

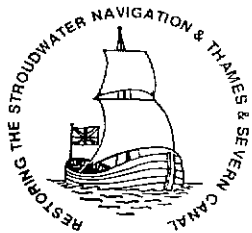
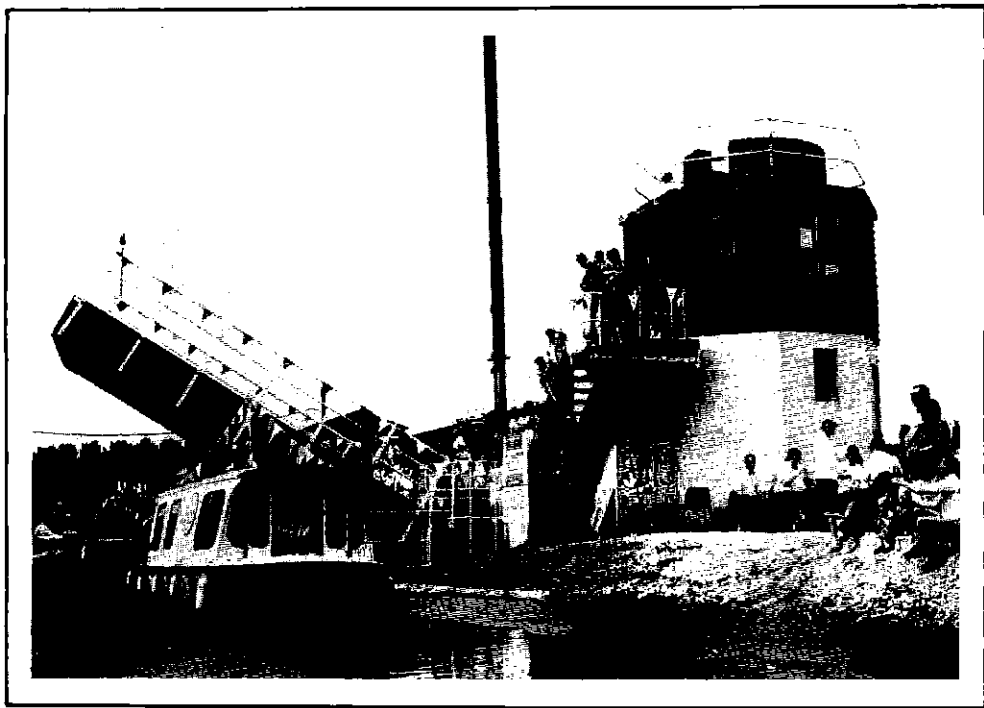
# Trow

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

No 86

AUTUMN 1994

50p



Cotswold Canals  
Trust

# Cotswold Canals Trust

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**GENERAL SECRETARY:** Commander Nicolas Wright. P.A.: Maureen Poulton

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 Nicholas Melchior : Roger Knapman M.P. : Sir John Knill Bt.

**HONORARY CIVIL ENGINEER:** Roger House

**THE COTSWOLD CANALS TRUST IS A REGISTERED CHARITY.  
 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 the Cotswold Canals to navigation between Saul Junction and the River Thames.

**REGISTERED OFFICE:** 1 ROWCROFT, STROUD, GLOUCESTERSHIRE

**REGISTERED COMPANY:** The Stroudwater-Thames & Severn Canal Trust Ltd  
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*Trow*

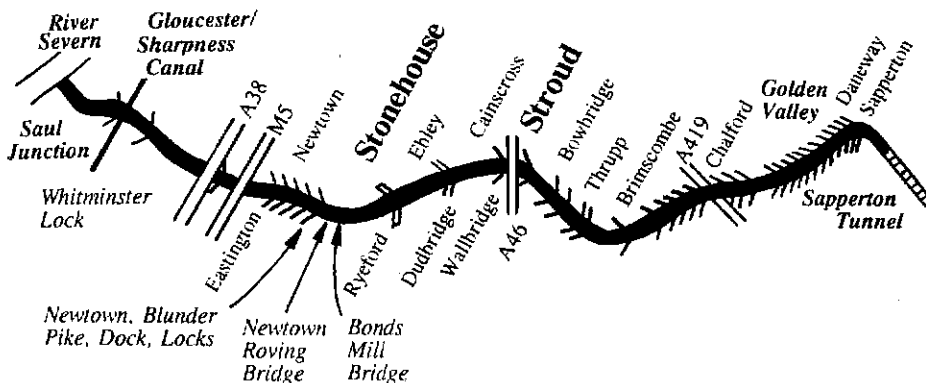
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**THE HISTORIC ROUTE**

<< STROUDWATER NAVIGATION \* THAMES & SEVERN CANAL >>



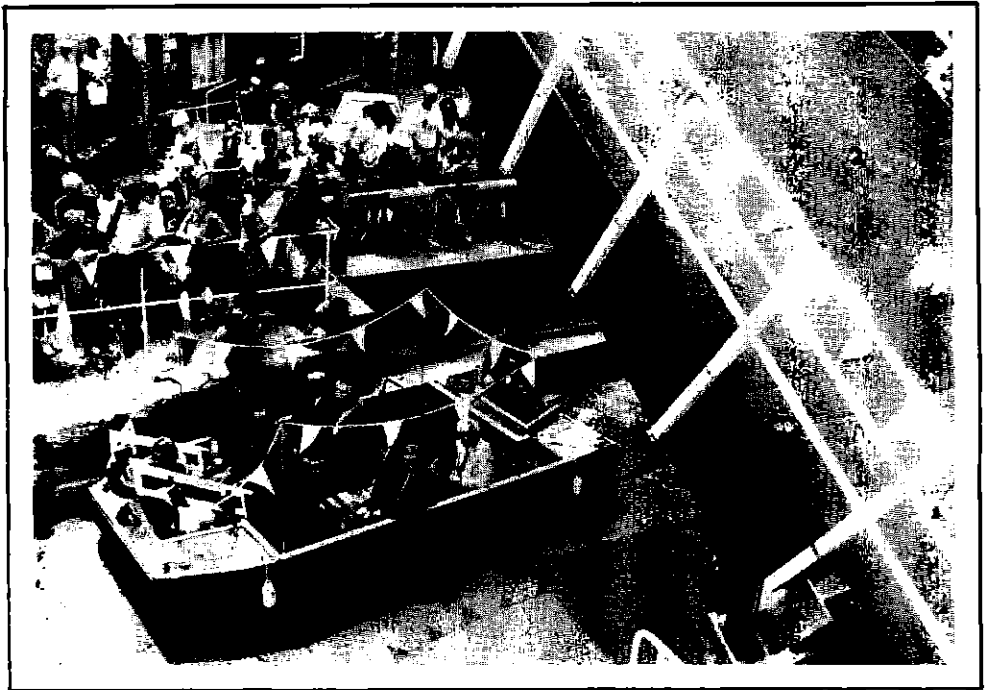
# Reflections of the General Secretary

*Commander NICOLAS WRIGHT*

Like the Summer edition of the Trow, our lives this quarter have been totally dominated by Bonds Mill Bridge. All that effort culminated on 16th July with the grand re-opening by the Chairman of Gloucestershire County Council. And what a truly excellent canal festivity that was!

For those of you who were not there, the sun shone, the breeze was gentle, a string of boats lined the canal bank, thousands of people came to enjoy the celebrations. The wide variety of stalls helped to set the scenes while the band and morris dancers created the perfect ambience. As the bridge smoothly lifted and the flag be-decked boats with V.I.P.'s embarked slipped beneath, the band struck up with 'Rule Britannia' followed by a lively hornpipe and the crowds cheered.

*First boat through - to the strains of "Rule Britannia"!*



Quite right, it was a celebration. The first ACCS bridge over a canal now operational. Yes - it works well, but there are still some minor faults to be corrected so it has not yet been fully commissioned or accepted by the Trust.

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Of course, the bridge is a prototype and has related development problems which have yet to be resolved. I have no doubt that the engineering effort will continue so I would personally like to thank the Maunsell team of Peter Head, Jim Thorpe and Simon Fryer for their efforts and Mark Waudby and Steve Rushworth from Hydratight who have travelled from Walsall and Leeds respectively to get the system running.

Closer to home, having been involved with the initial thoughts, plans, building and now opening of this bridge I would personally like to give a big "thank you" to Roger Sanders who took over from Ken Bailey four months ago, and together with Dave and Simon has worked extremely hard on the project. As the Trust co-ordinator he has carried out individual tasks which would normally be undertaken by a whole series of professionals whether it be plant operating, erecting steel, measuring, shuttering, laying concrete, pop/ballad singer, as well as a whole host of supporting roles which has finally made the project so successful.

Even so, the success of this project must not be allowed to go unrecognised. We hope that the waterways press and others will give us favourable coverage. Not just for the bridge and all those who worked on the project itself, but also to the many volunteers who helped with the site, along the canal banks, preparing the boats and getting this part of the canal looking really spectacular. I'm sure the best for well over forty years!

The Bonds Mill canal-side event, I am sure, will be fully covered elsewhere, but that took a lot of preparation by a dedicated team. The first of many you may ask? The organisers, I expect, will say WHOA! Maybe after the dust has settled a bit and other proposals come forward, ideas might become modified, but time will tell. The 'boaters' have asked for another event.

I should also like to thank all those who live and work in Bonds Mill for their patience and encouragement over the last few months. You could see doubt building up with the arrival of the two halves of the bridge, seeing it glued together, craned into place, hydraulically raised for the first time and then invited to drive over it. Some faces showed incredulity, but now it's an every day event.

Thank you to those many people who have visited and offered encouragement. Remarks made off the cuff, but overheard, showed that the majority of people do acknowledge the good work that has gone on and how nice the canal looks now that it is fully re-watered. And the swans; who says nature does not adapt to new surroundings? The "Ocean" swans with four almost fully grown cygnets approached the new bridge rather uncertainly; the cob investigated; reported back to a family huddle and then through they all went, bending necks in unison and back again, just to show it was not a fluke.

Now, with the new Bonds Mill bridge achieved, what's next? Time to take stock and start detailed planning for Whitminster Lock with the cut into the River Frome and also Ryeford Double Lock, both aimed to extend navigation. Occupation Bridge repairs are under way with further works in hand down stream from Dock Lock.

Some of you will have heard that the Trust has recently been awarded £200,000 over a three year period under the Land Reclamation Programme (until recently DLG's). This is over and above the £100,000 awarded last year for Bonds Mill and other projects. Some of this is being used to complete the Engineering Feasibility Studies of the area between Cotswold Water

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Parks and the Eastern portal of the Sapperton Tunnel. We have also tasked British Waterways to undertake a pre Tunnel survey before a full survey is carried out in a couple of years' time. We also plan to spend some of this grant on rebuilding to navigable standards the canal bridge at Upper Mills. This needs to be tied into the proposed extension westward of the Ebley bypass and rebuild of the Ship Inn bridge. Final decisions on this route will influence the bridge at Upper Mills so a big decision is still outstanding here.

Although it would be nice to say that the Ocean Railway Bridge will be the next to be re-opened, the lead time is at least three years, once plans are finalised and finance in place. Quite an undertaking on both scores. We will be working towards this, but please don't be too impatient for this achievement.

Broadening out our requirements has established the need for a Corridor Study to be used alongside the Engineering Feasibility Studies as leverage when obtaining funds and grants for really big projects like the Ocean Railway Bridge. We hope that British Waterways will take a strong lead in this Study. They have the expertise and obvious canal knowledge. It is hoped they will be supported by the Local Authorities' Planning and Tourism Departments.

To this end we have arranged a visit on 14th September to the Huddersfield Canal. This is aimed to show Local Authority Councillors and Officers what can be achieved by a partnership organisation between British Waterways, Canal Trust and Local Authority. We, of course, can't have the former as a partner, but we do have their support which is all important when seeking advice on canal related matters. If you are interested in coming on this trip, please get in touch with the office. Places are at a premium, so success cannot be guaranteed.

Elsewhere, what has been going on? Plenty, is the answer. We continue to fund-raise but, as I am sure many of you realise, the fund-raising scene is getting more difficult as time moves ahead. A few years ago the Trust faced the twin difficulties of increasing dependence on donated funds to cover expanding work on the ground, but at the same time a severe reduction of those funds. The solution was seen to lie in the launch of a fund-raising campaign for individual restoration items such as Bonds Mill, Whitminster Lock and the 21st Anniversary Appeal. This has been enormously encouraging and has allowed us to move forward with success although as the projects grow bigger, so does the urgent and insatiable demand for funds.

Are our targets wildly optimistic? Are we high profile enough to achieve our aims? Have the goal posts shifted (written over the World Cup weekend!)? The answer to the latter is, yes they have. The bedrock of any campaign is always the volunteers. Without you, our task would be quite impossible. Volunteers are our ambassadors. Many having "day jobs" can spread a very positive message through their work to encourage others, as well as encouraging their company to adopt a formal donation policy towards our Trust to reward that voluntary effort. At the same time new volunteers can be recruited by word of mouth. Personal endorsements and concrete examples of how you have helped the Trust progress are invaluable.

Can you recruit a new member? Can you recruit others with skills to offer either on the ground or to promote links between business and the community? In many ways we are trying to cultivate a new relationship, that of the employee and his company. This, in the current fund-raising scenario, seems the best way forward. So it does not matter whether you work for BP, Shell, ICI or the local chandler down the road. You can help us raise the money vital

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for our canal work. The recent 'ring along' the canal showed what can be achieved by an individual member. True, Land Reclamation Programme funds remain necessary for the large projects.

We will do our utmost to obtain Millenium Fund money, but all the other tasks also require funding, so every input helps. Do please let us know if you can help. We are willing to send all the necessary literature to support your requests, but to achieve success we need everyone's involvement. We ensure that donors are told exactly what their money is being spent on as well as emphasising the active and on-going side of our work. We are still one of the few charities able to guarantee a high percentage of funds being directly placed for restoration.

The final item that I must briefly draw to your attention is the Highways Agency (Department of Transport) decision on the Latton by-pass Inspector's Report. The Inspector was unable to recommend inclusion of the canal bridges in the overall scheme although he recognised that their inclusion would be desirable if financing could be raised and the Trust make the necessary progress in other areas to justify the bridges. The Department of Transport followed the argument that there was nothing to cross; possibly a legal view although certainly not logical and is no help to us, particularly as recent DOE/DTP Planning Policy Guidance is very clear about safeguarding old transport routes, especially where such routes may be put to use in the future.

The Trust has already responded to the Highways Agency's report by a detailed letter to the Regional Director and has, in addition, written to the Parliamentary Under Secretaries of State for the Environment and Transport through Mr. Richard Needham, the Wiltshire North M.P.

Please read the separate article on page 6. Any help that you can give, letters to M.P.'s, local authorities, etc. would be much appreciated.

## **Thanks to our Donors**

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The Trust is most grateful for the donations to the Trust which have been made by the following organisations during the last quarter.

S. & D. Lloyd Charity  
Stroud District Council  
Department of the Environment  
Verdon-Smith Family Charitable Trust  
Esmee Fairbairn Charitable Trust  
Cotswold District Council  
Gulf Oil  
June Stevens Foundation  
Wall Charitable Trust  
NFC Foundation  
W. & M. Morris Charitable Trust  
Walter Guinness Charitable Trust  
J. & L.A. Cadbury Charitable Trust  
Wadworth Brewery  
Whitbread plc  
Woodroffe Benton Foundation

# Latton By-pass Inquiry Result

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The Inspector has reported on the Inquiry which took place in May 1992. Although he recognised that their inclusion may be desirable, he was unable to recommend inclusion of navigable bridges beneath the new road.

**Please write in your own words to your local MP** (c/o House of Commons) urging him to make representation following the adverse decision.

Printed below is the Trust's official appeal letter sent to the local MP within the statutory time scale. You may wish to pick up some of the points in your own letter.

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Mr. R. Needham, M.P.,  
House of Commons,  
London, SW1A 0AA.

## **Thames and Severn Canal Bridge/A419 Latton By-pass**

Following the Latton By-pass inquiry the Departments of the Environment (DOE) and Transport (DTp) have decided not to provide the canal bridges which the Cotswold Canals Trust (CCT) is pressing for to allow the Thames and Severn Canal, when restored, to pass under the new roads. The DTp is only willing to agree to provide the bridges at the Trust's own expense and within an arbitrary deadline for construction, leaving the Trust to obtain planning permission and acquire the land.

The Trust is amazed and appalled at the lack of foresight shown by the two Departments. By creating an additional obstacle which makes the Trust's task far more difficult, the decision risks pre-empting a major national recreational and environmental asset of great potential benefit to local economies.

While the CCT demonstrates a fully professional approach, with the necessary skills, capability and commitment to carry through its task, it is quite unrealistic to expect the Trust to generate the funding required, within DTp's unreasonably short timescale. This envisages a start on the road as soon as 1995.

It is also inappropriate to expect the Trust to conclude the necessary negotiations, including land acquisition in the time set, particularly as at least two years have been lost whilst awaiting the outcome of the inquiry.

The decision does not take account of the guidance recently issued in PPG 13 on Transport, which advocates taking care not to sever or adversely affect the interests of inland waterways. It also ignores current discussions between the Highways Agency and the Inland Waterways Association about establishing criteria for assessing the credibility of canal restoration schemes with a view to enabling them to be taken into account by those developing road schemes from an early stage.

All this comes at a time when the Government has shown commitment to enhancing the role of voluntary bodies and a wish to avoid obstructing their output.

Logically, the Trust can only look to local authorities for help with the cost of the bridges. But it is inequitable to expect the local authorities to contribute to the costs which should be borne by the Department in addition to their local highways obligations. Gloucestershire County

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Council has taken a policy decision to provide navigable crossings for the Canal where affected by its own road proposals. Why cannot the Department do the same?

The Inspector recognises (paragraph 8.42) that common sense demands that if the bridges are to be provided this should be done when the road is built. His report states (paragraph 8.45) that the bridges should be provided by the Department if the Trust can show factual achievements towards the restoration goal. Yet the decision letter does not mention this. The Trust was not given any opportunity to produce supplementary evidence, although much has happened since the inquiry was held more than two years ago.

The Trust now intends to write to the Regional Office in Bristol to explain the developments which have taken place since the inquiry. I hope that the Department will be prepared to consider how the situation can be rectified.

At the same time I would be grateful if you would raise the Trust's concern with Robert Key M.P. and Robert Atkins M.P., the relevant Ministers in the Departments concerned. Mr. Atkins was active in a discussion concerned with the Latton By-pass and work of the CCT during the Parliamentary Waterways Group meeting on 19th April, 1994 where he also made a presentation on the management and future of the waterways. It might be helpful if you would copy your letter to Tony Baldry M.P. at DOE, in view of his interest in relieving burdens on voluntary bodies within that Department's sphere.

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## **A New Vice President**

*Introduced by BRUCE HALL*

It is my pleasure to inform you that Nicholas Melchior has become a Vice President of the Trust. Nicholas has been a Council Member since 1982 and decided that he would stand down at this year's AGM.

He has given dedicated service of both his time and expertise on Council and has for many years been the mainstay of the Thames End working parties.

Nicholas has been presented with an engraved brandy glass.

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## **New Trust Council Members**

*Introduced by BRUCE HALL*

I am pleased to welcome two new members to the Trust Council following the AGM in July.

Keith Harding has been very active at the eastern end of the canal in recent years. You may have seen him at the Bond's Mill celebrations working a barrel organ from his "World of Mechanical Music" in Northleach.

Bob Gregory was involved in the early days of the Stroudwater Canal Society and is to be seen working most weekends at the western end of the canal.

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# Bond's Mill Opening Celebrations

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## CHRIS JONES

Many words have been, and will be written about Bond's Mill Bridge. The fact that it is the world's first composite plastic road bridge, the fact that it is the first moving bridge to be moved on the Cotswold Canals, etc, etc. The story of the building of the bridge has been well documented. The story I wish to tell is the one of the opening celebrations on July 16th 1994.

Isn't it strange that on a cold January evening, the date of Saturday July 16th appears such a long distance away! From the moment the bridge opening date was fixed it was always our intention to celebrate the occasion in a fairly big way. As far as our Trust was concerned, we were fairly inexperienced in the arranging of such an event due to the diverse aspects that make up such an occasion. OK, we have run the 21st Anniversary Dinner, the attendance at numerous large festivals and AGMs, but all have a single thrust of direction. Consider the diversity of this event: the official opening and VIP control, the trade show, entertainment, catering, visiting boats, our own trip boats, the site services and the overall financial control. The list is large and varied.

It became apparent very early on that the duties had to be broken down into manageable chunks so various gullible people were offered certain areas of responsibility for the event. What I was unaware of at the time was the subsequent effort and dedication that this group were to commit themselves to in the ensuing six months. The result was plain to see and in fact an estimated 5,500 of you were there to see it. The whole point of this story of mine is to give true credit to this group of team leaders who have committed themselves and their associated team members so much to the task. I can not express strongly enough my thanks and subsequent pride in such an effort.

We have all learnt a great deal - things we could do better, areas where we did well. My hope now is that a team similar to this one can be persuaded to come together again to set the next major event in place. I'm sure at the moment most of the group don't want to see another lift bridge or trade show ever again, but I'm hopeful that when they have caught up with their sleep and their blood pressure is back to a normal level we can go again. As well as the obvious publicity of the Trust it can also be a great provider of funds and I do believe we have an excellent team now in place to do it again.

The deal is that we run another event so long as you support it in the same enthusiastic way you did for Bond's Mill Bridge - Thanks to everyone.

## David Mills

A final sad note is that we learnt of the sudden death of David Mills on the 6th July 1994 at the age of 64. David was Chairman of the Gloucestershire Branch of the IWA. He was of immense help to us in the early days of the planning of this event offering all his vast experience of organising major IWA waterways festivals. As with everything David took on, he provided great enthusiasm and drive. It is a tragedy that he was not able to see the final result. We dedicate the celebrations at Bond's Mill to David Mills, he will be sadly missed.

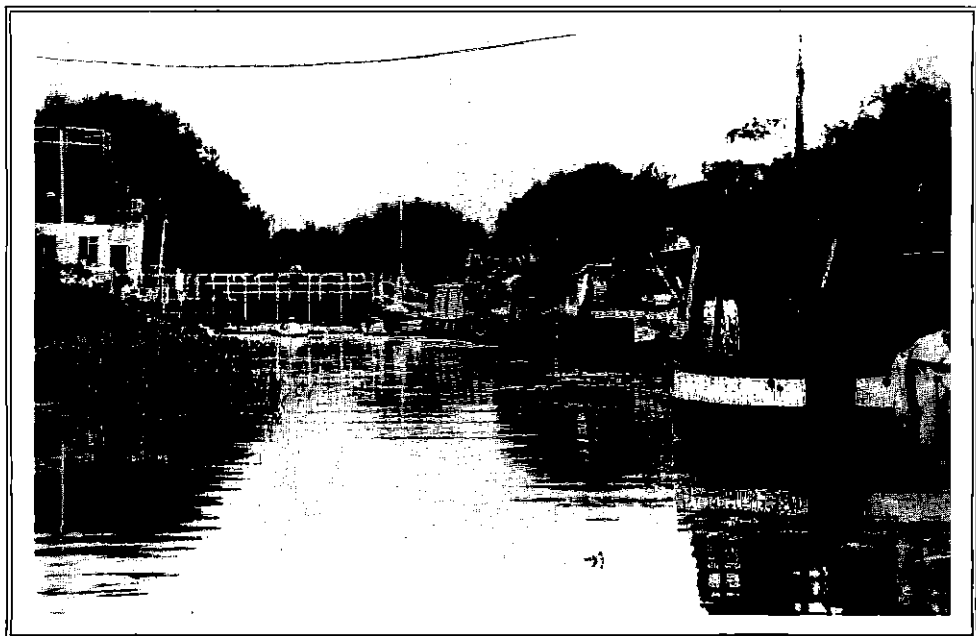
*The following three pages and the back cover tell the story of the Opening Celebrations in pictures. Boats came from all over the south of England. The sun shone and the crowds came to see the world's first "plastic" road bridge*

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## Bond's Mill Re-opening in Pictures (1)



*Above: Early morning and most stalls are set up waiting for the crowds  
Below: The boats and their owners wait patiently for the re-opening*



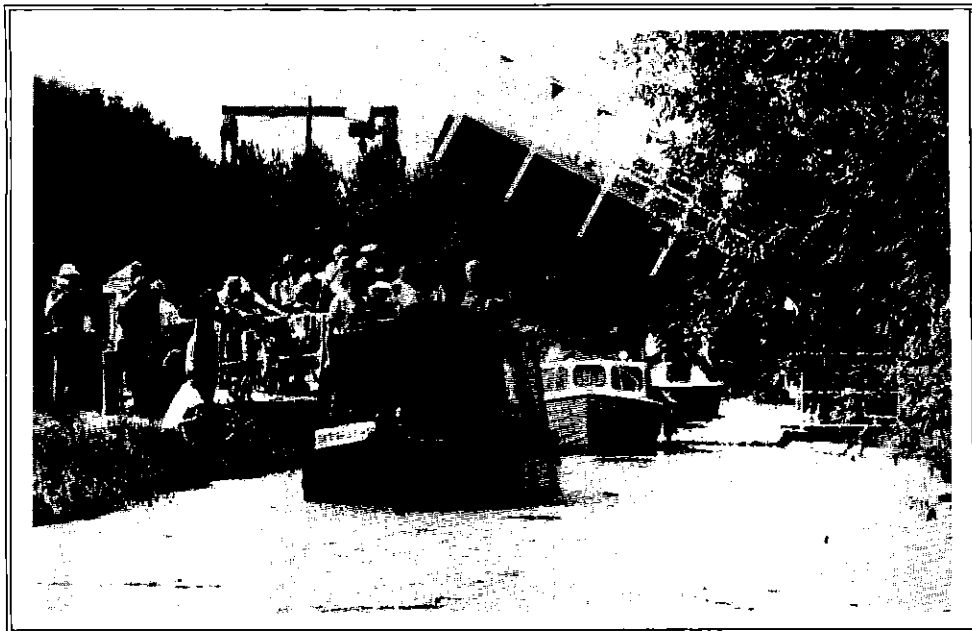
## Bond's Mill Re-opening in Pictures (2)



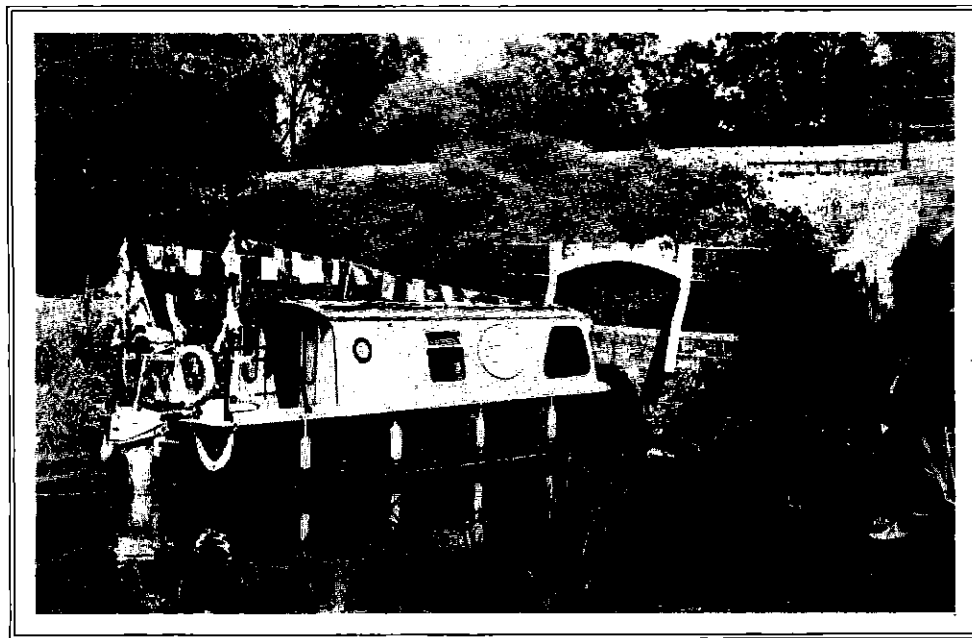
*Above: The official flotilla approaches the landing stage  
Below: There wasn't room to accommodate the crowd*



## Bond's Mill Re-opening in Pictures (3)



*Above: The second wave of boats makes its way to the Ocean Railway Crossing  
Below: Let us through! Ten minutes away is the next obstruction to be moved!*



# 21st Anniversary Appeal

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*Thanks from BRUCE HALL*

The 21st Anniversary Appeal saw its culmination on the opening day of Bond's Mill Bridge.

Thanks to all of you who made donations. We were also grateful to be remembered in the will of the late Janet Skinner.

## Archive Material

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Thanks to the many (30+) people who called to tell us more about the photo of Bond's Mill in the centre pages of the last TROW. The lady with the flowers was Queen Mary on one of her several visits to Sperrys during the last war. Apparently she spent most of the war years at Badminton which explains why she visited so often.

We are fortunate to be holding in our archive a study by Nicholas Hammond of the eastern stretches of the Thames & Severn Canal. Although it was not completed, it is nevertheless a fascinating study featuring photographs from over 30 years ago. Any members wishing to inspect the book can do so at the IWA Festival at Waltham Abbey on August 27/8/9. Please ask at the Trust marquee.

## Gloucester/Sharpness Boat Trip

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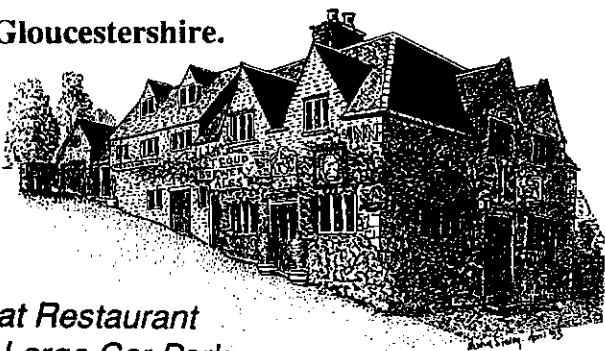
A trip has been arranged on Gloucester trip boat, Boadicea for Saturday 10th September. The boat will leave Gloucester Docks to travel the 16 miles south to Sharpness along the Ship Canal. The trip lasts from 10.00am - 4.00pm and the boat will pause at Purton so that trippers can view the Boat Graveyard on the Severn shore.

Tickets are available to Trust Members at a special price of £7.50 (child £6.50) from Pete Easto on 0453 545042

## The Clothiers Arms

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★ Large Car Park

# Restoration in the West

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*Report by KEN BAILEY*

**Newtown Roving Bridge:** The brickwork on Roving Bridge below water-line was complete during early June along with the reconstruction of the stone approaches either side. A large quantity of rubble was excavated from the canal bed by hand and removed from site. Most of this appeared to have been left behind from previous repair jobs on the bridge. Amongst the rubbish excavated was a couple of bags which are thought to have been discarded after a robbery. They contained items of cheap jewellery, coins, spoons and a cake stand. Once washed off they were handed in to Stonehouse police station.

During the general clearance under Roving Bridge two heaps of clay, left by the contractors putting the pipes under the canal, were dug out and stacked up either side of the bridge ready for transport down-stream for bank repairs.

**Pike Lock:** During the WRG April camp the top sill at Pike Lock had been cast in place leaving an area of old brickwork some 15' x 10' between the new sill and the stop planks. A Saturday morning also saw this area concreted over and left tidy. Pike Lock is now ready for gates and paddle gear which will only be fitted once a new road bridge is put in on the Eastington road.

**Dock Lock:** Three weekends saw the final clearance of the bottom of Dock Lock using a mini excavator and dumper. Since then most of the copings have been set in place just requiring pointing before the lockside is levelled off. The next operation here, before the temporary access roadway is removed, is to cast a new bottom sill. The bottom end of the lock will then be complete and can be re-flooded. Re-flooding will involve constructing a spoil dam across the canal just below Meadow Mill weir and sealing over the drain culvert.

**Plant & Equipment:** The bearings in the yellow mixer from the Boxwell spring site decided to give up recently. Neil Ritchie transported it back to Eastington where Bob Gregory was able to dismantle it and locate replacement parts.

Neil also had an offer of another smaller mixer which he accepted and collected. That has been serviced and has been in use both at Dock Lock and Boxwell Spring Lock.

The Trust has decided to replace the old black trailer with a brand new one as it was one of the most used items of equipment. The Trust has also purchased a pick up truck which will be used by Roger Sanders during the week and by a limited number of volunteers at weekends.

**Dredger and Tug boat:** At long last these have been moved from Ryeford back to Eastington. Having struggled to find a site to crane them out of the water, permission was sought from an adjoining farmer who agreed to allow cranes to be sited in his field next to Haywards Bridge. The tug and dredger were both moved to the site in a couple of evenings and were finally lifted out between two cranes from Ellis Crane Hire. A waiting lorry then transported the dredger back to the compound at Eastington and the tug to the lockside at Blunder Lock. Initially the tug will be worked on, its bottom cleaned & painted and some modifications undertaken before being put back in the water. The dredger requires more major work which will be carried out over the coming months. For the record the tug weighed 6 tonnes (after about 2 tonnes of concrete block ballast was removed) and the dredger (without engine, side tanks or arm and bucket) was nearly 8 tonnes. Anybody interested in working on either these pieces of equipment should contact Ken Bailey on 0272 601710.

# Saul Junction Lock

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*Report by KEN BURGIN*

In 1990, a culvert collapsed under the Gloucester and Sharpness Canal (G&S) and 500 million gallons of water poured through the resulting hole. The emergency stop gates at Saul, which had been replaced the previous year, were closed to stem the flow but started to collapse. British Waterways (BW) had to perform an emergency operation to prevent the gates collapsing and a part of this was to infill the G&S on the junction side of the stop gates with clay.

During this operation, the middle part of junction lock was infilled but this was not removed during the subsequent clear-up operation. In 1993, BW applied for planning permission to infill the rest of the lock to within a few inches of the top. One argument was that the lock should be filled on safety grounds - this would create a dangerous precedent given the large number of similar locks on the Stroudwater Navigation and the Thames & Severn Canal. It may also cause unnecessary paranoia about working locks too.

The Trust objected to the application on the grounds that the lock was a Grade II listed structure within the canal conservation corridor and is itself a considerable attraction to visitors to the junction. Future restoration is not a key issue in this case and the Trust is not asking for the lock to be regated but simply retained in its former state.

The lock gates are highly unusual in that they have sliding paddle gear and all four remain in position. Infilling would at least bury many of these features and probably destroy the gates.

Stroud District Council turned down the planning permission flat and placed an enforcement notice on BW to remove the illegal infill.

BW appealed to the DoE and in doing so raised the stakes. The Trust has spent many years persuading the Local Authorities to safeguard the heritage of the Cotswold Canals. If the DoE back BW in spite of the conservation area and Grade II listing status of the lock, this will weaken the protection along the whole canal route.

The Company of Proprietors of the Stroudwater Navigation have joined the Trust in writing to the inspector against the BW plans as have many Trust Members. No decision has been published to date but it is hoped that BW will be forced to retreat leaving this well known feature at Saul Junction for future generations to enjoy.

## Thanks for a wonderful evening!

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*Proposed by PETE EASTO*

Saturday 25th June saw another successful BBQ at "The Cleeves", home of Jeffery & Jane Shaw. A good attendance helped raise a profit in excess of £100.

Many thanks to Jeffery for his fine efforts on the bar and to Jane for the salads and wonderful puddings. Thanks also to those supporting the event

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# The Moving of "Leviathan"

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*A "Transport of Delight" masterminded by NEIL RITCHIE*

At some point near Easter the Trust was offered a boat by the Upper Avon Navigation Trust (UANT). Word gradually filtered through the system and, powered by the infectious enthusiasm of Chris Jones for all the potential an additional boat might have, I took a trip to the new Robert Aickman Lock on the River Avon near Harvingdon for an initial inspection. All romantic illusions of horse drawn butty's and summer idyls were soon dispelled when confronted by a forlorn and rusty mud barge, but a quick look inside and out showed that there were no serious structural problems - only the cultural shock of seeing a very functional work boat with no pretence of good looks at all!

David Hutchings was very keen to see the boat removed from the moorings below the lock and offered use of the dry dock nearby for a day or two. For this reason, Saturday 14th May saw Dave Jowett, Dan Lavis, Ian Mulford and myself bow-hauling a very solid, rusty 70' double ended hull into the lock (why didn't the flotilla of fibreglass cruisers want to share a lock with us?) and turning through 180 degrees into the short cutting and thence to the dry dock, except we had been asked to moor just outside because UANT were cleaning the small amount of mud from the floor of the dock the next day - house proud I call it. On Thursday 19th May we had a visit from George Gibson of Honey Street on the Kennet & Avon Canal who did a very thorough survey, breaking a hammer handle in the process as he beat the daylight's out of the hull trying to find any weak spots. After two hours of bashing he conceded that the hull was probably in better condition than many modern narrowboats.

Two days later I was back with a high pressure washer giving the outside a good scouring in preparation for blacking. The wettest May for 25 years coincided with the need to apply bitumen to the hull, and so it was with relief that the sun eventually shone just long enough for the sides to be well coated before Paul and Sue arrived with "Homer" for the collection.

The journey up the Avon had been wonderful with perfect weather and every lock manned by LANT volunteers. Although most locks are only manned at weekends, this trip had attracted so much attention that a team was found at every lock to help smooth the midweek return passage - it's not every day that a pair of breasted-up 70' narrowboats passes down the Avon!

The arrival at Gloucester Lock from the River Severn coincided with the beginning of the British Waterways lunch hour but Pat the lock-keeper turned convention on its head and worked both boats through sacrificing his lunch in the process. Another hearty "thank you". The short trip from Gloucester to Saul took double time owing to exceptionally strong winds; at one stage the waves were breaking half way back along the boats and the helmsman was getting a soaking - some of the white crests were three feet high; not unusual for coastal waters, but for a canal....?

Thursday 9th June was the big day as far as transport was concerned. At 10.00am Ellis Crane Hire and the 70' extended bed trailer of Gossington Transport were set up on site and the boat lifted from the water at Sharpness Docks and taken by road to Eastington to be re-launched near the slipway. No problems for the lorry, but the crane was lifting right on its limits despite keeping the reach to absolute minimum. Welcome to your new home "Leviathan"!

*History: Built circa 1930s to transport steel pipes between two factories on the BCN.  
Resident on the River Avon for about 10 years.  
Length: 70' Beam: 7' Weight 15 tons Riveted construction.*

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# Walking the Cotswold Canals

with **RICHARD ATTWOOD**

During 1995 I would like to have a guided walk along some part of the Cotswold Canals at least once a month during the spring, summer and autumn. Guided walks are an excellent way of introducing the public to our beautiful waterway and promoting our cause and can be anything from a one hour stroll along your favourite piece of towpath to a twelve mile Canamble. If you would like to help by leading a walk please phone me on 0453 885057. In the meantime here are details of the remaining Canambles for this year.

## **CANAMBLE 94 PART 3 Sunday 4th September 10.00am - 7.5 miles**

Meet at the car park of Cotswold District Council offices (OS Pathfinder 1114 024014) to walk to Cricklade stopping at the Eliot Arms, South Cerney for lunch. There will be an inspection of the restoration of Boxwell Spring Lock and the walk will finish by following the North Wilts Canal to Cricklade.

## **CANAMBLE 94 PART 4 Sunday 25th September 10.00am - 9 miles**

Meet at the bridge over the River Thames in Cricklade (OS Pathfinder 1134 102939) to walk to Lechlade stopping at the Axe & Compass, Kempsford for lunch. This walk will follow the line of the canal subject to the relevant landowners granting us permission to cross their land.

## **For Sale**

### **40ft narrow boat "Mayfly"**

Classic steel hull by Les Allen of Oldbury fame.

Recently surveyed by Roger Preen at Calcutt Boats and found good.

Marine ply superstructure clad with fibreglass.

Perkins 107/4 engine recently fitted with new gear box

Fitted twin beds with extra berth

Two past owners are anxious to find third.

*Reasonably priced - details from Tim Coghlan at Braunston Marina 0788 891373*

*Please mention the Trow when making enquiries*

# ELLIS

# CRANE HIRE

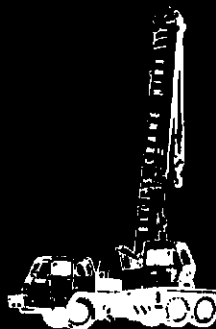
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# Ringing Along the Cotswold Canals

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Report by *TERRY RENDELL*

Saturday 21st May 1994 - The purpose of this day was for church bell-ringers from all over the country to ring the bells of nine churches along the canal starting at Frampton-on-Severn, and finishing at Lechlade, paying 50p per ringer per church in the process. Coupled with various donations and cream teas served at South Cerney church, the stage was set for a fund-raising day with a difference!

On a very wet morning, ringers motored up the M4 from London and other areas for a 9.30am start at Frampton church. Despite the weather the car park soon filled and people were gathering in the church to start ringing. It was here that I met our Chairman, Bruce Hall, and explained the order of the day to him. He said that he had rung bells some 20 years ago and we soon had him on the end of a bell rope!

By now more and more people were coming in and I could sense a very successful day ahead.

Then on to Whitminster church. Trying to park between the cows was fun leave alone dodging the pancakes! 11.30am and we're now at Eastington. These bells sound really lovely but the rain is still pouring down. It is here, unfortunately, that as Bruce is ringing, his rope breaks, snaking down through the ceiling rose, coiling around his feet - not his fault I might add. After a quick splice repair it's off again. My wife Jenny is taking the money, getting to the next church ahead of us and standing at the tower door.

After our ringing at Stonehouse, we visit the *Clothiers Arms* for lunch and a welcome drink, the landlord wishing us well and sending us off with a donation. On to Christchurch, Chalford and an interesting peal of bells, steel bells in fact, quite unique and they sound good too. After Chalford our band of 40 head for Siddington, a lovely little church in tranquil surroundings. We stayed until 4.00pm, then on to South Cerney where we had to wait for a wedding party to vacate the church before we could set up our mobile "kitchen" and set about preparing the cream teas. The scones had been freshly baked at 5.30am that morning - no wonder Jenny and I were beginning to feel tired.

Hot mugs of tea, sandwiches and scones with strawberry jam and whipped cream were soon devoured, everyone enjoying their "tea in the pews" and at £1 each this helped swell the takings. Fully refreshed, Kempsford at 5.20pm is our penultimate ring, a fine peal of bells enjoyed by all who climbed the long staircase to the ringing chamber.

Finally to Lechlade, still around 30 of us and after the ringing we all head for supper at the *Trout Inn*. The rain by now is down to a fine drizzle but who cares - the pub beckons! We were well looked after by the landlord, Mr Warren, who gave us the use of his marquee and also a donation for the fund. The food, as always first class, made this a fitting end to a very successful day.

My thanks go to all the people who joined us from all over the South-West, the tower captains of all the churches we visited, who gave us back our tower donation for the fund and the little old lady at Chalford who felt so sorry for us as it was really raining hard here and gave us £3.00. Altogether the day raised in excess of £300.

# Letters to the Editor

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Dear Sir,

I am writing to protest and to ask for the support of all those concerned at the wholly catastrophic and inappropriate plans put forward by Cherwell District Council for Tooley's Historic Boatyard in Banbury.

Tooley's yard, which has been in existence for upwards of one hundred years or more, is to be mothballed and turned into a static museum. Tooley's is most certainly the last traditional "Narrowboat" yard on the Oxford Canal and could very well be the last in its original state in the country. It is a scheduled Ancient Monument and it should be retained as a *Working and Scheduled Ancient Monument* of which there are abysmally few left in the country.

All those who have read and loved Tom Rolt's classic "Narrow Boat" and have been influenced by its philosophy should please write now and protest at this blatant vandalism so that it may be stopped in its tracks.

To express your disapproval you should write in your own words to:-  
*Cherwell District Council, Bodicote House, Bodicote, Banbury, Oxon, OX15 4AA.*

*Sir John Knill Bt*

ex "Number One".

Honorary Life Member of the Inland Waterways Association.  
President, The Commercial Narrowboat Operators Association.  
President, The Association of Canal Enterprises.  
Vice-President, Cotswold Canals Trust.  
Vice-President, Hereford & Gloucester Canals Trust.

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## Thames End Branch

*Report by ROBIN HALLIDAY*

While it is still fresh in our minds, the Branch will remember with enthusiasm the Bond's Mill Bridge Opening Celebrations. This was a most happy and successful occasion and a fitting climax to all the work that had gone in to restore this crossing. It also gave us a good opportunity to try out the Branch's newly acquired trail-boat and to gain experience in its handling. As part of the procession of boats we made the journey from the slip-way at Eastington to the remains of Hoffman's Dam and back, despite the heavy growth of weed which is an unaccustomed hazard to the motor in its usual job at the tunnel. Once this boat is fully re-fitted it may be used in the tunnel in addition to the existing trip-boat. Water levels at Coates are currently 1' 3", so no trips until late autumn!

The removal of one obstacle to navigation of the western end of the Cotswold Canals is countered by a potential threat to future navigation on the eastern end. The publication of the Inspector's Report on the Inquiry into Latton By-pass is asking the Trust to find the money for the necessary bridge crossings at Latton. In these straightened times such an approach was perhaps to be expected. It seems likely that the attentions of the branch will be concentrated in this area during the next few months. Evening work parties have lately been in the area of the Crane Bridge pound and this length of towpath has been greatly improved. Work parties are normally on Wednesdays but please confirm with George Smith on 0793 518470.

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# Membership Matters

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## Membership Secretary DES PINNOCK

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

Mr G. Ford, Mossley, Lancs	Mr I.K. Cater, Cheltenham, Glos
Mrs G.E. Gibbons, Cheltenham, Glos	Mr & Mrs P. Davis, Kennington, Oxford
Mr B.C. Beauchamp, Stonehouse, Glos	Mr R. Payne, Cambridge, Glos
Mr R.L. Turner, Cheltenham, Glos	Mr & Mrs R.C. Beeby, Wotton-under-Edge
Mr C.R.M. Jones, Malmesbury, Wilts	Mr K. Sturrock, Keynsham, Bristol
Miss C.P. Smith, Yate, Bristol	Mr & Mrs R.A. Andrews, Hemel Hempstead,
Mr A.P.W. Pilkington, Stroud, Glos	Mr & Mrs J.W.J. Girdler, Henley-on-Thames,
Mr H.J. Heskins, Stonehouse, Glos	Mr R.J. Fergusson, Royston, Herts
Mr J.C. Mayes, Truro, Cornwall	Mr A.J. Langley, Cheltenham, Glos
Mr & Mrs A. Summerill, Dursley, Glos	Mr & Mrs J. Boyce, Ledbury, Herefordshire
L. Palmer & S. Delacourt-Smith, Gloucester,	Mr R. Chester-Browne, Culcheth, Warrington
Mr E. Hendzel, Lower Langford, Bristol	Mr P.J. Burbery, Creech St Michael, Taunton
Mr P.N. Fumiss, Cheltenham, Glos	Mr M. Hickling, Garsington, Oxford
Miss R. Fowier, Cheltenham, Glos	Mr D.J. Northcott, Bristol, Avon
Mr D.R. Hughes, Lower Compton, Plymouth	Mr D. Ring, Stonehouse, Glos
Mrs E.J. Allen, Cirencester, Glos	Mr & Mrs R. Willbie, Stroud, Glos

## Total Membership now 1147 and still rising

Please note that the TROW mailing labels are printed from these membership records. For the most up to date labels, may I request changes of address are given in writing or by telephone directly to the Membership Secretary (see page 1)

## Trip Boats at Bond's Mill

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### Co-ordinator JUDI COMBER

Regular Sunday Boat Trips returned to the canal near Eastington the day after the Bond's Mill re-opening and will run well into September. Full details are:-

12 noon	One way long trip departing Eastington slipway cruising through two locks to Bond's Mill <i>Family £5.00                  Adult £2.00                  Child/Sen Cit £1.00</i>
1pm	Short trips depart Bonds Mill every half hour cruising to Newtown Lock & return <i>Family £2.50                  Adult £1.00                  Child/Sen Cit 50p</i>
4.30pm	One way long trip departing Bond's Mill through two locks to Eastington slipway <i>Family £5.00                  Adult £2.00                  Child/Sen Cit £1.00</i>

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# Sales Order Form

		PRICE £
BETWEEN TWO RIVERS (TV Series Walk Guide)		4.50
Canal Walks: South (Quinlan) incl. T&S		9.95
*WS ATKINS REPORT (Saul to Stonehouse)		9.95
*HALCROW REPORT (Lechlade to Water Park)		14.95
*Around the Cotswold Canals (10 circular walks)		2.50
*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
<b>BIG DIG VIDEO</b>		<b>9.95</b>
*Sweater - Bottle Green (embroidered logo)	S M L XL	14.95
*Sweatshirt - Grey with embroidered logo	S M L XL	13.95
*Sweatshirt - Green with printed logo	S M L XL	11.50
Polo-Sweat - Navy (embroidered buckby can)	S M L XL	15.95
*Tennis/Sport Shirt - (embroidered logo)	S M L XL	11.95
*T-Shirt -Green (printed logo) (Child £4.50)	S M L XL	5.50
*Sew on Badge - with embroidered logo		2.45
*Tie - with embroidered logo		5.95
*Golfing Umbrella - Green & White (printed logos)		15.95
*Tea Towel - Cotswolds (includes Cotswold Canals)		2.50
*Carrier Bag Holder		2.95
*Car Sticker OR Self Adhesive Sticker		0.50
*Pen		0.30
*Pencil with eraser		0.25
*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 selections sizes and quantities. Send to CHRIS JONES, THE COURTS, 27 WALTON ROAD CLEVEDON AVON BS21 6AE (Tel 0275 875714) <u>Cheques payable to Cotswold Canals Trust please</u>	TOTAL	
	P & P	0.65
	TOTAL ORDER VALUE	
NAME & ADDRESS		
PHONE		

# Important Dates for Your Diary!

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W/E 27/29	Aug	IWA National Waterways Festival at Waltham Abbey (SS)
Sun	28 Aug	Coach Trip to Waltham Abbey (ring 0452 863467 - IWA)
Sun	4 Sep	Canamble 3 (see p.16)
Mon	5 Sep	Western Branch Meeting
Sat	10 Sep	Gloucester/Sharpness Boat Trip (see p.12)
Week10/18	Sep	Work Camp at Boxwell Spring Lock
Mon	12 Sep	Restoration Committee Meeting
Tue	13 Sep	Walk through Chalford Valley (ring 0452 863467 - IWA)
Tue	13 Sep	Thames End Branch Meeting
Tue	20 Sep	Visit to Westons Cider Factory (ring 0452 863467 - IWA)
Sun	25 Sep	Canamble 4 (see p.16)
Mon	3 Oct	Western Branch Meeting
Tue	11 Oct	A talk by Co of Proprietors of Stroudwater Navigation at Tewkesbury Marina (ring 0452 863467 - IWA event)
Tue	11 Oct	Thames End Branch Meeting
Mon	17 Oct	Restoration Committee Meeting
W/E 22/23	Oct	DigDeep at Boxwell Spring Lock (London WRG)
Sun	23 Oct	Members' Work Party at Bourne Lock, nr Brimscombe
Mon	7 Nov	Western Branch Meeting
Tue	8 Nov	A talk Fire Precautions & Safety on Boats at National Waterways Museum (ring 0452 863467)
Tue	8 Nov	Thames End Branch Meeting
Sun	13 Nov	Members' Work Party at St Marys Lock, Chalford
Mon	14 Nov	Restoration Committee Meeting
W/E 26/27	Nov	DigDeep at Boxwell Spring Lock (WRG BITM)
Sun	4 Dec	Members' Work Party at Puck Mill in the Golden Valley
Mon	5 Dec	Western Branch Meeting
Mon	12 Dec	Restoration Committee Meeting
Tue	13 Dec	Thames End Branch Meeting

Western Branch volunteers work most weekends and welcome new faces. Thames End Branch volunteers usually work the last weekend of each month. In summer both branches run evening work parties. More help is always needed!

Members can keep up to date at Branch meetings and special events. Western Branch meet at 7.30pm at the Imperial Hotel, Stroud. Thames End Branch meet at 8.00pm at the Trust Office in Cirencester. Restoration Committee meet at 7.30pm, also at the Cirencester Office

## **COVER PHOTOS: Bond's Mill Bridge Opening Celebrations**

**Front Cover: Here come the boats! The band play "Rule Britannia"**

**Back Cover Top Left: Keith Harding on the barrel organ &  
Back Cover Top Right: Chalford Silver Band.**

**Back Cover Below: Under the new bridge one more time. This boat came from Ledbury and was launched from the back of a lorry.**

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