

Trow

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

No. 80

SPRING 1993

50p



*Cotswold Canals
Trust*

Cotswold Canals Trust

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 Sir Anthony Kershaw M.C. : Roger Knapman M.P.: Sir John Knill Bt.

HONORARY CIVIL ENGINEER: Roger House

THE COTSWOLD CANALS TRUST IS A REGISTERED CHARITY AND ITS AIMS ARE:-

- 1: The preservation of the line of the Cotswold Canals (Stroudwater Navigation and Thames & Severn Canal) and promotion of their use for recreation.
- 2: Promotion of the towpath as a long distance Right of Way
- 3: Promotion of the restoration of the Stroudwater Navigation and the Thames & Severn Canal from Saul Junction to Hope Mill Lock.
- 4: Promotion of the restoration of the Thames & Severn Canal from Inglesham to the Cotswold Water Park.
- 5: Ultimate restoration of these Cotswold Canals to navigation between Saul Junction and the River Thames.

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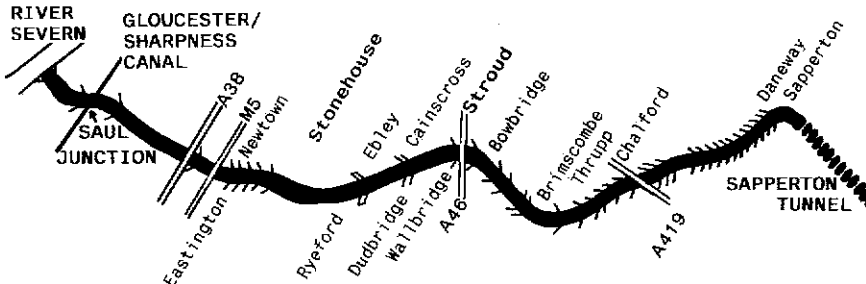
Trow

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The views and opinions in this magazine do not necessarily represent the views and opinions of the Cotswold Canals Trust

THE HISTORIC ROUTE



<< STROUDWATER NAVIGATION ♦ THAMES & SEVERN CANAL >>

Reflections of the General Secretary

Commander NICHOLAS WRIGHT

Travelling up to Cirencester from Devizes the other day, Henry Kelly, that friendly morning announcer on Classic FM quoted "rain, rain and yet more rain". After nearly four years of drought the present rainfall is most welcome to all canal users, but to those involved in rescue this is not always the case. Elsewhere you will read of our new digger having a particularly stodgy time in Dock Lock and, at Boxwell Spring Lock, for a time we had enough water to float the QE2. But like all flash happenings, it, the water, not the QE2, disappeared as quickly as it appeared.

The last few months have seen a period of settling in at the Canal Office, getting to know the ground and preparation for both future restoration and, particularly, long term fundraising. Following a visit to the canal by members of DOE the Trust reviewed its successes where lots of work has been going on. But those successes are mainly in the Eastington area so we feel it necessary to spread our wings further to establish other primary work areas. Following this theory, work started under the Dig Deep programme at Boxwell Spring Lock in December over a cold and wet weekend.

Even so, vital work was achieved by the Newbury Working Party Group, one of the trio of canal restoration organisations forming Dig Deep. This area, Boxwell Spring, Humpback (sometimes known as Wildmoorway Upper Lock) and Wildmoorway Lower Lock will be the focus of the Trust's activities in the east. Of course, the continuing work at Coates with the Roundhouse and east portal is also important, as is the rescue work at Siddington, but this stretch of canal at South Cerney will now become the eastern work area. We have five working weekends at Boxwell Spring before the summer and two planned in the autumn prior to the next winter programme. The Trust is most indebted to Mr. Lance Parry of Hills of Swindon and to riparian farmers, the Messrs. Franklin for giving us permission to work at Boxwell Spring and for their individual encouragement. Thank you.

Negotiations will commence shortly for access followed by preparation work at Humpback Lock where we hope to start serious reconstruction in early 1994.

Bonds Mill swing bridge is now the focus of attention in the west. This bridge, which used to swing but no longer does, must be rebuilt to permit navigation. Due to unavailability of nearby bank space it is proposed to replace the old bridge with a new or bascule bridge, modern in design and construction, but nevertheless suitable for the Stroud Valley conservation area. Initial discussions with Christies, principle site owners, and other interested parties are under way and we hope to place the contract with consultant engineers by Easter. To replace the old bridge with this new working structure will add significantly to the navigable length of canal.

And then, the Ocean Railway Bridge - grandly astride the canal, it blocks navigation to all but the very smallest of craft. The DOE has granted the Trust a Derelict Land Grant to carry out an initial investigation into feasibility of re-building to allow navigation. A long term affair, for sure, but progress; and progress which ties in

most efficiently with future road works at Stonehouse Bridge which now start in 1994. So, our endeavours are to open more lengths of navigable waterway but, inevitably, it is taking time.

Elsewhere we wish to improve interpretation along the canal particularly at main access areas. Co-operation with local authorities is vital within their structure plans to improve canal access and this, coupled with establishment of small car parks, will allow the public to enjoy our achievements.

The next phase of engineering feasibility study is under way covering the canal between the Ocean and west Sapperton Tunnel portal. This is a most important study as it will point the way forward for the next long term restoration programme: how to get through some of the very difficult civil engineering situations at Stroud, Brimscombe Port, Chalford and, to a degree, the movement of water through the Dudbridge area. The Trust has had input into this study but we await the final publication with interest.

WS Atkins, the authors of the above report, have also been investigating the possible routes for water transfer from north west to south east. As we have clearly stated before, the Trust is particularly interested in the outcome of this investigation as we believe that the canal option has immense advantages over some of the more straight forward buried pipeline and reservoir options. Yes, there are disadvantages, also there are considerable problems to be overcome, but it is possible. The track is basically there, why start an enormous new engineering project with many and possible severe conservation problems when our predecessors so craftily engineered an ideal link between the Rivers Severn and Thames?

We now tend to use the term "rescue" rather than "restoration" when discussing certain areas of the canal. We foresee our long term task as full restoration, but, in the meanwhile, rescue of structures is important to prevent further deterioration. Preventive maintenance or damage limitation might also be appropriate for work required on some the structures at Siddington, in the Golden Valley or elsewhere, which could so very easily deteriorate to nothing, so rapid rescue is necessary.

1993, as Industrial Heritage Year, is a particularly apt time to re-launch our aims. British Waterways have highlighted the 200 year connection, but our waterway is older so also needs a suitable celebration to bring it back to life. I suppose one of our recent main successes has been with TV coverage by both BBC and HTV. The political programme "Out of Westminster" carried a five and a half minute clip presented by Stroud M.P., Roger Knapman, who is also a Vice President. This programme was shown on Sunday 17th January and repeated on the 18th, but also extracts were shown on BBC News West that same evening - some excellent coverage. And then, as forecast, Clive Gunnell starts his trip along the canal on Wednesday 20th January and continues for the next ten weeks. We look forward to this viewing. Although a change of forecast programme, it is now screened at a much more popular viewing time. We will capitalise on this publicity which will help us gain momentum over the forthcoming year.

I am sure it's unnecessary to write about the recession or possible future green shoots, apart from saying that fundraising, in the conventional mode, is extremely tight. We endeavour to open up new approaches but these have not been particularly forthcoming ...yet. Nevertheless, we have had our successes and we are particularly thankful to the Idlewild Trust who have given us a substantial donation towards the restoration of the west tunnel portal.

So now away from a winter of gales and rain to a summer full of Canambles, Splashes, 21st Celebrations, working parties, talks, and yes, lots of work along the canal. See you there.

A New Vice President

Announcement by Trust Chairman, BRUCE HALL

I am very pleased to announce that Mr Peter Gadsden has agreed to become a Vice President of the Trust.

Mr Gadsden was Senior Partner at Winterbothams solicitors in Stroud for 26 years before he retired to become a consultant in April 1992. He is currently Chairman of Stroud & Swindon Building Society.

Under his leadership, as Chairman of the Company of Proprietors of the Stroudwater Navigation, a very close working relationship with the Trust has been forged. He has also become Chairman of the recently formed Stroudwater, Thames & Severn Canals Liaison Group. This group has representatives from Stroud, Cotswold and North Wilts District Councils; Gloucestershire County Council and Wiltshire County Council. Its aim is to explore the future in terms of long lengths of open canal.

The Trust's Vice Presidents play an important role, often working behind the scenes to further our restoration scheme.

Field Officer's Report

Field Officer KEN BURGIN

The outcome of the Latton Bypass Public Inquiry was expected in November of last year. Instead, there has been a deafening silence - perhaps the Department of Transport's claim that they are not allowed to build a bridge sounds a bit feeble to the politicians who have to explain such an excuse to the public.

There have been a number of interesting meetings and discussions with the consulting engineers working on the NRA's water transfer proposals over the last few weeks. The outcome of this study is awaited with great interest. Water shortages seem slightly unreal in the face of raging storms, floods and deluges but it would take only a few dry months for the problems to reappear.

Dates to Remember!

Thursday 11th March - Members Evening at Sapperton Village Hall
starting at 7:30pm.

A chance to meet other Trust members and enjoy a slide show of west country canals. The sales stand will be there and refreshments will be available. It is hoped that this will be the first of a regular monthly evening for the winter months for members and friends

Sunday 14th March - The venue for the March members working party has been changed to Chalford Round House, meeting at 9:30am. The canal by the round house has flooded the towpath (January) due to scrub growing on the embankment of the A419 falling into the canal and blocking it.

The weekend of 27th and 28th March is the IWA National Canal Clearance weekend. This year we are returning to Stroud to re-open a missing section of towpath at Wallbridge. Park in the Cheapside carpark by the railway station in Stroud and meet at Wallbridge Upper Lock at 10:00am.

The winter working parties have been very successful and three more are planned for the summer season.

Sunday 18th April at 9:30am - Compound Cleanup. Meet at the Eastington Plant Compound to give the compound area a good spring clean.

Sunday 27th June at 9:30am - Siddington towpath tidyup.
Meet at the top of the flight of locks by the playing fields. The 1992 Canamble had great difficulty in negotiating this section of towpath from Siddington to South Cerney. Gloucestershire County Council responded to our plea for help and have made a good job of removing 2 metre high nettles and brambles during the winter. However, there is bound to be a lot of summer growth to hinder the '93 Canamble.

Sunday 19th September at 9:30am - Cricklade towpath tidyup.
Meet at the Kempsford turning from the A419 Cricklade bypass. More summer growth clearance on the public footpath from the A419 to Eisey before the '93 Canamble.

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As Seen on TV : BBC & ITV!

KEN BURGIN

New Year's Day is a very unusual time to pick to make a TV programme but this was the only day that Roger Knapman (MP for Stroud and Trust Vice-President) and the BBC were both available. Roger Knapman had chosen to investigate the work of the Trust and to interview various Trust Officers at Eastington.

The Trust is always keen to get on TV, so plans were made to use the restored canal. I was asked to put my boat back in the canal as it is the nearest thing to a "real" boat to hand. My boat is a Caracruiser which is a rather weird looking thing with strange angular features, but at least it has a cabin. This then was the plan - then the canal froze over.

With ice almost an inch thick, there was no way that my boat was going to be available. If it could have been relaunched, which is doubtful, it would have become a re-run of the Titanic long before it reached its mooring only 50 yards away!

Activate Plan B. On New Years Eve, the summer open-top trip boat was brought into commission. This was stuck fast in the ice on the opposite side of the canal but was freed after much hauling on ropes and breaking of ice. With the engine mounted, we crunched our way from Pike Lock to Newtown Lock and back, breaking ice behind Blunder Lock gates and taking one and a half hours to complete the round trip.

On New Years Day the canal had frozen again and the fog came down. More ice-breaking preceded filming which took over three hours. The result was a five minute segment on local BBC2 programme "Out of Westminster" which came over very well.

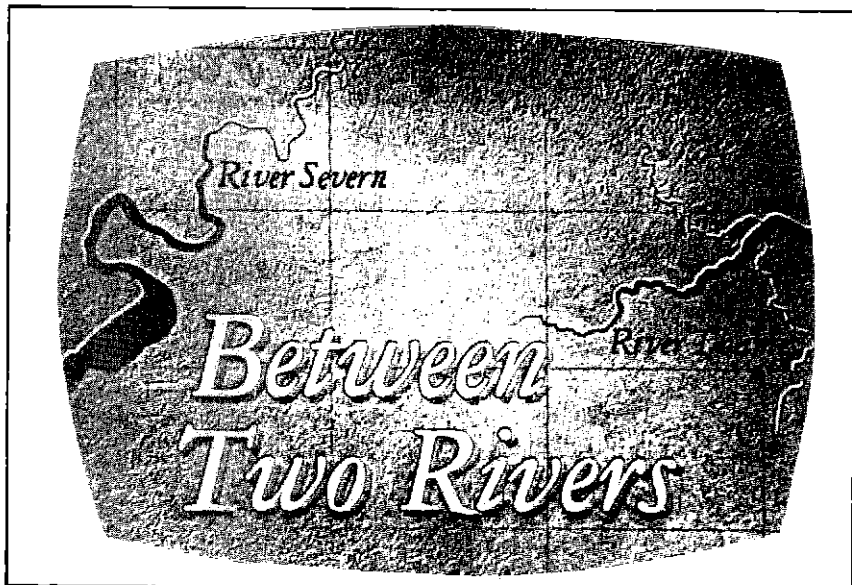
It was nice to see the canal busy out of season and it was good of Roger Knapman and the BBC to feature the work of the Trust. What I want to know is who is going to tell the volunteers who painted the trip boat hull last year that we scraped it off again with the ice!

Between Two Rivers

This start of this series was postponed from 10th January until Wednesday 20th January at the more favourable time of 6.30pm. This now means that the Stroudwater Navigation and Thames & Severn Canal will be featured in a series of TEN programmes at peak viewing time, surely the best possible coverage we could ever achieve.

As we go to press the first two programmes have been transmitted but by the time this TROW is published about half will be left, although we are sure that members in the local HTV area will know this by now.

The first two programmes took Clive Gunnell from the Severn at Framilode as far as the fields close to the M5 approaching Eastington. Perhaps the most exciting sections are yet to come as he walks the restored sections and talks to representatives of the Trust. For those who have not witnessed Clive's style, it is a journey along a given route, stopping off to describe an interesting feature or, more often, chatting to a local character about the place.



ABOVE: Nick Wright answers Roger Knapman's questions on the BBC
BELOW: The opening titles for Clive Gunnel's HTV series

Dig Deep

Report by NEIL RITCHIE

November saw the first visit from "Dig Deep" to Boxwell Spring Lock in the guise of Newbury Working Party Group (NWPG). A team of ten arrived on site at 9.30am on Saturday and waited patiently at the end of the lane for their leader to arrive. What they didn't know was that he was already working up a sweat taking down one of the offending trees. Eventually the two sections of NWPG met up and in less time than it takes to don a hard hat, they had set to with a will. By lunch, three roaring bonfires were devouring all that could be thrown on them.

The spill weir was one of the first areas to benefit from "the treatment" and soon showed its face from under a thick tangle of blackthorn, revealing an almost pristine culvert at the top end. Could it have been the constant rain that made more people gravitate to bonfire feeding? By the end of the first day the bottom of the lock chamber had been cleared of brambles and branches and the towpath side was completely cleared for over thirty yards - thanks to Robin Halliday and his expertise with the brush cutter. By the end of the second day the offside had a swathe cut through it leaving a clear six feet back from the coping stones and a full hundred yards of channel cleared downstream of the lock. The following day all that remained of the frenzied weekend of activity were three piles of glowing embers - a credit to NWPG and their professionalism. Praise for safe work practices and site tidiness have been received from the Cotswold Water Park Ranger. The timing must also be commended, for within a week the first floods had arrived and we had a full navigable depth of water for the first time in most peoples' memory.

January saw the arrival of London Waterway Recovery Group (London WRG) for the second stage. A few heartbeats were missed when we realised that the Trust O&K 4WD excavator had taken up permanent residence in the bottom of Dock Lock at Eastington. For those who have never seen Nick Wright in action, you can take it from me that he virtually works miracles because not only had he persuaded the site owners to grant permission for work to be carried out but he had located a JCB and driver in time for the weekend work and there was no looking back from that moment - in fact if you didn't look forward all the time it was likely that a hungry JCB bucket would swallow you whole. The entire towpath-side lock wall, or what remained of it, was excavated from quoin to quoin, six feet back and down to waterline BY LUNCHTIME. In the afternoon the debris was used to create a dam between the top wing walls allowing wheelbarrow access to the offside. Ken Bailey and Bill Evill arrived just in time with four steel pipes to bury at the bottom of the dam to act as water regulators if the need arises. A level site has been prepared close at hand for the positioning of a 20' secure steel shipping container to hold all the plant and tools which will be needed over the next few months. The spill weir has been cleared of its 6" blanket of silt to reveal a stone base formed of Cotswold stone set on edge and a row of coping stones which have been numbered one to five - any ideas as to why this is?

In between TROW copy and publication date two more weekends will be worked on February 13/14 and 20/21 by KESCRG and NWPG. Destructive tendencies will give way to construction work as foundations are laid and the new wall begins to take shape. Watch this space!



A morning's work! Now we're ready to build a new lock wall.

Thanks to our Donors...

We are most grateful to the following organisations who have made donations to the Trust during the last quarter.

Leonard Laity Stoate Charitable Trust
Pilgrim Trust
Esmee Fairbairn Charitable Trust
Steam Boat Association
Higgs Charitable Trust
Idlewild Trust
Mr. and Mrs. J. A. Pye's No.1 Charitable Settlement
W. E. Dunn Charitable Trust
Roger and Sarah Bancroft Clark Charitable Trust
Antonida Trust
Inland Waterways Association London Branch

We thank them all.

In addition we are most grateful to the Countryside Commission who are to sponsor a new information and membership leaflet. This new colour version should help to improve the Trust profile and hopefully attract even more new members.

The Nuts & Bolts Series, No 4: Earth Movers.

Ken Bailey

The Trust possess several machines capable of moving soil ranging from our large O&K Excavator down to the simple human powered shovel!! Here, we shall look at two of our larger items, the O&K and the tracked International Loading Shovel.

The O&K 360° Wheeled Excavator, (pictured opposite) was purchased towards the end of 1992 in order to allow excavation of lock chambers and some dredging to be carried out as and when required. The machine was built in the late 70's and had been used until recently near Cambourne in Cornwall. It is a hydraulically operated machine powered by a four cylinder air cooled Deutz engine and weighs just over ten tonnes. The rotating body of the machine is mounted on a wheeled chassis which has powered steering, stabilizer jacks, air brakes and is self propelled by a hydraulic motor via a two speed gear box. The main body is fully equipped with a set of indicators, headlamps and brake lights. The machine is registered for road usage and will travel at a speed of about 25MPH which allows movement between local sites although a move from one end of the canal to the other is better by low-loader.

The O&K is currently in use at Dock Lock although a number of sites are scheduled for a visit over the next couple of years either to excavate a lock chamber, dredge from the bank or act as mobile crane. It may also be possible to load the excavator into one of our barges (as is done by the Upper Avon Navigation Trust with their machine) to either act as floating dredger or gain access to restricted locations.

The International 125B Loading Shovel was purchased locally by the Trust at the start of 1991. At the time it had engine problems associated with the cooling water but these were relatively easily cured. The excavator itself is hydraulically powered via a two speed gearbox. Steering is by releasing the clutch and applying the brake to one track while maintaining drive to the other hence causing the machine to skid round. The machine has a fairly conventional opening bucket which can either be used for digging in the closed position, bulldozing forwards using the bucket open or dragging back using the front half of the bucket.

Since purchasing the International it has been used to excavate the site of the slipway at Eastington, level the spoil along the old compound area, excavate the temporary dam from below Dock Lock and also remove the coping stones from the top of Dock Lock. Its next task will be to level and compact the spoil excavated from Dock Lock. Levelling and compacting both work very well with dry material forming a neat solid surface.

The Trust would like to offer a belated thanks to the members of the IWA Oxfordshire Branch. Last year they donated a petrol strimmer for help in clearing the eastern stretches of canal towpath.

Thanks to their help, clearance work is that much easier now proving once again that mechanisation speeds restoration.

Letters to the Editor

Dear Sir,

I am writing to thank your readers for replying so splendidly to the Charity Bank appeal last year.

Could I please appeal to them to continue sending old and new Green Shield, Co-op, Blue Chip, Pink, Look, Cash, Premier Gold, Supersave, Nationwide and all other types of trading stamps; Texaco, Gulf, Mobil, Shell, BP, Esso, Fina, Elf, Heron, Total, Burmah and all other types of petrol vouchers; Air Miles, cigarette coupons, silver foil, aluminium can ring pulls and all denominations of used postage stamps to WRG/IWA Charity Bank at the address below.

We turn used stamps into cash and the vouchers into goods for sale to benefit the Inland Waterways Association and the Waterway Recovery Group. We have raised £6,500 since August 1988 and aim to raise £3,500 every year this way. The money raised goes to support canal restoration schemes all over the country.

MICHAEL HANDFORD, 6 Spa Lane, Hinckley, Leics., LE10 1JB

NOTE: If you are attending a Trust event, you can pass your stamps and vouchers to Trust officials who will pass them on to Mike in bulk.



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An unusual sight on the summit. This winter, springs in the tunnel supplied the canal past Tarlton Bridge and beyond Coates Round House.

West Enders

Report by KEN BAILEY

Progress has been limited over the last few months due to very wet ground conditions. The principle activity has been to get our newly acquired O&K excavator into Dock Lock.

Excavation work has unfortunately not gone as planned due to the late start of this operation. The intention had been to get the machine into the chamber onto the infill from the top of the lock side. That part of the operation was achieved with relative ease after some of the infill had been shifted to fill large holes which were created by the flow of water down through in the past few years.

The aim had been to move the material within the chamber to create a ramp down to the bottom sill. At this point things started to become a problem. We knew that some of the remains of Pike Road Bridge had been dumped in the Lock to act as infill. What we didn't know was that some of this came in lumps of concrete which weighed several tons!! Also they appeared to have dumped all the reinforcing steel in with the rest of the rubble. Trying to dig through a mass of large chunks of concrete and lengths of steel rod up to 12' long is not easy. Having removed some 2 or 3 tons of fairly clean steel and a considerable number of concrete chunks (and even a couple of curved bridge arch sections) we were finally able to start the downward excavation. At this point we experienced rain and more rain followed by more rain which made it impossible to work in the lock and very difficult even to walk along the side.

Just prior to Christmas, when conditions finally improved slightly, we were able to create a suitable ramp to the bottom of the lock. The plan had been to drag the infill along the bed of the lock to the lower end where it could be then used to create a short compacted ramp up to the towpath. The plan was destined not to work because as soon as we moved anything in the lock bottom in turned into a slurry which we couldn't even dig up let alone compact sufficiently to take the excavator.

At this point the O&K excavator should have been heading towards Boxwell Spring Lock to remove debris from the chamber there. In an attempt to remove O&K from the site an number of mats of railway sleepers were built to spread the load of the wheels with the idea of slowly driving the machine down the bed transferring the mats from behind to in front along the length of the bed. That failed before it started as we soon discovered that not only had the wet weather made conditions in the chamber soft but they were equally as bad out in the bed. Hopefully by the next edition of the Trow we should be able to report that excavation is complete and brickwork is underway. The lesson to be learnt is never to start working in the canal bed at the start of winter. When earlier partial excavation was carried out by WRG in Summer '89 (see Trow 66) we were working in the dry only having to bale out a total of about 45 gallons of water each morning.

The other volunteer activity at Eastington has been the operation of the reed-cutter in the section of canal between Roving Bridge and Bonds Mill. This section has not received a serious cutting for a number of years and the matted reed had almost met in the middle just

below Bond's Mill). After a number of days of attack there is now a fairly clear channel up the middle much to the delight of the local pair of swans who can now swim unimpeded along this section.

Towards the end of last year saw an Employment Action work party completing some jobs around Blunder and Newtown Locks. Both now have a complete set of mooring bollards on both sides and a neat set of brick treadways to help those pushing the lock gates open.

GLOUCESTER BOAT & WATERSPORTS JUMBLE

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Ryeford Swans: The Latest

Further to the killing of two swans at Ryeford last year, a man has been charged under the Wildlife & Countryside Act. In addition to the charge that he killed the swans, he is also charged with the offence of carrying a loaded air weapon.

When heard at Dursley Magistrates Court on 5th February, the case was adjourned for three weeks. If more information is available, it will be printed in the next TROW.

Current Projects - a Round Up

Here is a summary of the projects happening on the ground at present and also those which we hope to tackle in the near future.

Blunder & Newtown Locks require walkways across the gates and the surrounding area needs levelling and tidying up in general.

Meadow Mill Spill Weir needs a safety grill making and installing in the back tube and a hand rail installing round the rear. Once works are completed at Dock Lock a new sluice will have to be manufactured and installed for the weir to work effectively.

Dock Lock (as you will read elsewhere) is currently being excavated. Once complete it is planned to re-brick the structure as required and add stop plank grooves in the top wing walls. A certain amount of work has to be carried out repairing the bank above the lock, especially in the area of the old dry dock entrance to prevent leakage. Once these works are completed the pounds above and below the lock will be reflooded. Gates will not be fitted until work to replace Pike Road Bridge is underway and who knows when that might be!!

Roving Bridge Water Pipe has still not been moved although we have renewed hope that it may happen shortly!!

Bond's Mill Bridge: The replacement of the bridge is now in the planning stage with invitations to tender from the contract being sent out. It is planned to be replaced with a lift bridge due to restriction on space and also ease of installation.

Ocean Railway Bridge: Preliminary investigations are now in progress and it is hoped to commission a survey of the site shortly, primarily to investigate the future construction of a jacked-through culvert being constructed to the north of the old railway bridge hence avoiding the remains of the previous bridge abutments.

Stonehouse Bridge (behind the Ship Inn) is currently infilled but is scheduled to be replaced when the section of the A419 (Ebley Bypass) through here is constructed which, I believe, will either be started later this year or during 1994.

Wallbridge Upper Lock: Lower gates and brickwork were completed during 1992 and Stroud Valleys Project hope to fit top gates later this year.

Daneway Portal: The Trust received a donation towards repair work on the portal recently. It is hoped that with a bit more money towards this particular project a contractor can be employed to restore this to something like its former glory.

Coates Roundhouse: The decay-halting operation on this structure is now well underway with some essential repairs being carried out. No plans exist at present to restore the structure but that may be investigated shortly.

Siddington Locks: The middle two locks in the flight are currently being cleared of trees and undergrowth and it is hoped that minor repairs to the brickwork and relaying of the coping stones will take place later in 1993.

Boxwell Spring Lock is now the subject of restoration by "Dig Deep" which involves reconstruction of the chamber walls and improvements to the towpath in the area. It is eventually hoped that the project will move on to restore Humpback (Wildmoorway Upper) Lock.

Cerney Wick Lock: Work is almost complete for the time being with fitting of the balance beams to the top gates and some work to raise the height of the banks just above the lock (which will prevent flooding) still to be finished.

Canamble '93

Walk Leader RICHARD ATTWOOD

Following the successful walks in 1991 and 1992 we are pleased to announce CANAMBLE '93.

The Canambles will take place on four Sundays during the summer and will be led by guides who will provide a detailed commentary. Those walkers who complete all sections of the walk will receive a commemorative certificate. There will be a charge on each walk of £2 for each adult. At the end of each walk, a bus will take you back to the start.

CANAMBLE 93 PART ONE Sunday 16th May - 9:30am - 9 miles
Meet at Saul Junction (OS Pathfinder 1112 756093) to walk to Brimscombe Port stopping at the Clothiers Arms, Stroud for lunch.

CANAMBLE 93 PART TWO Sunday 6th June - 9:30am - 10.5 miles
Meet at Brimscombe Port (OS Pathfinder 1113 869023) at the car park of Bensons International to walk to Siddington stopping at The Tunnel House, Coates for lunch.

CANAMBLE 93 PART THREE Sunday 4th July - 11:30am - 7.5 miles
Meet at the car park of Cotswold District Council Offices (OS Pathfinder 1114 024014) to walk to Cricklade stopping at the Greyhound Inn, Siddington, for lunch.

CANAMBLE 93 PART FOUR Sunday 26th September - 9:30am - 9 miles
Meet at the bridge over the River Thames in Cricklade (OS Pathfinder 1134 102939) to walk to Lechlade stopping at the Spotted Cow, Marston Meysey for lunch. This walk will follow the line of the canal subject to the relevant landowners granting us permission to cross their land.

Membership Matters

Membership Secretary DES PINNOCK

This quarter we are pleased to welcome the following new members

| | |
|-----------------------|---------------------------------|
| Ms S Bayley | Slimbridge, Glos |
| Mr H Parsons | Chalford, Stroud |
| Mr DJ Billet | Coaley, Glos |
| Mr G Munday | Whetstone, London |
| Mr R Courtenay Lord | Cheltenham, Glos |
| Mr JM Enser | Abersoch, Gwynedd |
| Mr G Smith | Seaton, Devon |
| Mr RJ Moreland | Gloucester |
| Mr B Stovold | Wantage, Oxon |
| Mr M Hynd | Hucclecote, Gloucester |
| Mr C Walters | Bedwas, Gwent |
| Mr E Wilkinson | Cirencester, Glos |
| Mr MT Langer | Lutterworth, Leics |
| Ms ER Seigal | Stroud |
| Mrs SC Sharman | Pewsey, Wilts |
| Mrs JA Caton | London |
| Mr & Mrs F Stearman | Stockton-on-Tees, Cleveland |
| Mr & Mrs HFM Everett | Cheltenham, Glos |
| South Cerney Trust/Mr | GR Rickard, South Cerney, Glos. |

Bequests

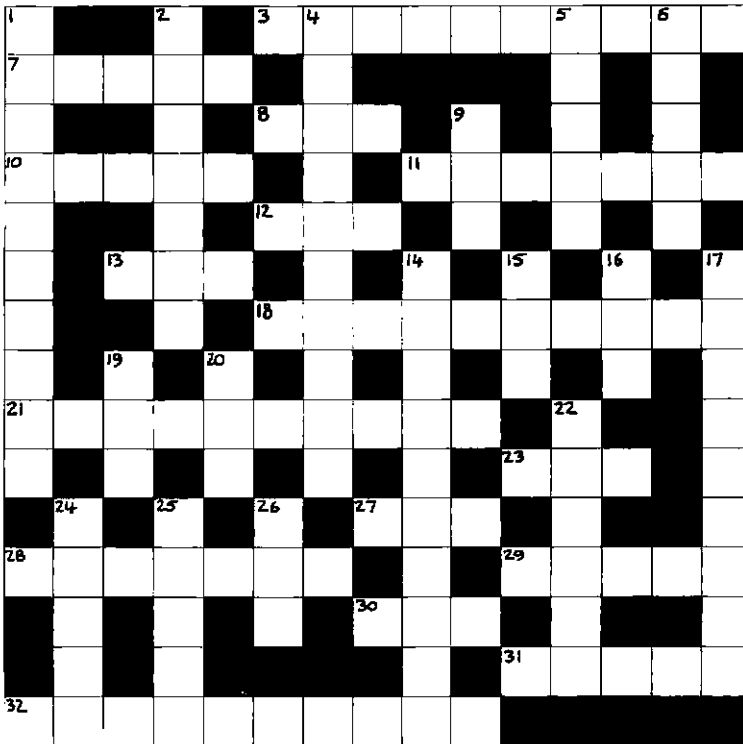
Periodically, the Trust receives unexpected, but very welcome, bequests. Examples over recent years are receipts in excess of £7,000 from Thomas Begley and £15,000 from Janet Skinner. Such bequests come as a "bolt from the blue" and not only aid the restoration effort considerably, but also provide the added advantage that they often do not specify a particular project and therefore represent much needed general administrative funds without which the Trust could not exist.

If you wish to consider including a bequest to the Trust in your will, then it will be exempt for Inheritance Tax purposes. In order to avoid confusion, it would be best to mention the Trust's trading name of "Cotswold Canals Trust" as well as the registered company name of "The Stroudwater - Thames & Severn Canal Trust Ltd", and the address to be used is the registered office at 1 Rowcroft, Stroud, Glos.

We regret that it was not possible to arrange a 21st Anniversary Dinner for 15th May which would have fulfilled all the required criteria. An alternative date, later in the year, will be advised in the next TROW.

Cotswold Canals Crossword

Compiled by Neil Ritchie - answers in next TROW



CLUES ACROSS

3. Royal bird's eating implement (1,5,4)
7. Wide expanse of water near St Cyr's (5)
8. --- breaker, sunk by Dock Lock (3)
10. Brother's daughter (5)
11. Name of Trust tug (7)
12. "House" colours of WRG (3)
13. Method of aquatic propulsion (3)
18. --- Upper & Lower Locks, South Cerney (10)
21. --- Lower Lock, no. 32 on T&S (7)
23. Oldest recorded boat (3)
27. Stone --- or Iron --- (3)
28. A former navy encampment near Eastington (7)
29. --- Pill, below Newnham on Severn (5)
30. Refuse receptical used by socially enlightened (3)
31. Out for nothing in cricket (1,4)
32. End of Stroudwater Navigation (10)

CLUES DOWN

1. Unusual structure near Loates (5,4)
2. Publishers of recent "Thames End" Report (7)
4. Locks 24-26 T&S (10)
5. Daneway --- (5)
6. The ultimate luxury on any boat (1,4)
9. Lifting capacity of Trust "Jones" crane (3)
14. The opposite of "You are coming" (2,3,5)
15. "--- at Over" - hostelry near entrance to H&O (9)
16. Initials of large "Thames End" landowner (3)
17. Lock 41 T&S (5,4)
19. Not subtract (3)
20. "--- Deep" - regular South Cerney project (3)
22. Continuous song (1,3)
24. Alluvial land in some river estuaries (5)
25. Common material for narrowboat hulls (5)
26. Inscription on Upper Mills mooring bollards, (3)

Sales Order Form

| | PRICE £ | QTY |
|--|-------------|-------------------------|
| Canal Walks: South (Quinlan) incl. T&S Canal walk *NEW | 9.95 | |
| *WS ATKINS REPORT (from Saul to Stonehouse) | 9.95 | |
| *HALCROW REPORT (from Lechlade to Water Park) | 14.95 | |
| *Around the Cotswold Canals (10 circular walks -2nd edit) | 2.50 | |
| *Restoring the Cotswold Canals | 0.50 | |
| *Churches Along the Cotswold Canals | 2.50 | |
| Discovering Canals in England (P.L. Smith) | 2.50 | |
| The Flower of Gloster (E Temple Thurston) | 8.95 | |
| The Stroudwater Canal - Vol 1 (M Handford) | 3.50 | |
| S T&S Canals in Old Photographs (Cuss & Gardiner) | 7.95 | |
| S T&S Canals Towpath Guide (Handford & Viner) | 7.50 | |
| Thames & Severn Canal (Viner) | 4.25 | |
| Working Life on Severn & Canal (Conway-Jones) | 7.95 | |
| *The Trow (all issues available) | 0.50 | |
| *Trow Binder (holds 12 issues - suits all A5 mags) | 3.50 | |
| *Map (plan and section of Cotswold Canals) | 2.95 | |
| BIG DIG VIDEO | 9.95 | |
| *Sweater - Bottle Green with embroidered logo S M L XL | 13.95 | |
| *Sweatshirt - Grey with embroidered logo S M L XL | 12.95 | |
| *Sweatshirt - Green with printed logo S M L XL | 10.50 | |
| *Tennis/Sport Shirt - with embroidered logo S M L XL | 11.95 | |
| *T-Shirt - Green with printed logo (Child £4) S M L XL | 5.00 | |
| *Sew on Badge - with embroidered logo | 2.45 | |
| *Tie - with embroidered logo | 5.95 | |
| *Golfing Umbrella - Green & White with printed logos | 15.95 | |
| *Tea Towel - Cotswolds (includes Cotswold Canals) | 2.50 | |
| *Carrier Bag Holder | 2.95 | |
| *Car Sticker | 0.50 | |
| *Self Adhesive Sticker | 0.50 | |
| *Pen | 0.30 | |
| *Pencil with eraser | 0.25 | |
| Thimble - Round House | 2.95 | |
| Thimble - Buckby Can | 2.95 | |
| *Thimble - Cotswold Canals | 1.95 | |
| *Standard Mug | 3.35 | |
| *Half Pint Tankard | 3.95 | |
| *Pint Tankard | 5.95 | |
| *Milk Jug | 6.95 | |
| *Goblet | 4.95 | |
| *Coaster specify Green or Blue | 0.65 | |
| * denotes special Cotswold Canals Trust item | | |
| Please tick your selections sizes and quantities required | | TOTAL |
| Send the form and remittance to:- CHRIS JONES, THE COURTS 27 WALTON ROAD CLEVEDON AVON BS21 6AE (Tel 0275 875714) | 0.65 | P & P |
| Cheques payable to Cotswold Canals Trust please | | TOTAL ORDER VALUE |
| NAME.....ADDRESS..... | | |
| | | |
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Diary Dates

| | | |
|------------------------|-----------|---|
| Mon | 1 Mar | Western Branch Meeting |
| Tue | 9 Mar | Summit & Thames End Branch Meeting |
| Thu | 11 Mar | Members' Evening at Sapperton Village Hall* |
| Sun | 14 Mar | Members' Work Party - Chalford Round House |
| W/E | 20/21 Mar | DIG DEEP working party (London WRG) |
| Sun | 21 Mar | Cotswold Canals Challenge - 3rd Annual Biathlon* |
| W/E | 27/28 Mar | IWA Clean-Up Weekend at Wallbridge* |
| | | |
| Mon | 5 Apr | Western Branch Meeting |
| Tue | 13 Apr | Summit & Thames End Branch Meeting |
| Sun | 18 Apr | Members' Work Party - Eastington Compound |
| Sun | 18 Apr | Gloucester Boat & Watersports Jumble, Gloucester Docks |
| | | |
| W/E | 1/3 May | International Waterways Rally, Castlefield, Manchester* |
| Mon | 10 May | Western Branch Meeting |
| Tue | 11 May | Summit & Thames End Branch Meeting |
| Sat | 15 May | 21st Anniversary Dinner is postponed - see next TROW |
| Sun | 16 May | Canamble Part 1 - Saul to Brimscombe |
| W/E | 29/31 May | Braunston Boat Show* |
| | | |
| Mon | 7 Jun | Western Branch Meeting |
| Tue | 8 Jun | Summit & Thames End Branch Meeting |
| Sun | 16 Jun | Canamble Part 2 - Brimscombe to Siddington |
| Sat | 26 Jun | REVIEW OF THE YEAR preceded by AGM at Ebley Mill. |
| Sun | 27 Jun | Members' Work Party - Siddington |
| * sales stand at event | | |
| W/E | 3/4 Jul | Tewkesbury Waterways Festival* |

Western Branch volunteers work most weekends and welcome new workers. Summit & Thames End Branch volunteers usually work the last weekend of each month. If you can help, please contact the appropriate person.

Members and friends can keep up to date at Branch meetings and special events. Western Branch meet at 7.30pm at the Imperial Hotel, Stroud. Summit & Thames End Branch meet at the Bingham Library, Cirencester.

| | | |
|---|--------|---|
| IWA & FRIENDS OF THE MUSEUM EVENTS | | Meet at 7.30pm at the Museum Schools Room National Waterways Museum. (excl. 27 Apr) |
| Fri | 5 Mar | CANAL BOAT ART A Talk by Tony Lewry |
| Fri | 12 Mar | AGM GLOUCESTERSHIRE BRANCH IWA |
| Tue | 6 Apr | SOREN LARSEN 15 years with the tall ship A talk by skipper Tony Davis |
| Tue | 27 Apr | RACE AGAINST TIME - UPDATE! by David Bolton (Tewkesbury Marina Yacht Club 7.30pm) |
| Tue | 18 May | FRIENDS AGM followed by MYSTERY OBJECTS! - bring your own! |

FRONT COVER PHOTO: Neil Ritchie (left) said "Dig Deep" and they did. Here he shows off some of the "finds", old lock gear from Boxwell Spring Lock helped by Martin and Lesley, volunteers from London WRG



Pike Lock and Eastington Bridge
by Jim Donisthorpe