

Removal of most of the scrap and debris left behind at Newtown has taken place. It is planned that the spoil heap alongside the lock chamber will also be levelled in the not too distant future.

Since the Summer activity at Dock Lock, a weekend work party from London WRG has continued the clearance work. At the moment there are plans for them, to be joined by a party from Newbury to carry out more work, although the rising water levels at Dock Lock may mean a change of venue for the Winter months.

Finally, one piece of very unwelcome news. Early one morning towards the end of September, a lorry load of domestic sewage was emptied into the canal just above Pike Lock. Unfortunately the "person" responsible was not seen, but if anyone has any information about this event, please could they contact Ken Burgin at Pike Lock cottage, or myself.

End to End Walk

walk report by DAVE BAYLISS

Two hundred years ago, the first boat made the passage from the Severn to the Thames via the Stroudwater Navigation and the Thames & Severn Canal. The Trust decided to undertake a sponsored walk as one of the events planned to mark the bicentenary. The first boat took several days to cover the route but we planned to complete the walk in two days.

One aim of the Trust is to establish the route of the old canal towpath as a long distance footpath. Therefore it was planned to walk from Saul Junction to the Town Bridge at Cricklade - a practical and enjoyable walk for anybody to undertake.

The three walkers were Chris Jones (the Trust's Sales Manager), myself (Dave Bayliss) and my son Daniel. We assembled at Saul Junction at nine o'clock on Saturday 2nd September. At Walk Bridge, we were met by other Trust supporters who were to accompany us on the first day. A journalist took photographs and details of the walk. A final check of arrangements with the support crew (our wives!) and we were under way.

Unfortunately we soon left the course of the canal and followed the line of the River Frome. We crossed under the M5 motorway alongside the river using a possible route for a restored canal. Then it was across fields and along roads to Blunder Lock at Eastington. A tea break at the Trust compound at Blunder Lock and we were off again.

We paused at the Midland Railway bridge (now British Rail) at Stonehouse. Perhaps bridge is the wrong word, as the canal is trunked under the railway in a pipe. I wonder if the "boss" would like to support a charity and reinstate the bridge? Just past there, we reached the "Ocean", a wide open stretch of water.

And so on, till we arrived at Stroud, where we had an excellent lunch, courtesy of "The Clothiers Arms". Thus fortified we ploughed on, reaching the "Tunnel House" by early evening.

On Sunday the walk resumed. We were just the three this time, assembling keen and eager after the first day! The canal from Sapperton Tunnel to the Thames is quite hard to follow. Many parts are filled in with some on private land which we had to go round, walking down roads, across fields and along disused railway lines. We had a short refreshment break at the Cotswold Water Park before completing the walk by reaching Latton Junction and taking the main road to Cricklade.

The walkers were rewarded by being greeted by Miss Stroud, Julie Barker. Hard luck lads - the wives were there as well! Photographs were taken and we received the congratulations of our support crew, then it was home for a well earned feet-up.



The things I will remember will be the encouraging sight of the Stroudwater Canal, well on the way to restoration. Blunder and Newtown Locks rebuilt with the latter awaiting lock gates. Deep water at Ryeford where the canal has been dredged. Being able to pass other walkers on the restored towpath in the Chalford Valley. Families out for the day, enjoying the peaceful walks to be had near Frampton Mansell. The one sight I will never forget will be the impressive Sapperton Tunnel. Built two hundred years ago, it is still in a very good state of repair. Oh, to travel through the two and a half miles of its length on a canal boat.

Other things which impressed me, or should I say depressed me, were the wilderness which is the canal in the Cirencester area. The house built on the site of Siddington Lower Lock might prove just a little difficult to negotiate. South Cerney flight of locks has disappeared under a field, except the one which is a cottage garden! The section through Cotswold Water Park is more like the Amazon, except that the canal is dry.

Still, it was a most enjoyable walk, through some of the most attractive countryside in the area. As a walking route it must be one of the best in the country which is why we decided we must do it all again next year. If nothing else, walking the route every year will act as an annual survey.

So, if you have nothing to do around September next year and you feel like a stroll, do join us. It is only about forty miles after all! Just a mere jaunt as walkers say.



The Thames at last! Miss Stroud meets the weary walkers.

Coates Canal Camp

report by BILL KEAR

Due to a rather limited response to the recruitment campaign waged by myself and Bob Cutler, the site of the Thames End Summer Work Camp was changed from Wilmoreway Lock to the Coates end of Sapperton Tunnel. The effort included articles in the National Waterways press and in the London WRG Newsletter as well as letters to every College and University in Gloucestershire and Wiltshire.

The band of volunteers were mostly regulars, friends and acquaintances press ganged by Bob and myself. They were allotted the task of creating a flight of steps from the car park of the Tunnel House Inn, above the tunnel, down the potentially treacherous embankment to the canal bank below. The purpose was to facilitate the embarkation of fare paying passengers to our trip boats and also to make life easier for those visitors who wish to examine the famous tunnel portal.

Thanks to the expert assistance of a friend from London, and hard work by the team, the task was completed very quickly.

The team, now reduced in number after the long Bank Holiday weekend, then tackled Cerney Wick Lock with the objective of clearing the site of all plant and equipment which was shipped off to the depot at Eastington for repair and refurbishment. Special thanks go to an unknown farmer with his tractor who, having been accosted by Nicholas Melchior, towed the crane off the site and onto the road - an otherwise impossible task.

The remainder of the week and the final weekend, when once more the ranks were swelled by visitors, was spent clearing many tonnes of rubble and evil smelling weed from the mouth of the tunnel. The rubble and mud was barrowed down to the King's Reach, just below the passing place, where a dam was built in order to raise the water level into the tunnel. A bonus was that in the process of clearing the tunnel mouth, a hole was discovered down which water was pouring. It has now been plugged.

The overall effect of these actions should be to extend the operational season of the trip boats by raising the water level and removing the rubble which was a hazard to navigation.

The work camp was successful despite the low turnout and plans are in hand to repeat the exercise next year.

Thanks to all Trust members who attended, Nicholas Melchior, Bob Cutler and Robin Halliday. Special thanks to the non-members and new friends without whom we would not have achieved so much. They were John Harris (Cook!), Alex Kear, Michael Smith, Keith Nichols, Geoff Brooks, Penelope Line and Kieron Daniels.



ABOVE: The new steps at the Tunnel House.
BELOW: Digging out the dirt in the depths of Kings Reach.



Members' Open Day

report by RICHARD ATTWOOD

The Trust welcomed approximately 250 people to the Open Day at Blunder Lock and the adjacent Plant Site near Eastington on Sunday 1st October.

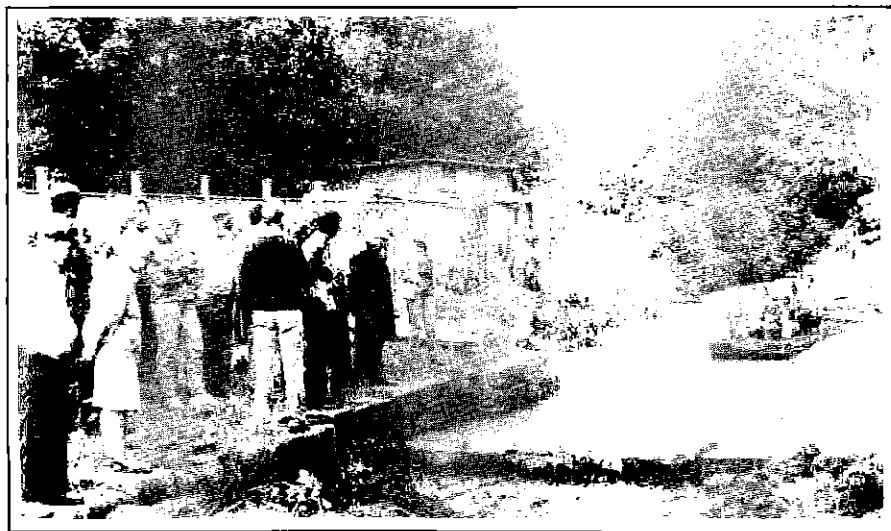
The visitors were able to walk around the plant compound and inspect the heavy lifting equipment and hand tools used by the Trust in their restoration work on the canals. In the main workshop work was in hand to prepare the huge stop plank timbers for fitting into the head of Blunder Lock.

During the day there were three guided walks of the Eastington Flight of locks. The flight comprises Newtown Lock, Blunder Lock, Pike Lock, Dock Lock, and Westfield Lock.

It was explained to the walkers that the programme of work for the next five years will see the flight substantially restored commencing with the fitting of lock gates to Newtown Lock early in 1990. The Blunder Lock pound will be refilled with water before the end of 1989 in readiness for the the running of the "Barca Romana" trip boat during 1990.

Many of the visitors were able to enjoy a boat trip in the "Aline", built by Tony Jones. The boat trips started from Pike Lock alongside the old spill weir which is destined to become a fox-proof home for the canal ducks. At the entrance to Blunder Lock the boat, powered by the electric outboard motor donated by the Gloucester branch of the IWA, turned around and made the return trip to Pike Lock.

The level of interest shown by visitors was such that it is planned to make the open day an annual event.



Stamp Bank

Many readers will already be aware of the "Stamp Bank" scheme operated by the Inland Waterways Association. Used postage stamps are sold for cash, whilst Green Shield Stamps, all filling station stamps, Air Mile points and cigarette coupons are converted into goods for sale.

Many Trust members already support the scheme and so could you by sending the above to: **WRG/IWA Stamp Bank, 114 Regent's Park Road, London NW1 8UQ.** (or hand them in at Trust events).

£1500 has already been raised since August last year. Even more can be raised with your help.

Now You're Talking!

Compilation of a booklet is underway which will list experienced and interesting speakers in the South West who can talk about canal-related subjects.

If you qualify and would like to be included, there is still time. For a questionnaire please contact **Sylvia Rymell, Lyewater Farmhouse, Lyewater, Crewkerne, Somerset, TA18 8BB** (Tel: 0460 72509)

Thanks...

The Trust would like to thank Norman Hocking, the chainsaw specialist and Chalford Chairs for their continued support. May we draw your attention to their adverts which appear in this "Trow".



Letters to the Editor

Dear Sir,

It upset me to read in Trow no. 66 that the remains of yet another lock gate have been dismissed with a chain saw.

Whilst I realise such heavy items are difficult to remove in one piece, could I please ask that this is done wherever possible, or that breaking up is minimal. Failing all that, please do take photographs or measurements.

It is a sad fact that actual lock gate examples on our canal are rapidly diminishing as a result of Trust activities, and with them a mine of information that will be impossible to obtain in the future - details vital for lock manufacture.

The same thinking should also be applied to any metal fittings found. They are priceless to the gate builder in the absence of drawings and measurements.

I would like to add, this letter implies no criticism of any of our valuable workers, but just to say to our working party leaders, an extra hour now could avoid months of research in the future.

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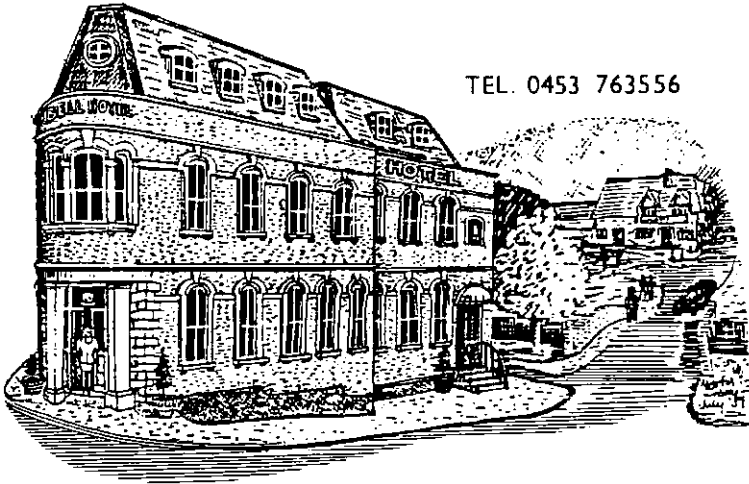
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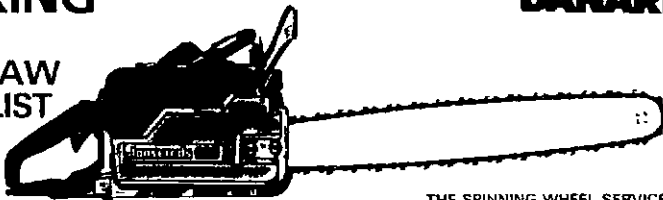
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Sales

Sales Manager CHRIS JONES

On this cold Winter evening, I can look back on the Summer of 1989 with very fond memories. Since our opening sales event in Calne, we have travelled many miles to attend many gatherings where the Trust has been represented by our ageing caravan and its enthusiast "hit squad". All events proved to be a great financial and promotional success, culminating in our first attendance at the IWA National Waterways Rally at Waltham Abbey. This event and the National Trailboat Rally will now be attended on an annual basis.

The success we have enjoyed this season has a great deal to do with the amazing team of people who have acted as stand personnel. These are a special type of person that above all possess three major qualities, these being; they demand no payment; they can sell anything to anybody and they can drink tea at a frightening rate! You all know who you are, so I won't mention names. Many thanks gang, I couldn't have done it without you.

Don't let the Bicentenary Year pass you by. This is the very last chance to purchase this very smart collection clothing, all with a superior embroidered emblem.

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Towpath Guide (Handford & Viner)	£ 6.50
Restoring the Cotswold Canals (Trust publication)	50p
Thames & Severn Canal (Viner)	£ 3.80
The S.T&S in Old Photographs (Cuss & Gardiner)	£ 6.50
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Membership Matters

Membership Secretary RICHARD ATTWOOD

This quarter we are pleased to welcome the following 25 new members continuing the trend of increasing membership - long may it continue!!

J Parkman, Bristol. BE Carvell, London. A Horne, Thornbury
BM Hodgson, Cricklade. BJ Puttock, Bristol. JE Sheppard, Stroud
Imperial Hotel, Stroud. P Vendy, Stroud. R Williams, Bristol
R Davies, Gloucester T Dellbridge, Berkeley, Glos
D Moore, Napton, Warks GW Hunt, Bisley, Glos
AJ Twitchett, Stockport KC Bird, Cheltenham
MG Burt, Stonehouse MT Hale, Coleford, Glos
GR Sommer, Gloucester HFM Everett, Cheltenham
D Lewis, Newport, Gwent IE Webb, Dursley, Glos
JAP White, Cheltenham BM Brejcha, Chalford Hill, Stroud
JI King, Tetbury, Glos R Clapham, Oldbury -on- Severn.

Many members would like to come and help with our restoration work on an occasional basis. Each second Sunday of the month is now the "Members Workday".

Members and friends are invited to come along to the Blunder Lock plant site at Eastington from 9:00am onwards to help with whatever is the task of the day. This could be hedge trimming, grass cutting, sorting out scrap metal or paper, mixing concrete or even bricklaying. There are always plenty of odd jobs to suit your interests and in wet weather there is a roaring stove and gallons of tea to keep out the cold. If you prefer, come along for a chat and a wander around the site.

Don't forget - every second Sunday - Members Workday!!!

To THE MEMBERSHIP SECRETARY, 7 HIGCOTE CLOSE, EASTCOMBE, STROUD, GLOS., GL6 7EF.

Please enrol me as a member of "Stroudwater, Thames & Severn Canal Trust Ltd" with the enclosed first year's subscription.

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Dates for your Diary

Mon	4 Dec	Western Branch Meeting
Tue	12 Dec	Thames End Branch Meeting
Tue	19 Dec	IWA Event (see below)
Thu	21 Dec	Western Branch Noggin & Natter
W/E	30/31 Dec	Thames End Branch Working Weekend
Mon	8 Jan	Western Branch Meeting
Tue	9 Jan	Thames End Branch Meeting
Tue	16 Jan	IWA Event (see below)
Thc	18 Jan	Western Branch Noggin & Natter
W/E	27/28 Jan	Thames End Branch Working Weekend
Mon	5 Feb	Western Branch Meeting
Tue	13 Feb	Thames End Branch Meeting
Tue	13 Feb	IWA Event (see below)
Thu	15 Feb	Western Branch Noggin & Natter
	19 Feb	(week commencing) Visit to Waterways Museum *
W/E	24/25 Feb	Thames End Branch Working Weekend
Mon	5 Mar	Western Branch Meeting
Tue	13 Mar	Thames End Branch Meeting
Thu	15 Mar	Western Branch Noggin & Natter
Fri	16 Mar	IWA Event (see below)
W/E	30 Mar	Thames End Branch Working Weekend (& 1 Apr)
Sun	1 Apr	Morning Car Rally*

* details available from Jeffrey Shaw. (see opposite).

WESTERN BRANCH WORK ON VARIOUS PROJECTS EVERY WEEKEND

IWA EVENTS (Gloucestershire Branch)

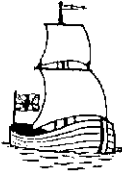
Tue 19 Dec 7.30pm National Waterways Museum, Gloucester
 PRE CHRISTMAS MEETING by the Friends. Waterways Films followed
 by Mince pies & Coffee in the Museum Schools Room

Tue 16 Jan 7.30pm Tewkesbury Marina Yacht Club
 CANAL BOOKS A talk by Mark Baldwin

Tue 13 Feb 7.30pm National Waterways Museum, Gloucester
 LIFE OF A WATERMAN A talk by Tom Foxon in the Schools Room.

Fri 16 Mar 7.30pm National Waterways Museum, Schools Room
 ANNUAL GENERAL MEETING I.W.A. Gloucestershire Branch

FRONT & BACK COVER PHOTOS: Either end of Sapperton Tunnel stands an encouraging site for the present day navy volunteer. The "Tunnel House" stands above the Coates portal (Front Cover) whilst the "Daneway" (Back Cover) can be found close to the Daneway portal. (Photos by Trust Member, Steve Standbridge).



Who's Who in the S. T. & S. C. T. Ltd.

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