

Trow

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

No. 76

SPRING 1992

50p



Cotswold Canals
Trust

COPY DATES

SPRING.....20th JANUARY
SUMMER.....20th APRIL
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THE VIEWS & OPINIONS IN
THIS MAGAZINE DO NOT
NECESSARILY REPRESENT THE
VIEWS & OPINIONS OF THE
COTSWOLD CANALS TRUST

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FRONT COVER: The excavator levels the slipway; Blunder Lock awaits gates

BACK COVER: An icy Newtown Lock, photographed through January fog

BELOW: Is this a creature from Doctor Who? No, it's Ken Bailey after a session cutting back Blunder Lock's top gate mitre.



A Happy New Year!

Trust Council Report by RICHARD ATTWOOD

1991 was a year of great strides forward in the restoration of the Cotswold Canals.

Two major engineering surveys took place and were completed. At the western end W.S. Atkins reported on the five miles east from Saul Junction and Sir William Halcrow & Partners reported on the ten miles west from the River Thames.

A vigorous response from Trust members and friends has inundated the D.O.T. with protests about the proposed Latton Bypass and made a Public Inquiry an almost certainty unless, of course, the D.O.T. include the Thames & Severn Canal in their plans.

A concerted effort by the Trust and Stroud District Council to have the "secret" M.O.D. pipeline moved was not successful but the M.O.D. are now aware that they face a determined adversary.

Cotswold District Council have continued to support the Trust both financially and through protecting and promoting the line of the canal.

At Eastington the old plant site has gone and has been replaced by a new secure area just across the road. This could not have happened without the support and co-operation of Stroud District Council and Gloucestershire County Council.

Newtown Lock became the first fully restored lock and was used for the first time for the "Splash" in October.

Great effort has been made to extend our knowledge of the many landowners who own sections of the canal and to improve relations with them.

The Trust's own section of canal at Puck Mill has been visited by a number of work parties to maintain it in good condition.

What will 1992 have to offer after a year like 1991? As the Trust Council peer into the crystal waters of the Cotswold Canals they see a vision of two locks complete with gates. They see people sitting at picnic tables. They see roads with bridges being constructed over the canal. They see excavators at work. They see people. Who are these people?

Oh dear. A trail boat has just passed by and the ripples have clouded the image. 1992 is going to be an exciting year!!

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).

Field Officer's Report

Field Officer KEN BURGIN

Latton Bypass

Thanks to all our members and friends who wrote to the Department of Transport objecting to their proposals not to provide for the future restoration of the canal. I know they received about 120 objections, I suspect most on canal grounds. Anyway, it surprised them, but not enough to give in yet. It is probable that the matter will have to go to Public Inquiry unless the Department of the Environment refuse to let them get away with it.

Daneway Basin

Many people have contacted the Trust to express their horror and disgust at the infilling of the historic Daneway Basin with rubble and other builder's waste. The Basin is a well known and well loved feature of the canal which appears in many of the local history books. The owner applied for retrospective planning permission to infill the basin but we understand that this application has now been withdrawn pending modification. The Trust will continue to play an active role as the situation develops and will resist any proposal which significantly changes the appearance of this historic canal feature.

Environmental Grant Fund

The Trust has submitted an application to the Department of the Environment for a grant from the Environmental Grant Fund. Canal restoration projects are specifically invited to apply and our project fits the other criteria very well. If successful, the grant will be used to 50% fund a full time General Secretary who will provide the administrative infrastructure necessary to accelerate the restoration process. It is a condition of this grant that the other 50% must come from non-public sources and the Trust is actively seeking sponsorship to cover this.

Several amazing developments should come to light before TROW 77 drops on your door mat - just pray everything goes to plan!

After several years, Jeffery Shaw has decided to step down as Events Organiser. Over the years, Jeffery has organised skittles matches, quiz evenings, and the favourite annual barbecue. Many of the other events have also been accompanied by Jane Shaw's wonderful food.

Thanks Jeffery and Jane for all your hard work and we are sure that Trust members will be delighted to hear that you will still be laying on the annual barbecue.

Summit & Thames End Branch

Branch Chairman ROBIN HALLIDAY

Since the Winter Trow (No.75) carried no report from the Summit & Thames End, this report starts with a short account of Branch activities from the Autumn. During this time the End to End walks highlighted the fact that the towpath remains in a jungle-like state in a number of areas, despite the regular attention of Branch work parties, visiting teams, scouts and others. Many thanks to them and we will continue the good work next season.

Low water levels at Coates gave the Branch the opportunity to investigate the recently formed blowhole in the bed of the canal near the Coates entrance. When first found it was hoped that the Branch might be able to effect some repair to this declivity since its size and sudden appearance were alarming. However, after closer inspection the engineer of the team concluded that the repair of this and other such holes would be a major job calling for modern plant. The puddle bed is of a depth that may have been handled by 18th century canal navvies with the muscles of a gorilla, or a modern hydraulic digger. It is perhaps worth recalling that the canal was built by men of sinew - the Thames Head Engine erector, prize fighter Isaac Perrins, being a prime example.

During October members of the Branch attended the "Big Dig" at Wantage and the "Cotswold Canals Splash" at Eastington. The impressions of the former were of a high level of organisation achieving a maximum effect in a short time. The memories of the '91 Splash are the passage through Newtown Lock and the festoons of weed in the pound above. This is a problem that bedevils all restored canals as anyone who has travelled the Kennet & Avon will testify. No doubt a fortune awaits the person who can design and build a waterborne weed cutter and bailer that produces weed briquettes which can be burned on the Trust stove!

In November further work was carried out at Cerney Wick Lock. On the lock gates tenons were cut to receive the balance beams but regrettably the beams proved too rotten inside to be of much use. The water level has already risen over the top sill of this lock this season which also augurs well for a long season of boating into Sapperton Tunnel. The cloud on the horizon at the Eastern End is the proposal for the new Latton Bypass. Readers were informed of details in the last TROW and all Summit & Thames End members have been advised of the problem.

Boat trips into the tunnel started on Sunday 24th November, the earliest start since trips began there. One passenger suggested that we should use a glass-bottomed boat! Other modifications are in hand for improving the trip boat service and these will be reported in the next TROW. Meanwhile, trips are running every Sunday when possible. If you can help, please contact:

Nicholas Melchior (0242) 515181
Robin Halliday (0672) 513400
Jim King (0666) 502797

People

Trust Council Report

The Trust was pleased to welcome Steve Court to the Council after his election at the AGM in October.

On a sadder note, John Southall, our Treasurer has reluctantly decided to stand down to take on greater responsibilities at his place of work. Thank you John for the excellent work during your time in office. Welcome to Alison Ruckert who has volunteered to take on this important task.

We do have two particular needs at present. During the year we hold regular work parties at both ends of the canal for both our own members and visiting groups. We need a person to liaise with the visiting groups and members so that this valuable resource is regularly exercised!

A person is also required to organise speakers for six monthly Member's Evenings during the winter of 1992/3. A hall, to be determined, in the Cirencester area would be a suitable venue.

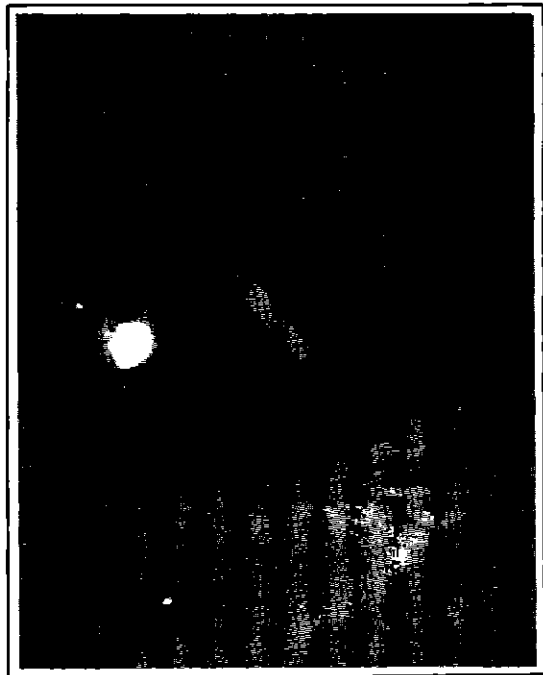
If you would like to be one of these people or would like to help them please phone Richard Attwood (0453) 885057

This is the newly formed blowhole which has appeared in the floor of Sapperton Tunnel close to the Coates entrance.

The photograph was taken through the water - hence the white reflection of the flash from the camera.

The strip in the hole was dropped down the hole to show the scale of the problem. The strip measures 12 inches long.

Water will pour into the tunnel from this hole in winter, but will also run out of the same hole when the weather is more dry.



Western Work

Report by KEN BAILEY

During the last couple of months several jobs have been completed at Blunder Lock. The concrete mitre for the top gates has been cut back to allow timber facing to be fitted. The top of the offside quoin was shuttered and repaired by casting in concrete. The area of the bottom mitre has had the old shuttering remains removed and the existing concrete scored to provide a key for the new mitre. Various repairs have also been made to the head wall and the top gate quoins.

Unfortunately, John Bond's lock gate (originally constructed for Griffin Mill Lock and moved to Blunder Lock a couple of years ago) proved too small in both width and height. We considered modification but decided that it was far too nice to "stretch". It has been measured and returned to underwater storage just above Blunder Lock.

At the end of last year we requested quotes from a number of organisations for the manufacture and fitting of gates and paddle gear to Blunder Lock. Of those received, a quote from Rochdale Canal Workshops proved the winner. They measured up during December and the gates are due to be installed in March or April. (STOP PRESS! - Perhaps earlier!). Our second lock should then be ready for use.

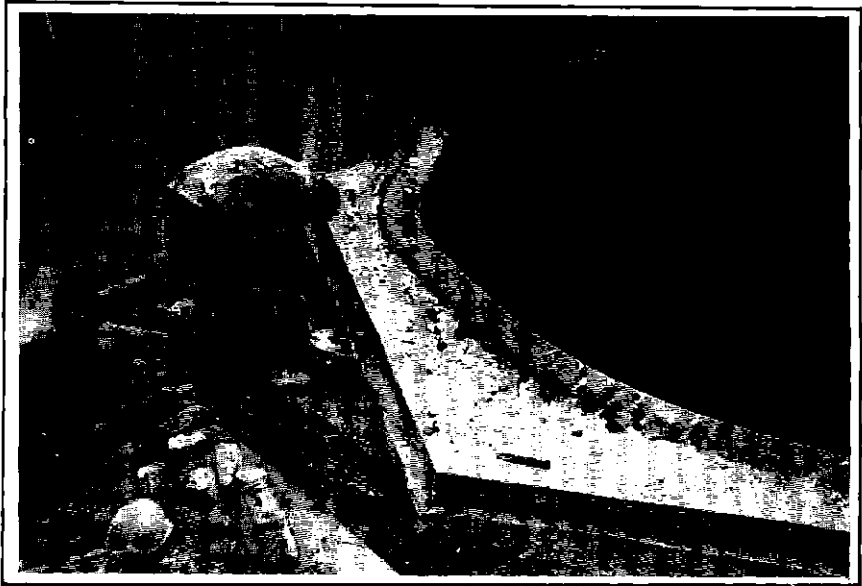
Other work to complete the top half of Eastington Flight has continued. On the slipway, excavation to the correct angle has taken place, steel piling has been driven along the bottom end and a rubble base laid. With good weather we may even have some of the concrete in by the time you read this! Soil from the slipway area, together with material which had been piled along the hedge, has now been spread down one side of the old compound site and levelled ready for grassing. Amongst the material being moved was a considerable quantity of broken bricks which were sorted by hand and used for hard-core on the slipway. Without our International Excavator and the tractor and trailer (complete with new hydraulic ram seals) I don't think we would even have dreamed of shifting the estimated 200 tons of material.

A quick look not too far ahead should see Blunder Lock in use, the slipway complete, water again between Blunder and Pike Locks and the top half of the Eastington Flight almost complete. Meadow Mill spill weir and Dock Lock are next on the agenda!

Severn Cruise

Stop Press News. Have an evening to remember on a cruise from Gloucester Docks up the River Severn on **Friday 19th June** from 7.30pm till 10.30pm. The **Queen Bodicea II** has been booked from the National Waterways Museum for a private charter for Trust members and friends at £5 per head. This boat is one of the Dunkirk "Little Ships" and has a bar on board in an indoor saloon in addition to covered deck space.

Spaces are obviously limited. Please make your booking (together with payment £5 each - cheques payable to "Cotswold Canals Trust") by 20th April to Nick Parker, 36 Water Lane, Wooton-Under-Edge, Glos. (Tel 0453 521106)



ABOVE: Cutting back the top gate mitre ready for timber facing
BELOW: Rochdale Canal Workshops measuring up for bottom gates



The Halcrow Report

Summary by **KEN BURGIN**

Introduction

The report was commissioned in 1990 by the Cotswold Canals Trust and deals with the first 10 miles of the Thames & Severn Canal from Inglesham, where it joins the Thames, to the Spine Road near South Cerney. The report covers:

- Engineering feasibility and water supply
- Costs of Restoration
- Planning context
- Environmental issues
- Financial considerations

The full report is over 200 pages long and contains many diagrams, maps and colour pictures. This summary therefore only scratches the surface of a very detailed and thorough study.

Engineering and Water Supply

The engineering study concludes that the canal is restorable and deals with each obstruction or problem on an item by item basis. The study breaks the 10 mile length into sections so that restoration could be phased and each section brought into use as it is completed. The recommended sequence suggests that work should start at Inglesham and the Spine Road with the aim of dealing with the central infilled section last to coincide with anticipated gravel extraction activity in the area.

This eastern section of the canal has suffered from infilling to a far greater extent than the other 26 miles, indeed it has often been reported to have been lost completely. In fact, almost exactly one third will require re-excavation with the remainder requiring clearance and repair to the lining.

The route of the canal is crossed in seven places by public roads and none of the original road bridges have survived. The two near Latton will be provided as part of the proposed Latton bypass scheme if the Trust gets its way. This leaves four minor crossings and an awkward one at Kempsford which may require a lift bridge. There will also be a requirement for about 10 farm access bridges, nine fixed and one swing bridge.

The water supply for the canal is likely to be quite complex as it will be a pre-condition that the canal operation does not adversely affect nearby watercourses. The report suggests a hybrid supply strategy where losses due to evaporation and leakage (which returns to the ground anyway) are supplied from a series of small boreholes whilst larger back-pump installations are provided to re-circulate the water used by the locks. If the use of groundwater supplies became restricted due to long dry periods, greater use can be made of the back-up system but at some additional operating cost.

Costs of Restoration

The cost of the engineering work is as follows:-

	£
Obstructions (bridges, pipes, culverts, cables etc.)	2,028K
Restoration of locks and new lock at Latton	352K
Restoration of existing canal bed	414K
Re-construction of infilled canal	1,150K
Water supply pumping system	775K
Total	4,719K

Planning Context

This section of the report deals with the planning framework surrounding the canal in this length, the whole of which falls within the proposed extended Cotswold Water Park.

It is within the power of the Planning Authorities to protect the route of the canal from development which would prejudice restoration. The situation is emerging in which the restoration of the Thames & Severn Canal over the 1990s will have statutory weight, as supported in the Local Plans for the area. Furthermore, the canal will be firmly located within an area specifically identified for development - The Cotswold Water Park.

The only problem area from a planning point of view occurs near Latton where, due to the planned Latton Bypass, the diverted canal may impinge on the edge of a Scheduled Ancient Monument.

The report highlights that, from the landowner's point of view, the restored canal could represent an opportunity, not a problem, in terms of diversification and future development potential.

The report goes on to identify the facilities which the canal will need and identifies where these might be located.

Environmental Issues

This section covers the ecological, land use (especially agricultural), water quality, project planning and socio-economic aspects in some detail.

In the context of terrestrial ecology, the canal corridor forms an important linear habitat passing through open agricultural land of minimal interest.

The aquatic interest is very limited as very few parts of the canal retain water throughout the year. Standing water in the winter followed by the canal drying out in summer has led to a virtual monoculture of reed sweet-grass in many places. Much of the canal is covered by a damp secondary woodland with nettles in the ascendancy.

Appendix B gives extensive lists of recorded species and a series of maps show where the various habitat features are located.

The canal in its current state does not realise its full nature conservation potential and active management would increase its value considerably. Given sympathetic design and management, the restored canal could represent a significant wildlife habitat in its own right.

Financial Considerations

This section investigates how other canal restoration schemes have been funded, potential sources of funding and the economic benefits of a restored canal.

Two case studies have been produced based on the Kennet & Avon Canal and the Basingstoke Canal. The Kennet & Avon Canal Trust raised two million pounds in the last eight years towards the re-opening of that canal. The Basingstoke Canal is similar to the Thames & Severn in that it is not owned by British Waterways and has been restored by a partnership of an active canal society with the local authorities.

Various sources of funding have been identified, perhaps the most interesting one being Derelict Land grants from the Department of the Environment for which canal restoration is now eligible.

The economic benefit section examines three recent cost benefit studies relating to the Rochdale Canal (1987), the Montgomery Canal (1983) and the Kennet & Avon Canal (1990). Extrapolated figures for the study length of the Thames & Severn Canal would be 1.42, 0.75 and 1.65 million pounds to the local economy. The study considered the Montgomery Canal the nearest match to this length of the Thames & Severn Canal due to its rural nature. Inflation since 1983 would push the £750,000 figure over one million pounds today.

Conclusions

The report demonstrates not only that the eastern 10 miles of canal is restorable but that its restoration would confer benefits to the local communities through economic activity, the wildlife through conservation management, and the land owners through diversification opportunities.

With the co-operation of the land owners, the local authorities, the National Rivers Authority, central government, the Cotswold Canals Trust and other interested parties, this canal can be saved from dereliction and become a major asset to the local community and the Nation.

The successful completion of this length together with the current restoration project at the western end of the canal would leave a gap of only 16 miles still to be restored to link the Rivers Thames and Severn.

Towpath Talk

The following letter was recently published in the "Stroud News & Journal":

In recent months it has been commented that the towpath of the Stroudwater Navigation and Thames & Severn Canal was becoming overgrown and, in places, barely passable. The Friends of the Stroud Valleys Project responded to letters in this journal and cleared the towpath at Wallbridge.

One of the aims of the Cotswold Canals Trust is to promote the towpath as a long distance footpath. The Severn Way and the Cotswold Way both connect with the western half of the Cotswold Canals and very soon the River Thames Long Distance Footpath will join the towpath at the river source at Coates, near Cirencester.

The members of the Cotswold Canals Trust and some other organisations maintain parts of the towpath through Stroud District for the benefit of all those people who enjoy walking along it. However, we need more help so that people who walk the towpath can really be "Proud of Stroud".

Organisations, groups, companies and local parish councils are invited to adopt a length of towpath. The length can be as long or as short as the adopters are comfortable with. It may be the towpath at the edge of someones garden or a large group may adopt half a mile or more.

The task will be to cut back the brambles and overhanging branches, with advice from the Canal Trust, during the winter. In March, before the birds begin to nest, the undergrowth for a short distance on each side of the walking surface should be gently trimmed. At the end of August, when the wild flowers have seeded, there should be another trim. All that is required in addition to this is to keep an eye on your "patch" and to snip off those fast growing bramble tips. The Canal Trust will provide hand tools, if required, and for the first clearance will operate power tools.

If you or your organisation would like to make Stroud District a more pleasant place in which to live then please contact the undersigned or phone Brimscombe 885057

RICHARD ATTWOOD, Deputy Chairman, Cotswold Canals Trust.

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Cotswold Canals Challenge



Canoe & Run



Don't forget the COTSWOLD CANALS CHALLENGE, a biathlon "Canoe & Run" event which takes place on Sunday 12th April.

This second annual Challenge will follow much the same course as last year, from Stroud to Eastington and back. Together with the ADJ Canoe Club we are hoping to equal or improve on the fifty-plus entries achieved last year.

Full details are available from John Westlake of the ADJ Canoe Club (0452 855902) or Chris Jones of the Trust (0275 875714)

Membership Matters

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

Mr G Podmore, Downend Bristol
Miss B I Muncie, Enfield
Dr P R Strangeways, Warminster
Mr P Saville, Minchinhampton
Mr R Chave, Poole
Mr A Proctor, Kew Surrey

Mr J N O'Beirne, Stroud
Mr D Harris, London
Miss J Barlow, Moreton-in-Marsh
Chalford Parish Council
Mr J Clark, Adbaston Stafford
Mr P Crook, Romsey Hants

Grand Draw

With this edition of the Trow you will find some Grand Draw Tickets. The Draw will take place at the Review of the Year on 31st October at Cirencester. First prize is £250, second £100, and there are 10 prizes of £10 each. Tickets cost 20p each, or £1 for a book of five. Profits from the Draw will be added to Trust funds. Please give us your support. Can you sell tickets to friends and colleagues? And perhaps you might like some yourself!

Please send your **completed** ticket stubs together with your payment, but no cash by post please, to: David Jowett, 11 Upper Leazes, Stroud, Glos., GL5 1LA (Tel 0453 755535). Cheques should be payable to "Cotswold Canals Trust". Further supplies of tickets can be obtained from the above address - an SAE is not essential but would be helpful.

If you do not agree with this form of fundraising, please dispose of the tickets or return them, and we hope we have not caused offence.

Pipe Dream

Report by STEVE COURT

Whilst a new sewer pipe was being laid underneath the canal bed at Newtown, Severn-Trent Water and their contractors took this golden opportunity to also lay a new water pipe alongside.

This new water pipe will replace the old one which passes over the canal at low level alongside Newtown Roving Bridge. You can see its location on the map in TROW 72, Spring 1991, obstacle No.16. The photograph below shows the bridge together with the offending pipe. The canal was blocked to allow a 17ft deep trench to be excavated which accommodated the pipes.

When the new mains water pipe is connected shortly and the old one removed, this will restore navigation from Blunder Lock right through to Bonds Mill Bridge!

Thanks to Severn-Trent and Birse, the contractors, for carrying out the work.

I would also like to take this opportunity to thank everyone for their get well wishes for a speedy recovery from my recent car accident



The Nuts & Bolts Series – No. 1: Pumps

KEN BAILEY

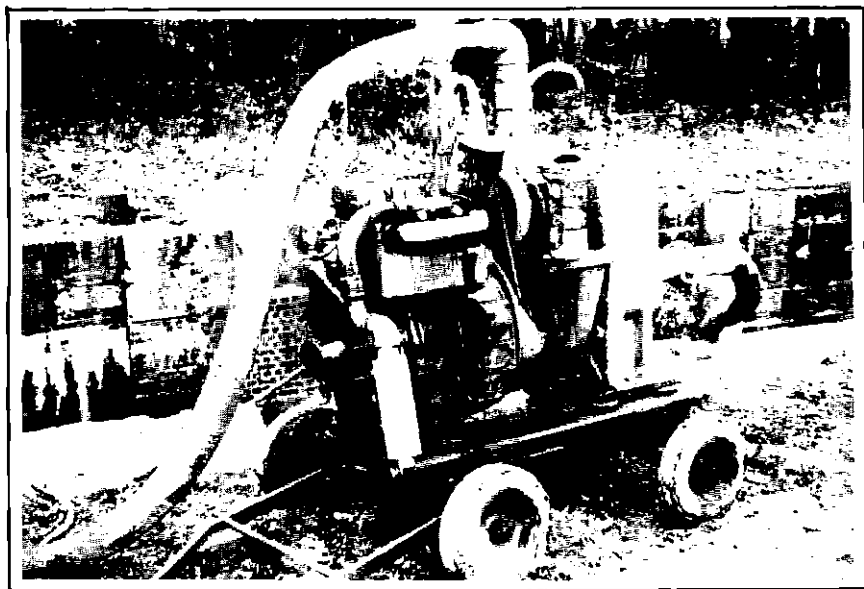
This is the first in a series of articles that describe some of the plant and equipment acquired by the Trust. Pumps seem to be a good place to start as we probably have more, both in variety and number, than any other single group. They can be split into three main types, Piston, Diaphragm and Centrifugal.

The simplest to explain is the **Piston** type which consists of an outer tube, a piston and two one way valves, one in the bottom of the tube and one in the piston. The water is sucked into the tube past the first valve as the piston is pulled out of the tube. When the piston is pushed back into the tube the first valve closes and the second opens allowing the water past the piston. When the piston is pulled up the second time the water now on the top side of the piston is expelled and more water is drawn into the tube below the piston. We have a couple of small hand pumps of this type which are used to pump the rain water out of the trip boats.

A **Diaphragm** pump is very similar in operation to the piston pump but instead of the piston uses a rubber sheet over a cup shaped chamber. Water is drawn into the chamber through a one way valve as the diaphragm is pulled up and then expelled via another valve when the diaphragm is pushed down. The Trust has a total of three pumps of this type. One is hand operated and used to pump out boats. The second is a 2" Simplex pump powered by a small single cylinder petrol which is light enough to be easily transported. The third is a 3" capacity unit powered by a Petter AVA1 diesel engine. This is a fairly heavy item which can be left on site and will run overnight on a tank of diesel and keep a working area dry.

The **Centrifugal** pump uses a device known as an impeller which is a fast spinning disc with curved vanes on one face. Water is drawn up a pipe into the centre of the disc where it is then flung outwards at high speed and ducted up the outlet pipe. This type of pump really only works well with a continuous supply of water at its inlet. If air gets into the system the whole thing tends to stop. The Trust owns a total of five of these pumps. The first is a "Hippo" pump with a 1" outlet and is driven by an electric motor. Its name comes from the fact that the complete unit sits under water with only the delivery hose sticking up in the air. The second group are three pumps which we have recently acquired and are capable of shifting about 300 gallons of water per minute. They are each powered by a four cylinder Coventry Climax petrol engine and can supply a couple of 2" fire hoses. They are portable (with built in hands) although I don't fancy carrying them any great distance. Our final pump of this type is the big brother both in capacity and weight. The 4" Sykes pump is mounted on its own wheels, has a built-in 15 gallon diesel tank, is powered by a Lister HA2 engine and weighs about three-quarters of a ton.

In addition we have one other water shifter. I won't call it a pump as it was originally developed to power a boat. It consists of a propeller mounted in a tube and powered by a hydraulic motor. It is quite useful as it can be operated remotely from the power unit but it has the disadvantage that it can really only move water on one level such as from one side of a dam to the other and not lift it any more than a few feet.



ABOVE: The Sykes 4" centrifugal pump as seen on TV last year!
BELOW: A small fire pump next to the larger 3" diaphragm pump



Canamble '92

Walk Leader RICHARD ATTWOOD

Following the successful 1991 End to End Walks along the Cotswold Canals we are pleased to announce CANAMBLE '92 which will take place on four Sundays during the summer. The walks will be led by expert guides who will provide a detailed commentary. A small charge will be made for each adult. The Stroud Valleys Bus Company have kindly offered to provide a bus and one of their drivers, John Evans, has volunteered to return walkers back to the start of each walk.

CANAMBLE '92 PART ONE 9 miles **Sunday 7th June 10.30am**
Meet on the west bank of Saul Junction (OS Pathfinder 1112 756093) to walk to Brimscombe Port pausing at Stroud for lunch.

CANAMBLE '92 PART TWO 12½ miles **Sunday 5th July 10.30am**
Meet at Brimscombe Port (OS Pathfinder 1113 869023) at the car park of Bensons International Systems to walk to the end of the Cirencester arm of the Thames & Severn Canal pausing at Coates for lunch.

CANAMBLE '92 PART THREE 8½ miles **Sunday 2nd August 10.30am**
Meet at the car park of Cotswold District Council Offices (OS Pathfinder 1114 024014) to walk to Cricklade pausing at South Cerney for lunch.

CANAMBLE '92 PART FOUR 10 miles **Sunday 20th September 10.30am**
Meet at the bridge over the River Thames in Cricklade (OS Pathfinder 1134 102939) to walk to Lechlade pausing at Marston Meysey for lunch. This walk will follow the line of the canal subject to the relevant landowners granting permission to cross their land.

Trip Boats

Trip Boat Co-ordinator AMANDA FISK

The Summer Trip Boat season will soon be with us and plans are already in hand. Last year takings at Ryeford amounted to £1,000, a great achievement for the dedicated band of volunteers.

This year the location is changing to the Eastington area to take advantage of our restored section. The route will include passage through a lock. With the development of the Eastington Wharf area by Stroud Valleys Project and our own regular restoration work, this should be a very interesting place to visit.

A start date has not yet been set but will coincide with completion of the works to Blunder Lock and the new slipway in the spring. Volunteers wishing to help should contact me on Stroud (0453) 755535 as soon as possible. The trips will run on Sunday afternoons and Bank Holiday Mondays.

SECOND ANNUAL

Cotswold Canals Challenge

A BIATHLON

Canoe
& Run



From Stroud to Eastington & back to Stroud
Both a competitive and fun event

SUNDAY 12th APRIL 1992

Short course for the under 14's

Entry fee £2.00 per person

For details, entry form & rules contact:

*Cotswold Canals
Trust*

Chris or Sally Jones.
27 Walton Road,
Clevedon, Avon. BS21 6AE

(0275)875714



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John or Veronica Westlake.
33 Golden Vale,
Churchdown, Gloucester.

(0452)855902

Sales Order Form

ITEM	PRICE £	QTY
*WS ATKINS REPORT (From Saul to Stonehouse)	18.00	
STROUDWATER NAVIGATION WILDLIFE SURVEY	10.00	
*HALCROW REPORT (From Lechlade to the Water Park)	15.00	
*Around the Cotswold Canals (10 Circular Walks - 2nd Edition)	2.50	
*Restoring the Cotswold Canals	0.50	
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	
<hr/>		
*Sweater - with embroidered logo	S M L XL	14.00
*Sweatshirt - with embroidered logo	S M L XL	13.00
*Sweatshirt with printed logo	S M L XL	10.50
*Tennis/Sport Shirt - with embroidered logo	S M L XL	12.00
*T-Shirt - with printed logo	Child S M L XL	5.00
*Baseball Hat - with printed logo		3.75
*Sew-on Badge - with embroidered logo		2.50
*Tie - with embroidered logo		6.50
<hr/>		
*Tea Towel - Cotswolds (includes Cotswold Canals)		2.50
*Car Sticker - New design		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
<hr/>		
*DENOTES SPECIAL COTSWOLD CANALS TRUST ITEM		
Please tick your selections, sizes and quantities required		TOTAL = £
and send the form with your address and remittance to:-		POSTAGE & PACKING = £ 0.65
Chris Jones - Sales Manager		TOTAL ORDER VALUE = £
The Courts,		
27 Walton Road,		
Clevedon, Avon, BS21 6AE (Telephone 0275 875714)		
Please make cheques payable to "Cotswold Canals Trust"		Spr 92

Letters to the Editor

Dear Sir,

May I, as a kindred spirit, inform you of a SAGA canal walking week led by me, based at Huddersfield University timed for 18th August 1992, available to your "mature" members?

The programme is designed to explore the three trans-pennine canals, Leeds & Liverpool, Rochdale and Huddersfield Narrow. The last two are currently being restored to full navigation.

Walking is limited to a maximum of 11 miles daily. Additional visits are planned to Wigan Pier Museum, Ripon and York.

Cost inclusive:	£194 half board	Booking conditions:
of excursions :	£206 Rail	50 or over
	£204 Coach	Companion(s) 50 or over

The SAGA address is: SAGA Holidays Ltd., The SAGA Building, Middleburg Square, Folkestone, Kent, CT20 1BR. Enquiries: SAGA Freephone 0800 300 500

WARREN CLAYTON

GLOUCESTER BOAT & WATERSPORTS JUMBLE

Sunday 5th April 1992

NATIONAL WATERWAYS MUSEUM

10 a.m. - 5 p.m.

GLOUCESTER DOCKS

1000s of new and used bargains!!

150 stalls plus large area for dinghies & car boot

Boats for sale afloat

Boats · Dinghies · Canoes · Sailboards · Engines · Outboards · Chandlery · Fishing Tackle · Tools
Electrics · Clothing · Diving Equipment · Trailers · Accessories · Miscellany · Demonstrations and more

The event you just can't afford to miss!

All roads into Gloucester City are signposted to the Historic Docks.

Toilets · Refreshments · Free Parking
Access for the disabled

ADMISSION £2.00
Children with adult free

Reduced admission to Museum and
boat trips on one of the Dunkirk 'little ships'

Supported by Exchange & Mart

Turn your unwanted boat, chandlery, fishing tackle,
into cash. We will advise or sell for you.

Staff space 16ft x 16ft £20 Dinghy space £10
Marine Car Boot £10 Boat trailers £15

Berths for boats afloat £30

Details / Booking Forms from:

The Gloucester Boat Jumble Group

Downham Fields, Lechlade - on - Thames, Glos GL7 3DL

Tel: 0367 52343

Diary Dates

Mon	2 Mar	Western Branch Meeting
W/E	7/8 Mar	IWA Clean-Up Weekend
Tue	10 Mar	Summit & Thames End Branch Meeting
Sat	4 Apr	Quiz Evening at The George, Newmarket Nailsworth
Mon	6 Apr	Western Branch Meeting
Sun	12 Apr	2nd Annual Cotswold Canals Challenge - see p. 12
Tue	14 Apr	Summit & Thames End Branch Meeting
Mon	20 Apr	TROW Copy Date
Mon	11 May	Western Branch Meeting
Tue	12 May	Summit & Thames End Branch Meeting
W/E	23/25 May	IWA National Trailboat Rally at Taunton
Mon	1 Jun	Western Branch Meeting
Sun	7 Jun	Canamble 1, Saul to Brimscombe - see p.16
Tue	9 Jun	Summit & Thames End Branch Meeting
Fri	19 Jun	Severn Cruise from Gloucester - see p.6
Sun	5 Jul	Canamble 2, Brimscombe to Cirencester - see p.16
Sat	18 Jul	Annual Barbecue (ring Nick Parker for details)
Sun	2 Aug	Canamble 3, Cirencester to Cricklade - see p.16
W/E	29/31 Aug	IWA National Waterways Festival at Wakefield
Sun	13 Sep	Cotswold Canals Splash!
Sun	20 Sep	Canamble 4, Cricklade to Lechlade - see p.16
Sat	31 Oct	Review of the Year & AGM at Cirencester

Western Branch volunteers work most weekends and would welcome your help. Summit & Thames End Branch usually work the last weekend of each month. If you would like to offer your help, please contact the appropriate person.

Members and friends are welcome at Branch Meetings and Special Events. Western Branch meet at 7.30pm at the Imperial Hotel, Stroud. Summit & Thames End Branch meet at 8.00pm at the "Thames Head" pub, near Cirencester on the Tetbury Road (A433).

IWA & FRIENDS OF THE MUSEUM EVENTS		Meet at 7.30pm at the Museum Schools Room National Waterways Museum (except 3 Mar)
Tue	3 Mar	DOWN THE WATTER WI' THE WEANS - Illustrated reminiscences of the Clyde Steamers, by Hamish Dawson at the Tewkesbury Marina, Bredon Road, Tewkesbury
Thu	9 Apr	THE ANDERTON LIFT - Illustrated talk by Bill Rowley, a self-confessed enthusiast on the lift.
Tue	5 May	THE CHIEF EXECUTIONER SPEAKS! - a (self-titled) talk by IWA Chief Executive, Frances Hart
Tue	19 May	FRIENDS OF THE MUSEUM AGM plus MYSTERY OBJECTS!



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 0272 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 766072)
DEPUTY CHAIRMAN	NICK PARKER	36 Water Lane, Wotton-Under-Edge, Glos. (Dursley 0453 521106)
TREASURER	GEORGINA BAYLISS	3 Waggon Place, Longmeadow, Worcester (Worcester 0905 610365)
EVENTS ORGANISER	PETE EASTO	11 Hopton Road, Cam, Dursley, Glos. GL11 5NZ (Dursley 0453 545042)

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	AMANDA FISK	11 Upper Leazes, Stroud, Glos., GL5 1LA (Stroud 0453 755535)

