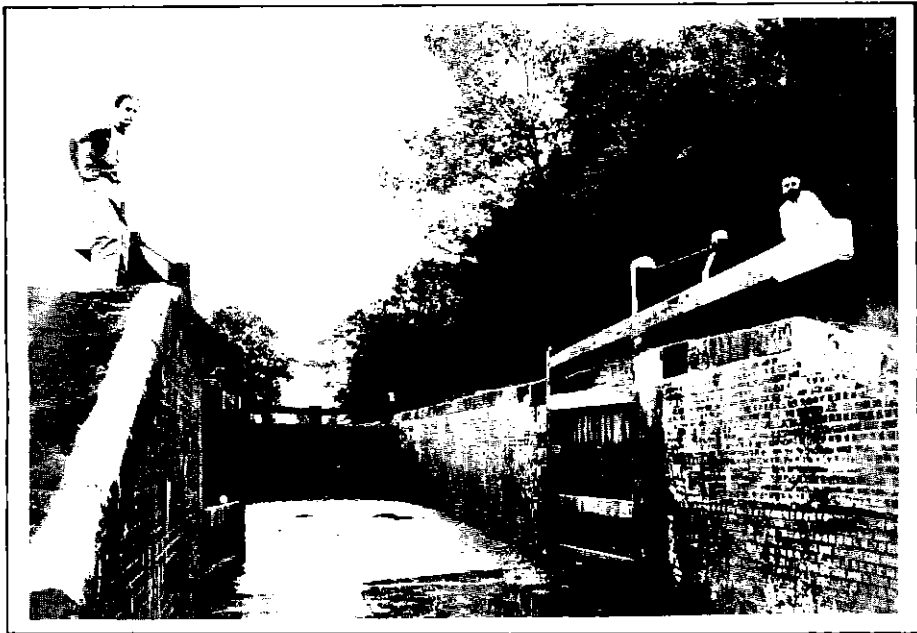


# Trow

THE OFFICIAL MAGAZINE  
FOR MEMBERS AND FRIENDS  
WORKING TO RESTORE THE  
COTSWOLD CANALS



NO 75 WINTER 50 P  
1991

## COPY DATES

SPRING.....20th JANUARY  
SUMMER.....20th APRIL  
AUTUMN.....20th JULY  
WINTER.....20th OCTOBER

THE VIEWS & OPINIONS IN  
THIS MAGAZINE DO NOT  
NECESSARILY REPRESENT THE  
VIEWS & OPINIONS OF THE  
COTSWOLD CANALS TRUST

## Contents

Field Officer's Report	2
Big Dig	3
Western Work	4
Cotswold Canals Splash	6
Unlocking Newtown	8
Bonds Mill to Skew Bridge (Map)	10
End to End	13
Membership Matters	17
Xmas Shopping List	18
Diary Dates	19

Published by the Cotswold Canals Trust  
**Compilation and Layout by David Jowett**  
Printed by Alan Mayo, Lewiston Mill, Brimscombe, Stroud, Glos.

FRONT COVER: John Ferris and Ken Burgin hold open Newtown Lock gates  
BELOW: Dudgrove Double Lock, close to the Thames, as seen with permission  
on the End to End walk. Probably because of its remote and private  
location, the paddle gear is intact and the gate still swings!



# Field Officer's Report

---

Field Officer **KEN BURGIN**

The Halcrow Report into the restoration of the eastern 10 miles of the Thames & Severn Canal is now at the final draft stage and will be published soon. The report covers a wide range of aspects of the restoration including engineering feasibility and cost, water requirements and supply, environmental issues and financial considerations.

The outcome is that the prospects of the restoration of this section of canal are favourable, in particular in support of the development of the Cotswold Water Park. Assuming that the missing sections of canal are put back during the course of future gravel extraction, the cost of restoration could be as low as 3.6 million pounds using contractors (except for undergrowth clearance). This includes back-pumping facilities to avoid placing extra strain on the water resources of the Upper Thames area.

The only other exclusion is Latton Bridge which should be included as part of the new road scheme.

At the time of writing (mid October), no undertaking has been received by the Department of Transport to provide a navigable bridge and pedestrian underpass at Latton. **It is vital that a bridge is provided** - the last thing we need is a new mess at the eastern end of the canal of the same order as that caused when the M5 was built at the western end. The bridge is now supported by all 3 MPs covering the whole length of the canal, the District Councils, County Councils and the National Rivers Authority. The Inland Waterways Authority has found about a dozen precedents to debunk the statement made by the Department of Transport that it was outside their powers to provide such a bridge.

The Draft Orders for the scheme have been published and **objections must be in by 17 DECEMBER 1991.**

**NOW IS THE TIME TO ACT!** The more Councils, organisations and individuals that write in now, the greater the chance that a bridge will be provided. It is almost certain that every letter written by **YOU**, the Trust's Members and Friends, will be worth over £2,000 to our project (assuming we succeed) as the cost of doing this work retrospectively would probably exceed 1.5 Million Pounds.

**SIMPLY WRITE** to the address below saying that you support the Trust in its request for a new bridge at Latton and that you object to the current lack of any such provision. **SEND YOUR LETTERS TO:-**

The Secretary of State for Transport,  
Department of Transport,  
South West Construction Programme Division,  
Room 107,  
Tollgate House,  
Houlton Street,  
BRISTOL,  
BS2 9DJ

# Big Dig

Report by DAVID JOWETT

October saw the coming of the "Big Dig", a massive one-off effort by a thousand volunteers to clear two miles of the Wilts & Berks Canal near Wantage.

Organised by the Waterways Recovery Group, the event marked the twenty first anniversary of their official formation and the twenty fifth of the first issue of "Navvies Notebook" which helped the growth of the organised volunteer restoration movement.

Volunteers were taken by bus from the central check-in point and organised into groups along the two mile stretch to clear undergrowth from the towpath and the canal line itself. Looking down from a nearby hillside, the line of the canal could be made out by following the string of smoking bonfires.

It is impossible to capture the spirit or even give an impression of the weekend on a single photograph, but printed below is just one of the groups along the two mile stretch.



# Western Work

---

Report by KEN BAILEY

The Summer has now come and gone and the work force is reassembled. It is interesting that less work seems to be done during the Summer with its long warm days than in the Winter with its cold, quite often wet days when you usually end up trying to collect tools up in the dark. During the Summer months there appears to be too many other distractions for our work force such as Sales events, trip boats, walks or the demands of the lawn at home!

Well, having got the excuses out of the way, what have we done this Summer? The compound move is complete - almost! A scrap skip and the removal of the remaining fencing will see that job finished.

Blunder Lock has been cleared of the silt which accumulated when a large water main burst up at Ryeford several years ago. The huge flow of water down the canal at that time had scoured out the pound above the lock and dumped the silt into the empty chamber. Approximately one hundred tons of silt was removed over five working days. The operation was slowed by having to initially pump the lock out each day and we had to continually run the pump to keep the lock reasonably dry so that the team in the bottom of the lock weren't flooded out. The silt was loaded by hand into mud buckets, craned up using our faithful Jones KL15 yard crane and deposited on the lock side. It was then shifted and levelled at the top end on the old compound using the Ferguson tractor. When the silt has settled and drained it should be possible to finally level the area for landscaping by using the International Excavator. My thanks go out to all who helped including a pleasing number of new faces.

Newtown Lock is now in use although, at the time of writing, Frank Jones still has a number of jobs to complete. We are currently obtaining quotes for gates and paddle gear for Blunder Lock. We will be placing an order shortly and these too should be operational early next year.

Just prior to the End to End walk third stage (during the morning of to be precise!), the towpath was finally reinstated across the front section of Meadow Mill spill weir. A number of tidying up tasks were also completed prior to the "Splash". Richard Attwood repainted the bus shelter in front of the new compound using a dark green paint purchased by Eastington Parish Council.

That's it for this report. I won't make any predictions for the future as things don't always follow the exact time plan with some things happening ahead of schedule and others behind. However, there's a slipway to construct, boats to refurbish and paint and plant to service, amongst other things. Volunteers PLEASE!!

## Licences

---

Enquiries about boat licences for the Stroudwater Navigation have been on the increase recently. They are issued by the Company of Proprietors and enquiries should be directed to Mrs G M Simpson, The Cottage, Bow Hill, Kingscourt, Stroud, Glos., GL5 5DS (Tel 765610)

---



ABOVE: Volunteers eat away at the silt in the depths of Blunder Lock  
BELOW: The trusty Jones yard crane lifts another bucket of silt



# Cotswold Canals Splash!

---

Report by JOHN FERRIS

After the relatively relaxed pace of the three weekends of the End to End walk, October was a bit hectic. With the "Splash" looming and reed mats blocking the channel in many places, the reed cutter was fired up and brought into action.

On the Saturday prior to the "Splash", Doug Blake and Mick Day began to cut a channel from the skew bridge at Ryeford (which had been the limit of the Ryeford Trip Boat run) to the rear of the "Ship" at Stonehouse. Tony Jones and myself continued on Sunday but there was still reed to be cut around Bonds Mill.

At short notice, a small team assembled on Tuesday evening and managed to take the reed cutter out of the water and onto a trailer at Ryeford. Thanks to Malcolm Critchley for the use of his driveway and the loan of his trolley jack, not to mention additional muscle power. The reed cutter was relaunched above Blunder Lock by the light of a couple of torches and car headlights. Some of the team then retired to the Western Branch Noggin & Natter in Stroud to celebrate the completion of a smooth operation.

Tony Jones and Bill Evill spent the day before the "Splash" cutting a channel between Newtown and Bonds Mill (see map in Spring '91 TROW). The stretch was now much clearer than the week before when we took the "Barca" trip boat for a proving run up to Bonds Mill including the first passage of a boat for many a year through Newtown Lock.

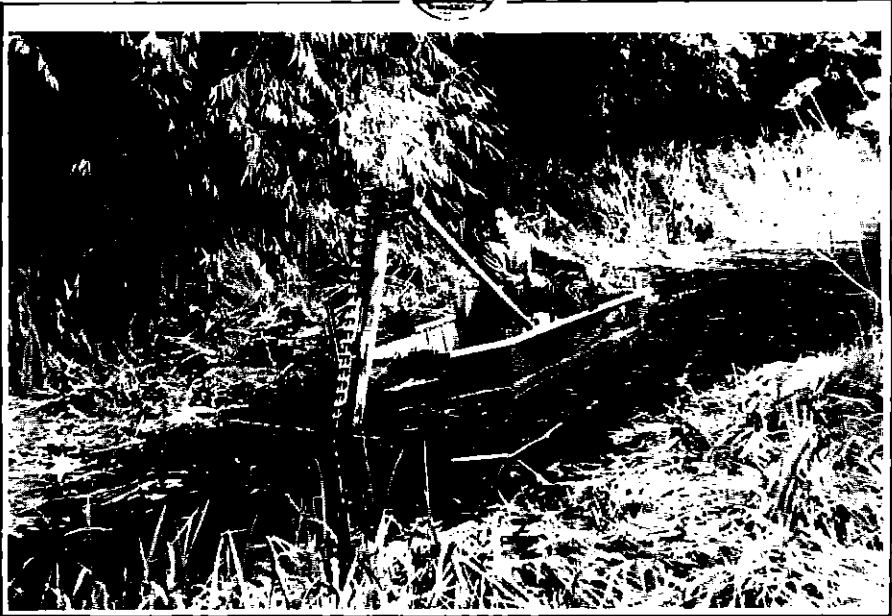
The "Splash" route proved to be enough of a challenge for the participants to feel a sense of achievement in completing the round trip from Eastington to Ryeford. Scores of boats were launched above Blunder Lock and were paddled to Ryeford Double Lock and back. Most were canoes but some other interesting craft made the journey. ADJ Canoe Club (joint organisers of the "Challenge" back in April) were much in evidence, offering their canoes and equipment on loan to non-"Splashers".

It was a bright but very cold day, so the free soup and the barbecue were very popular. The catering and sales caravans were manned by a keen team, many of whom had baked cakes to sell to hungry "Splashers". We were also pleased to have the support of eight Committee Members of the Manchester Bolton & Bury Canal Society who had brought boats and their Sales Stand.

Although this initial "Splash" was intended to be fairly low key, the Trust received much publicity in the press. In addition the event was featured on a Radio Gloucestershire programme, "Pathfinders". Much like the Aneka Rice "Treasure Hunt", a couple have to solve three clues and perform a task when they reach each destination. In this case they had to work a boat through Newtown Lock, which they succeeded in doing.

Later on the day of the "Splash" when most boaters had left for home, Ken Bailey and myself took the skiff "SWaN" up the cut again in order to measure some of the obstacles to navigation. It appears that we will be able to get the reed cutter through these and so keep the pound up to the "Ship" in good condition.

---



ABOVE: John Ferris cuts a channel through the reed near Ryeford  
BELOW: Several "Splashers" leave Newtown Lock bound for Ryeford





# Unlocking Newtown

Saturday 12 October was a busy day for volunteers down at Eastington. The morning was spent in the depths of Blunder Lock completing the clearance of silt whilst in the afternoon the work party turned its attention to preparation work for the "Splash" of the following week. It was decided to take The "Barca" boat from Blunder Lock as far as possible towards Bonds Mill in order to clear a channel which boats could use the following week.

This involved Newtown Lock and so, almost by accident, the first (unofficial) passage by a boat through the restored structure. With the aid of kebs, ropes and boat hooks, the team forged a channel right up to Bonds Mill through the canal which had previously been almost totally covered in reeds. The work was unexpectedly improved upon by the reed cutter on the following Friday.

Although a decision remains to be made, it is possible that boat trips may be operated from Eastington next year to include a passage through Newtown Lock. No doubt volunteers will be sought in the next TROW!

Here then are three pictures of that first passage.





# Bonds Mill to Skew Bridge

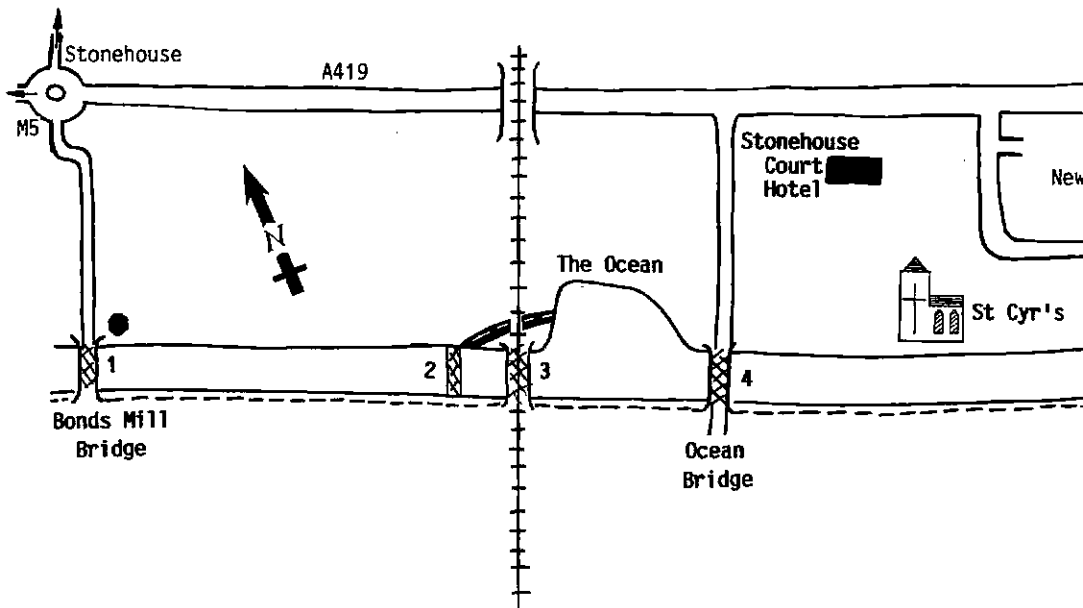
Map by DAVID JOWETT

Two maps were published in the Spring & Summer TROWS this year (Nos 72 & 73) which showed the Eastington area and the Ryeford section of the Stroudwater Navigation. Due to their popularity and because of increasing references to this section in the TROW, here is the missing link covering about one mile.

The channel over this length has not been dredged but is probably in as good a condition as most British Waterways canals. The following obstacles need to be overcome, although it is thought that the Trust reed cutter could probably get from Eastington to the Ship Inn without leaving the water.

1. **Bonds Mill Bridge** used to be a swing bridge but is now fixed. It will not be too long before attention is turned to creating a moving structure.

2. **Hoffman's Dam** was installed in the 1950s to ensure that the water level behind it in the recently abandoned canal would be high enough to permit extraction for industrial use. It will be a simple matter to remove this obstruction.



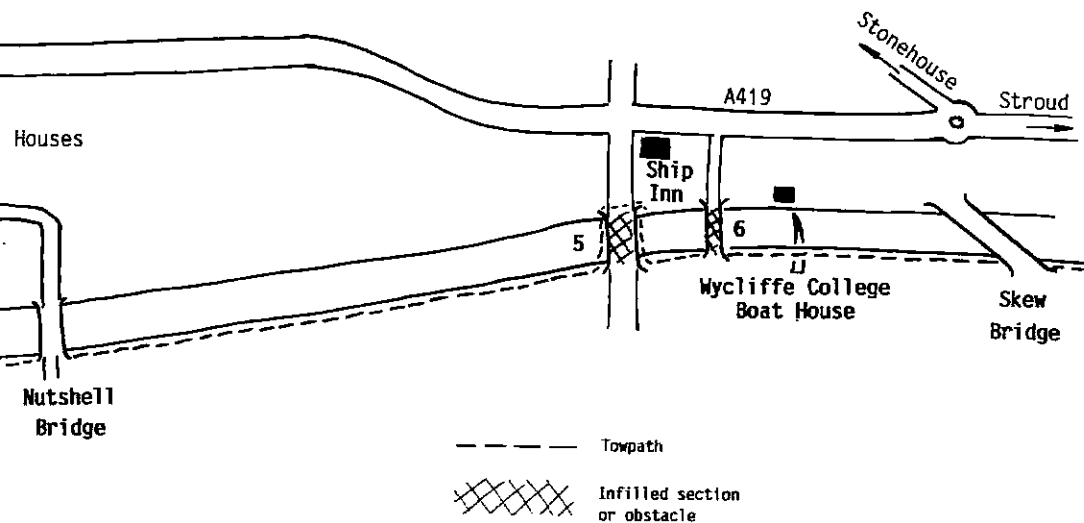
3. **The Railway Bridge** is not such a simple obstacle to overcome. The recent W S Atkins report suggests that a bridge be created slightly to the north of the old one, along the white dotted line on the map. This would be possible because The Ocean (a wide expanse of water) lies on the east side of the railway.

4. **The Ocean Bridge** is another fixed bridge which used to swing. Again this will need to become a moving structure. It is from this bridge that the classic view of St Cyr's church is seen.

5. **The Road Bridge** connects Bridgend to Stonehouse and is a major obstacle. However, the bridge will be reinstated by the County Council when they construct a link road to a new Stroud/M5 road.

6. **Brush Mills Bridge** is a small fixed bridge. A swing bridge will be required here unless this access to an industrial estate is deemed unnecessary because of the aforementioned new road.

There is much to see along this stretch of canal and it is worth visiting if only for the picturesque section by St Cyr's Church.



# Aline Magalotti

We were saddened to learn that one of our members, Aline Magalotti recently passed away.

Aline, together with her husband Luciano, ran the "Clothiers Arms" in Stroud and they have both supported the Trust in the past.

One of the Trust's early trip boats was sponsored by the couple and indeed was named after and launched by Aline. The boat is still in use today.

The Trust wish to extend their condolences to Luciano at this time.

There is still time to sign on for a course which has been organised jointly by Chippenham Technical College and IWA Avon & Wilts Branch.

The course, an "Introduction to Inland Waterways" which commences in January at Chippenham Technical College, will run for 10 weeks on Thursday Evenings and incorporate three Saturday Day Trips.

Information and Booking Forms can be obtained from Tom Welham, Adult Education Manager, Chippenham Technical College, Cocklebury Road, Chippenham, Wilts.

Anyone who has seen the Stroud District Council Official Tourist Guide for 1991 would be forgiven for thinking it was published by the Canal Trust. The canals feature in two illustrations on the front cover and in three colour photographs inside.

Chalford Roundhouse and St Cyrs Church near Stonehouse appear on the cover whilst inside the "classic" shot of the church, seen through Nutshell Bridge, is accompanied by two more photographs of the Roundhouse.

It is refreshing to see so much being made of the canals in such a publication which is aimed at visitors to the area.

## *Stroudwater Collage*

Available for Weekends  
Midweek Breaks Longer Lets

Very Well Appointed  
Sleeps 4/5

Close to the Canal near Stonehouse



Telephone 0455 611508  
for details

A DONATION TO THE TRUST WILL BE MADE FOR EACH BOOKING RECEIVED AS A RESULT OF THIS ADVERT. PLEASE MENTION THE TROW.

# End to End

---

## Walk Leader RICHARD ATTWOOD

In years gone by, a few Canal Trust members had walked as much of the canal towpath, which was a public Right of Way, from Saul Junction to Cricklade in the Autumn of each year.

1991 was planned to be different. As the organiser of the Summer Walks along the Cotswold Canals over the past four years I knew that there was a lot of interest amongst a small band of members to walk the full length of the Cotswold Canals.

Preparations began and permission was gained from most of the landowners across whose land the canal runs and for which the towpath is not a public Right of Way. Pubs were selected as watering holes along the route from the River Thames at Lechlade to the River Severn at Framilode. The event was publicised in the local press and "Waterways World". Based on previous walks, I expected between twenty five and thirty walkers on each of the three sections assuming that the weather was not too bad.

The day of the first walk dawned and I arrived at Lechlade on a beautifully warm autumn morning to begin the walk. I clambered out of my car to be met by eighty - yes eighty - smiling faces!!!

When I came out of shock we began our journey to Saul Junction. This section of the walk was especially interesting as most of it was across



Week Two: The End to Enders assemble by Wilmoreway Lower Lock

---



private farmland past Dudgrove Double Lock and Eysey Lock. (PLEASE NOTE walkers must never trespass onto this land without the express permission of the farmers who own the land).

Most of the first walk passed through remote countryside but we were brought back to the twentieth century as we crossed the Cricklade bypass to the sound of blaring car horns. We stopped at Latton next to the dried up River Churn where I stood in an equally dry canal bed to talk to eighty walkers on the one bank and about eighty mooing cows on the other!

The second stage of the walk was again on a beautiful autumn day with this time fifty three walkers. We started from the Cotswold Water Park and made our way up over the summit towards Sapperton passing the River Churn water meadows (more of these in a future TROW!), Siddington Flight and the source of the River Thames. As usual the source of the Thames, lying just below the embankment of the canal at Coates Field was as dry as a bone. Is it just coincidence that the source of the Thames dried up at about the time that the canal was allowed to dry up?

The final day dawned very wet and very windy but twenty eight brave bodies turned out to complete their journey from Thames to Severn. The route was now very different to the gentle rise from the River Thames. As we descended the Golden Valley the locks came thick and fast through Siccaridge Woods, until we arrived at Puck Mill. This is a special place for the Cotswold Canals Trust because this is one section of canal which we own.



Walkers pause to admire the improvements at Coates Roundhouse



We continued onwards and downwards. That delightful village of Chalford came and went as we passed lock after lock on our journey towards the Severn. The route began to level out as we left the Stroud Valleys. Still there were locks but now they were further apart as we descended the valley of the River Frome. The restored sections of the Stroudwater were soon passed as we marched through the drizzle past the infamous MOD pipeline to Saul Junction and the Gloucester-Sharpness Canal. Two miles later we arrived on the banks of the River Severn - the end of the journey.

Next year the End to End walk will be in four stages from west to east spread through the summer and autumn from May to October. Full details will be provided in the next TROW.



Steve Court leads the walkers under Tarlton Bridge, into King's Reach



# Steve Court

Steve Court, one of our regulars at Blunder Lock, was seriously injured in a car accident (hit by a stray van) on his way to the lock on 5th October.

Steve sustained two broken arms, a broken ankle, ribs and other injuries, and was confined to a hospital bed for two weeks. Despite these injuries, Steve was released in record time and visited Blunder Lock on 20th October to check that the others weren't slacking in his absence!

The Trust Council and all the volunteers wish Steve a speedy recovery at home and look forward to seeing him back soon.

## For Sale

Contact **KEN BAILEY 0272 601710**

Approx 35 old lock gate timbers - sound, very hard timber

Dorman Three cylinder diesel engine (Ex Priestman Wolf Crane engine)

Petter AVA1 Single cylinder engine requires some parts

Deutz V6 Aircooled Diesel - Ex dredger (requires new big end bearings)

Various Landrover Series II parts


**NORMAN HOCKING**

CHAIN SAW SPECIALIST

DISTRIBUTOR FOR **Jonsereds**

**OREGON** SAW CHAIN  
GUIDE BARS & ACCESSORIES

**DANARM**



THE SPINNING WHEEL SERVICE STATION  
CASHES GREEN, STROUD, GLOS. GL5 4RA  
☎ STROUD 0453 759497

SALES AND SERVICE THROUGHOUT GLOUCESTERSHIRE

# Membership Matters

---

## Membership Secretary RICHARD ATTWOOD

This quarter we are pleased to welcome the following new members:-

Mr D A Valliant, Stroud	Mr D Jury, Stonehouse
Mr I Lewis, Gloucester	Mr D A Grobecker, Fairford
F Beetlestone, Enfield	Mr P K West, Bristol
Lt-Cdr J T B Birch, Tetbury	Mr D Darvill, Witney
Mr P Barlow, London	Mrs K M Lindsay, Gloucester
Mr M J Aylmer, Southampton	Mr S Wood, Bristol
Mr K J Parker, London	M E Frost, Ipswich
Mrs S F Pullen, Ilfracombe	Mr D C Gaskin, Reading
Mr A J Flavin, Ipswich	Mr C M Rothwell, Reading
Barbara Spencer, Wolvercote	Mr I J Mulford, Stroud
Mrs M E Richardson, Lechlade	Mr & Mrs A Garnell, Sutton Coldfield
Mr D Watts, London	Mr R S Moncrieff, Malvern Link
Mr J T G Johnson, Stroud	Mary Roblin, Highworth
Mr P Ellis, Stroud	Mrs E J Weaver, Twynning, Tewkesbury
S E Hawkins, Stroud	Mr & Mrs Cobbett, Fairford
Mr P White, Trowbridge	P & J Selby, Dursley
Mrs J Longhurst, Stroud	Mrs V Palmer, Stroud
Mrs J A Bulteel, Malmesbury	Mr M W Lulford, Birmingham
Mrs M J McGowan, Aylesbury	Mr W J Birch, Stroud
Mr R Wheeler, Nailsworth.	

## Surveys Published

---

We are pleased to report that two surveys on the Stroudwater Navigation are now available to members.

The **W. S. Atkins Report** covers the canal from Saul Junction to the Ocean at Stonehouse and is available at a cost of £18.00 plus 60p towards postage.

The **Stroudwater Wildlife Survey** was undertaken by the Gloucestershire Trust for Nature Conservation and costs £10.00 plus 60p towards postage.

Both reports are photocopies of the originals and the Atkins study especially is a bulky but interesting read. Please send your orders to **Chris Jones, The Courts, 27 Walton Road, Clevedon, Avon, BS21 6AE.**

The "Stamp Bank" scheme, operated by the IWA, continues to raise much needed funds for their organisation. Used postage stamps are sold for cash, whilst Green Shield Stamps, filling station stamps, Air Mile points and cigarette coupons are converted into goods for sale. To date, over £3,500 has been raised. Many Trust members already support the scheme and so could you by sending the above to: **WRG/IWA Stamp Bank, c/o 6 Spa Lane, Hinckley, Leics., LE10 1JB.** (or hand them in at Trust events for passing on in bulk).

# COTSWOLD CANALS SHOPPING LIST

ITEM	PRICE £	QTY
*Around the Cotswold Canals (10 Circular Walks - 2nd Edition)	2.50	
*Restoring the Cotswold Canals	0.50	
Canal Barges & Narrow Boats (Peter L. Smith)	1.75	
Canals & Waterways (Michael E. Ware)	3.95	
Discovering Canals in Britain (Peter L. Smith)	2.50	
The Flower of Gloster (E. Temple Thurston)	8.95	
The Stroudwater Canal - Vol 1 (Michael Handford)	3.50	
S.T&S Canals in Old Photographs (E. Cuss & S. Gardiner)	7.95	
S.T&S Canals Towpath Guide (M. Handford & D. Viner)	7.50	
Thames & Severn Canal (Humphrey Household)	6.95	
Thames & Severn Canal (David Viner)	4.25	
Working Life on Severn & Canal (Hugh Conway-Jones)	7.95	
*The TROW - All issues available	0.50	
*TROW Binder - Holds 12 issues - suitable for all A5 mags.	3.50	
*Map - plan and section of Cotswold Canals	2.50	
"Lock Gate" Christmas Card	3.50	
*Sweater - with embroidered logo	14.00	S M L XL
*Sweatshirt - with embroidered logo	13.00	S M L XL
*Sweatshirt with printed logo	10.50	S M L XL
*Tennis/Sport Shirt - with embroidered logo	12.00	S M L XL
*T-Shirt - with printed logo	5.00	Child S M L XL
*Baseball Hat - with printed logo	3.75	
*Sew-on Badge - with embroidered logo	2.50	
*Tie - with embroidered logo	6.50	
*Tea Towel - Cotswolds (includes Cotswold Canals)	2.50	
*Car Sticker - New for 1991	0.40	
*Pen	0.30	
*Pencil with eraser	0.25	
Plant pot - hand painted with canal roses	0.95	
Thimble - Round house	3.00	
Thimble - Buckby can	3.00	
*Thimble - Cotswold Canals Trust	1.50	
*Standard Mug	3.30	
*Half Pint Tankard	4.00	
*Pint Tankard	6.20	
*Milk Jug	6.80	
*Goblet	5.10	
*DENOTES SPECIAL COTSWOLD CANALS TRUST ITEM		
Please tick your selections, sizes and quantities required and send the form with your address and remittance to:- <b>Chris Jones - Sales Manager</b> <b>The Courts,</b> <b>27 Walton Road,</b> <b>Clevedon, Avon, BS21 6AE (Telephone 0275 875714)</b>	TOTAL = £	
	POSTAGE & PACKING = £	0.65
	TOTAL ORDER VALUE = £	
Please make cheques payable to "Cotswold Canals Trust"		Win 91

# Diary Dates

Mon 2 Dec Western Branch Meeting  
 Tue 10 Dec Summit & Thames End Branch Meeting  
 Thu 19 Dec Western Branch Noggin & Natter  
 W/E 28/29 Dec Summit & Thames End Working Weekend

1992

Mon 6 Jan Western Branch Meeting  
 Tue 14 Jan Summit & Thames End Branch Meeting  
 Thu 16 Jan Western Branch Noggin & Natter  
 W/E 25/26 Jan Summit & Thames End Working Weekend

Mon 3 Feb Western Branch Meeting  
 Tue 11 Feb Summit & Thames End Branch Meeting  
 Thu 20 Feb Western Branch Noggin & Natter  
 W/E 22/23 Feb Summit & Thames End Working Weekend

Mon 2 Mar Western Branch Meeting  
 W/E 7/8 Mar IWA Clean-Up Weekend  
 Tue 10 Mar Summit & Thames End Branch Meeting  
 Thu 19 Mar Western Branch Noggin & Natter  
 W/E 28/29 Mar Summit & Thames End Working Weekend

Sun 12 Apr Cotswold Canals Challenge (2nd Annual Biathlon)

W/E 23/25 May IWA National Trailboat Rally at Taunton

Western Branch volunteers work most weekends and would welcome your help.


Summit & Thames End Branch work at least the dates listed above. Please ring for details.

Members and friends are welcome at Branch Meetings and Special Events.

If you would like to offer your help, please contact the appropriate person listed on page 20.

Western Branch meet at 7.30pm at the Imperial Hotel, Stroud. Summit & Thames End Branch meet at 8.00pm at the Thames Head public house, near Cirencester on the Tetbury Road.

Western Branch Noggin & Natter is an informal social gathering held at The Lockkeepers Wine Bar (behind The Bell Hotel, Wallbridge, Stroud), every third Thursday at 8.00pm

<b>IWA &amp; FRIENDS OF THE MUSEUM EVENTS</b>	Meet at 7.30pm at the Museum Schools Room National Waterways Museum (except 14 Jan 1992)	
Tue 17 Dec	<b>FOREST LIFE - THE RIVER SEVERN</b> - Melville Watts of Lydney shows his award winning film	
Tue 14 Jan	<b>WATERWAYS VIDEOS</b> (At Tewkesbury Marina Yacht Club)	
Tue 18 Feb	<b>MEMBERS SLIDES &amp; VIDEOS</b> - Contact Doris Toller on Gloucester 424272 to offer your contribution	

# Cotswold Canals Trust



## DEPARTMENTS

MEMBERSHIP	FREEPOST (GL65)	P.O. Box 71. Stroud, Glos., GL6 7BR
SALES MANAGER	CHRIS JONES	The Courts, 27 Walton Road, Clevedon, Avon, BS21 6AE (Clevedon 0275 875714)
TROW EDITOR	DAVID JOWETT	11 Upper Leazes, Stroud, Glos., GL5 1LA (Stroud 0453 755535)

## SUMMIT & THAMES END BRANCH

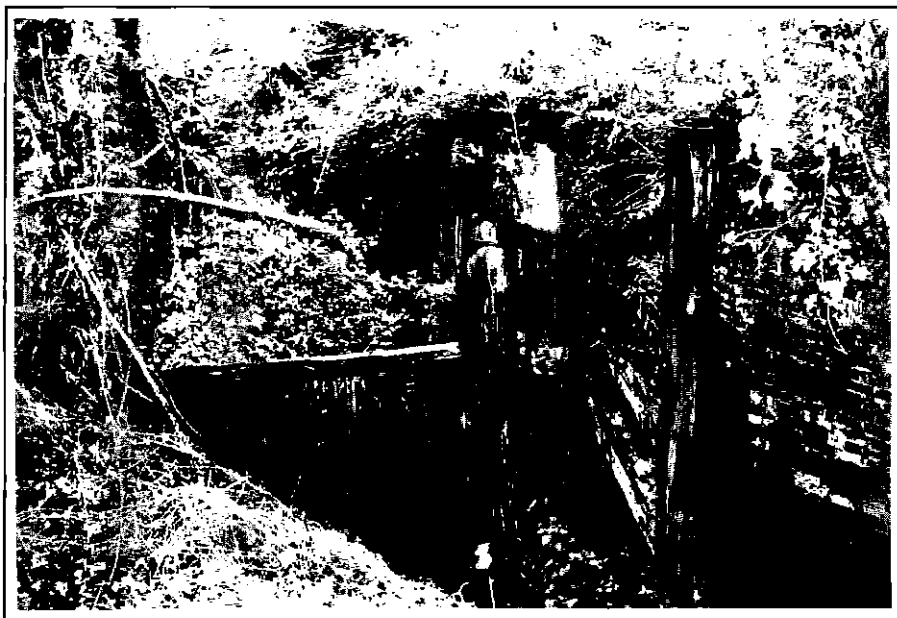
CHAIRMAN	ROBIN HALLIDAY	16 River Park, Marlborough, Wilts. SN8 1NH (Marlborough 0672 513400)
SECRETARY	JAMES KING	Moordown, Northfield Road, Tetbury, Glos. GL8 8HE (Tetbury 0666 502797)
TREASURER	JOHN LUCAS	Linquenda, Winstone, Nr. Cirencester, Glos. GL7 7JZ (Miserden 028 582 587)

## WESTERN BRANCH

CHAIRMAN	JOHN FERRIS	Comptons, Park End, Paganhill, Stroud, Glos. GL5 4AZ (Stroud 0453 766072)
DEPUTY CHAIRMAN	NICK PARKER	36 Water Lane, Wotton-Under-Edge, Glos. (Dursley 0453 521106)
SECRETARY	ALISON RUCKERT	36 Water Lane, Wotton-Under-Edge, Glos. (Dursley 0453 521106)
TREASURER	GEORGINA BAYLISS	Avonlea, 50 Stanley View, Dudbridge, Stroud, Glos. (Stroud 0453 753847)
EVENTS ORGANISER	JEFFERY SHAW	The Cleeves, Nailsworth, Glos., GL6 OPA (Nailsworth 045383 3373)

## VOLUNTEER GROUPS

WESTERN BRANCH	DOUG BLAKE	19 Stratton Road, Gloucester. (Gloucester. 0452 415843)
SUMMIT & THAMES END	ROBIN HALLIDAY	16 River Park, Marlborough, Wilts., SN8 1NH (Marlborough 0672 513400)
TRIP BOAT CO-ORDINATOR	AMANDA FISK	11 Upper Leazes, Stroud, Glos., GL5 1LA (Stroud 0453 755535)



ABOVE: Dudgrove Double Lock gates, remarkably still standing.  
BELOW: Cricklade Wharf, as seen on the End to End walk.

