

*Stroudwater, Thames & Severn  
Canal Trust Limited*

# THE TROW

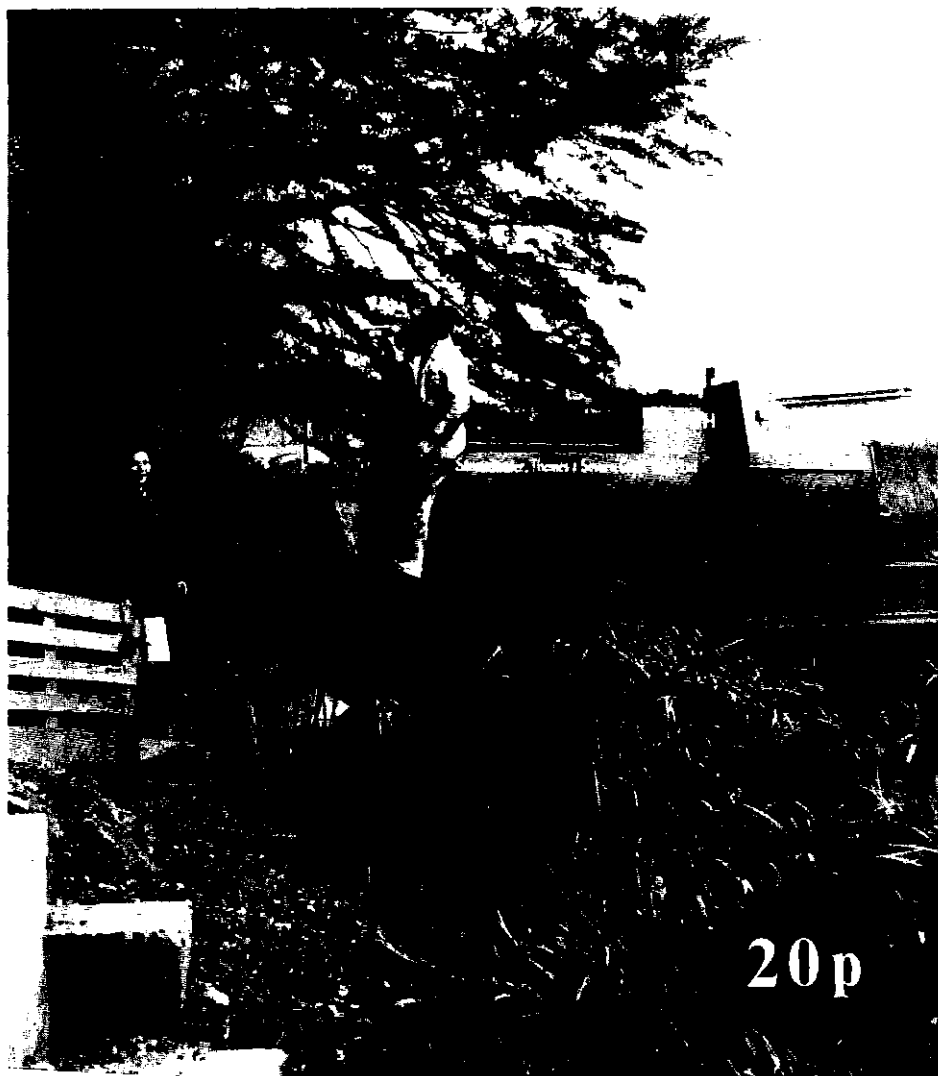
*The Official Magazine for Members and Friends  
working to restore the Cotswold Canals.*

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Number 41

Spring 1983

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20 p

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 THAMES & SEVERN CANAL TRUST LIMITED**

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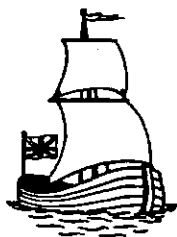
Layout by Framilode Productions, 1 Riveredge, Framilode, Glos.

**FRONT COVER ILLUSTRATION** - Congratulations! Neil Abbot toasts the future  
 success of GOLIATH our refurbished tug after the launch and naming ceremony.  
 On shore, Margaret Boakes, on board, Doug Blake, Mick Day, William Browning  
 and Neil Abbot. © Courtesy Framilode Productions

**REAR COVER ILLUSTRATIONS** - Top: The first working party of the Stroudwater  
 Canal Society remove the remains of the gates from Ryeford Double Lock in the  
 Summer of 1973. Visible are Pete Swallow, Tony Jones and Bob Paget.  
 Bottom: In contrast to the tug on the front cover, dragline operator's eye view of  
 Bowbridge Lock on the first working day of the Society's own heavy plant, May  
 1974. Onlookers are a combination of visiting B.C.N.S. workers and Third Annual  
 Sponsored Walkers. Courtesy Darryl Foxwell

# THE TROW

The Official Magazine for members of  
the Canal Trust.



No. 41

EDITORIAL

SPRING 1983

Canal reinstatement has come of age. Royal Assent was given in February to the British Waterways Bill, among other things according Cruising Waterway status to a number of formerly Remainder Waterways as defined in the 1968 Act. Not least among the campaigners had been Sir Frank Price, the British Waterways Board Chairman, who has also managed to secure the participation of local authorities in the upgrading work which will now follow. Just another pointer to the fact that the Trust is not alone, not a lost voice in a watery wilderness and that even Parliament supports us at heart.

\*\*\*\*\*

In May 1981, the BBC held an open meeting in Gloucester inter alia to encourage public awareness of their plans for future patterns of broadcasting. The IBA holds similar meetings. What has this to do with canals? Well, devotees of canals and other sportless pursuits are, in the main, considerably less well served by the broadcasting media than devotees of sport.

Fans of the latter currently enjoy, on average, more than 36 hours of broadcasts per week (excluding time in news bulletins), 21 hours of which are on BBC TV. In comparison, 'hobbyists' can look forward to only 19½ hours viewing and listening, 68% of which cover just five subjects (antiques and collecting 5%, gardening 7%, holidays and travel 12%, films and filmgoing 22% and wildlife and countryside 22%). The situation is worsened by the fact that sport enjoys frequent regular programme spots, whereas coverage of many 'non-sport' pastimes has to be sought-out under obscure titles and at irregular times. The figures given are derived from recent issues of T.V. Times and Radio Times. Music, art, women's and consumer programmes have been disregarded, as has drama.

The well-known sports commentator on the panel at Gloucester claimed that sports fans and sportsmen out-number all other interest groups put together (and thus sport can never be given too much coverage), and that there is more than adequate coverage of the 'minority' interests already (here, he referred to a short series of programmes on chess which was running at the time).

On 1st November 1978, it was stated in a programme on BBC Radio 2 that there are over 1 million railway enthusiasts in Great Britain - and that's only one hobby. We now know that numbers of sportsgoers are falling. What is the true picture? How about it, Aunty? Has Channel 4 an opportunity here to gain a large and loyal following? They have a ready made audience of 1 right here.

\*\*\*\*\*

This should be positively my last issue as Editor. I have to thank Council members past and present, especially David Boakes, and others without whose help issues would have been rather thin from March 1982. Also deserving of special mention are Margaret Boakes and new 'staff' Alastair Bisset, Des Pinnock, Phil Griffiths and Geoff Garraway. I am grateful, too, to those of you who wrote in giving their approval to what I was doing - no-one disapproved (well hardly anyone), so that must prove something ....

B. J. BALDERSTONE

## SECRETARY'S REPORT

### **Employment of part time Secretary/Manager**

Elsewhere in this edition you will see an advertisement for an employed Secretary/Manager inserted by the Trust Council. I wish to make it clear to all members that I have not resigned as Secretary to the Trust, but that due to the increasing work load the situation has been reached when it has become impossible for anyone to carry out the administration of this Trust on a purely volunteer basis. As all members should be aware, I have suffered from physical ill health over the past two years but, as part of my rehabilitation, I have been able to devote considerably more of my time to the Trust than would otherwise have been the case. The situation has now arisen that due to financial restraints I will either have to reduce this activity considerably to obtain employment elsewhere, or receive a partial recompense for my time. I am currently, with my doctor's approval, under three months temporary contract to the Trust on the terms of the advertisement, and have stated my intention to be considered for the vacancy. I hope that this statement will prevent any misunderstanding, or misinterpretation of the situation.

### **Time Wasting and Inconvenience**

Trust members who are also members of IWA may well have been, as I was, surprised by the comments regarding the alleged action of the Countryside Commission with respect to upgrading the canal towpaths, in Michael Handford's 'Restoration Round Up' in the December edition of IWA Waterways. Following a detailed investigation the Countryside Commission have denied all knowledge of the allegations made and state "Why the author of the article should think otherwise is a question to which he only can provide the answer". Representations have been made to the IWA for a full investigation of why this defamatory information has been published, and perhaps Mr. Handford, a Life Member of this Trust, would care to explain his action to our Membership in the next Trow.

### **M.S.C. Schemes**

The Trust has now received full clearance from Stroud District Council, Stonehouse and District Chamber of Trade and Industry and the Transport and General Workers' Union to carry out its full time Community Enterprise dredging scheme. All that is now required is to obtain official M.S.C. clearance and find six suitable adult workers for the scheme to commence, hopefully in May. The background work to reach this stage has, in this instance, taken since October 1982, an indication of the timespan involved in what appears to be a relatively simple operation.

In addition the Trust are also in negotiation with several local Government aided schemes to utilize their labour, and the Trust's materials, on various schemes including lock chamber and bridge rebuilding on both the Stroudwater and Thames & Severn Canals.

### **Ryeford Pedestrian Bridge**

Negotiations are at an advanced stage to replace the present fixed footbridge by a swing bridge. This is a co-operative venture between the Company of Proprietors, who are providing the finance, and the Trust, who will carry out the actual construction. This will be the first bar to navigation to be removed - a major victory - perhaps!!

### **Co-operation from David Hutchings**

David, who fought with Enid Airey and the Late Robert Aickman, to oppose the 1954 Abandonment Act, and since has reopened the Southern Stratford and the Upper Avon, has offered us gratis two sets of Top and three sets of Bottom lock gates

ex River Thames, surplus to his requirements. It is hoped to produce gates for both Newtown and Blunder Locks from this material. All volunteers - and they are needed for this project - contact Alan Jones A.S.A.P.

### Resignations

The Trust Council has recently accepted with regret the resignations of both Richard Veevers and David Pillinger from their executive positions in the Trust, due to the pressure of their personal and professional commitments.

Richard has quietly carried out both the Chairmanship of Council and delicate negotiations, particularly on the East/West ByPass - the present line is basically his considered suggestion - to the great advantage of the Trust.

David has been a tower of strength both in negotiations, particularly at the Eastern end of the Canal and as Working Party Co-ordinator.

The membership and Council owe both a heavy debt for their perseverance and can only thank them for all their time and experience utilized for the benefit of the Canals.

### Rally Call

This Trust has now reached the point where much of the political work to achieve solid results is coming to a head, but what is required are on the ground results - the best advertisement. Things do not just happen, **YOUR CANALS NEED YOU!** They need volunteers to raise funds, to spread the word, to work occasionally either at your present skill or to learn another. Come forward out of the unknown and do your little bit. The Chinese still dig canals using man and woman power and wicker baskets. Every little bit helps. **WILL YOU?**

DAVID H. BOAKES

## ENJOYABLE DAYS OUT

**IWA BANBURY Auction and Fayre**  
Sunday 17th April 1983

Displays, boat trips and Auction at Spice  
Ball Mill on the Oxford Canal at Banbury.

The Trust will be there with a Sales  
Stand and Display. Sell your surplus  
waterway items in the Auction.

Details: Mrs. K. L. Russell,  
4 Windsor Close, Carterton, Oxon.

Highly recommended as an enjoyable  
day out by the Boakes and Nott  
families, who will be there again  
this year.

**Kennet & Avon Canal Trust / IWA**  
Joint Boat Rally at The George Inn,  
Bathavon, Avon  
Sunday 1st May 1983

11.30 a.m. on - Boat Rally, model  
boat display, competitions and stands.  
Boat trips (booked in advance) from  
Bathampton to Dundas.

3.30 p.m. - transfer to Dundas for  
further entertainment.

Claverton Pump will be open from  
10.30 a.m. to 6 p.m.

Parking at Bathampton.

Details: John Hean,  
9 Cedar Way, Pucklechurch, Avon.

**Trust Members: Why not organise a coach trip to these events?**

'CANALIZING THROUGH GLOUCESTERSHIRE'

David Viner found the following passage in the Wilts. and Glos. Standard, Saturday 29th September 1888.

"A correspondent who says he prefers canalizing to rowing over long reaches of the Thames sends to 'Land and Water' a sketch of his experiences in a voyage 'from Oxford to Oxford' on canals. He passed through Abingdon, Swindon, Chippenham, Calne and from Bradford-on-Avon to Bath. Proceeding with his narrative he says 'The next day was a long and dreary one for us. In the morning we started at half past nine and arrived at Bath top lock at quarter to twelve. We then put our boat on a truck obtained at the lock and had it conveyed to the Midland Railway Station and started with it to Stonehouse. From Stonehouse we went to Brimscombe only a few miles but had eleven locks to surmount. At Brimscombe there is an inn by the station but there were no beds to be had that day and as the 'missus' was not at home so back again we had to go by train to Stroud. On the following morning we started about eleven and reached Sapperton about half past two. We stayed some time here for lunch and rest after a long chain of locks which brought us through the far famed Golden Valley. The scenery from Bradford to Bath and from Stonehouse to the tunnel is some of the finest in England and more resembling the banks of the Wye than any other part I can call to mind. At four o'clock we entered Sapperton Tunnel wisely provided with two sticks and a horn lantern. The tunnel is 2½ miles long and nowhere is it wide enough to permit of rowing. Two of us seated on the thwarts as in rowing pushed the boat along from the side with the sticks we had obtained at the inn whilst the third steered. This mode of progression is easy enough at first but during the last ¼ mile the sticks seemed to grow remarkably heavy. About a mile from the entrance we became aware that we were not the only occupants of the tunnel. Shouts were heard echoing through the vault and the red light of a barge loomed ahead. On nearing it we shouted asking if there was room to pass.

'What beam?' was the reply.

'Four feet eight inches', was our trembling response.

'Oh you can pass anything anywhere'.

We were reassured. They were two barges being worked through and as their beam was only 7 ft. ½ inch we passed them easily and in the narrowest part. We were told that the tunnel was only eleven foot broad so we were afraid we should have to return. However, it must have been slightly more. In some places where it is cut out of solid rock it is much wider. Only beware of digging the sticks too high into the rock or shouting lest a piece fall upon your head. About halfway through a small spring escapes from the North side of the tunnel. You can hear it from a great distance but it is not formidable. Time occupied in going through the tunnel 1 hour 4 minutes including stoppage by barges. The country on leaving the mouth is unlovely. The first object of interest is the head water of the Thames which rises near a bridge trickling out of an old dyke, then another bridge and then the Cornish beam pumping engine which pumps the water of five springs into the summit level. Our stay that night was at Cirencester on a branch a good mile long leaving the Canal just above Siddington locks. The hotel at Cirencester is the King's Head, by far the best hotel we had stayed at and one of the most moderate. In the morning we left Cirencester about eleven o'clock and with a short stop to see the quaint town of Cricklade reached Lechlade easily about six. The canal after leaving Latton Locks where it is jointed by the Wilts. and Berks. canal is very reedy and the tow paths are lined with bushes which makes towing no light matter. We stopped at the New Inn at Lechlade. By starting earlier you could easily push on to Radcot Bridge on the Isis about eight miles from Lechlade where there is a comfortable little inn. The village of Eynsham is some distance from the river. The weir keeper at the bridge will attend to your boat, clean it and draw the weir for you in the morning making

everything comfortable. We put up at the Swan, an inn of the most unprepossessing appearance from without but most comforting within with its old-fashioned coffee room looking on to a small but pretty garden. The bill was very moderate. Let me advise no-one who does not like hard work to try the trip backwards. I well remember two years ago starting from Eynsham in the early morning after six thirty a.m. breakfast and at sunset coming in sight of Lechlade steeple having had nothing to eat since morning. Oh that steeple - steeple in front of you; steeple to right of you; steeple to left of you; steeple behind you! But never getting nearer. Tired, hungry and savage we pulled and pulled with that riling old steeple waltzing round us. At nine and in the dark we reached where we thought the lock cutting should be, nothing but a ditch, no rowing up it, as much as the boat could do to get between those masses of bullrushes on either side. Try somewhere else. 'What is that rumbling in the blackness ahead?' 'Easy, back-water hard.' It's the weir! Back again we go to try the stream. 'What? aground'. Let me jump ashore and see our whereabouts. I then discovered that there was a little public house hard by the weir. So we crawled in there and made ourselves comfortable for the night."

### DON'T TROW IT AWAY

by Pund It

The Acting Editor (Ham?) was dismayed when told recently that not all members of the Trust keep, revere and cherish forever the results of his Editorial Wit and Wisdom, namely The Trow. What they do instead is **THROW THEM AWAY** (gasp).

However, as he pointed out, the perpetrators of such heinous crimes could, perhaps, restore a smile to his scowling visage by handing back their copies to the Sales Section for conversion into - yes - **FUNDS!**

This would also help offset the cost of complimentary copies. We now supply many more of these than hitherto, as a result of up-dating our distribution lists, and the Editor, Membership Secretary and Treasurer are experiencing sleepless nights as a result of the increased expenditure involved, as we do need to utilize funds primarily for digging, etc.

So remember - we have more deserving uses for your old copies than Dusty Bin. He should join the Trust if he really wants to keep up-to-date .....

While on the subject, would any recipients of complimentary copies care to contribute towards, say, the cost of postage? Could we make use of your internal distribution or courier systems?

**SITUATION VACANT**     **THE STROUDWATER THAMES & SEVERN CANAL TRUST LTD.** requires a Secretary/Manager. Applications are invited for the above part time 24 hours/week paid position at c.£5000 per annum plus reasonable expenses. It is expected that there would be a significant extra voluntary work content. An ability to communicate and negotiate with Authorities, Landowners and control on-site restoration works is required. Own transport and telephone essential. The successful applicant will be able to demonstrate a proven record of managerial skills. The present voluntary Secretary will be considered for this position. Please send C.V. to Stroudwater, Thames & Severn Canal Trust Ltd., 3 Gas Lane, Cricklade, Wilts. to arrive by 1st April 1983.

## FRAMILODE SUNSET

by B. J. Balderstone

One of the more pleasant duties we are sometimes called upon to undertake is that of assisting with the production of television programmes. A recent instance involving the Trust is described on page 14.

Late last Summer, the assistance of David Boakes was sought by Ritchie Stewart, a programme director for Central Television in Birmingham. The programme, one of an art series under the title 'Contrasts', was to be about the Gloucestershire poet and composer, Ivor Gurney and, as the River Severn figured strongly in his life and work, shots of boats and river were required.

Filming could only be carried out on weekdays, and since his own boat was not easily available, David contacted my company to see if we could help. Yes, we could, and advance visits to line-up the shots were followed by filming on several days in October and November. Locations were Gloucester Docks, the river up to Ashleworth and Framilode/Epney.

It had been arranged that we should use local fisherman Jim Milne and his son Duncan, a Merchant Navy Officer, for shots needing traditional clinker-built dinghies on the tidal river near Framilode. For this, the camera crew, which included Trust member Ian Hollands (well known for his doggie exploits on the annual sponsored walks - see you soon, Ian?), was to be available on only one date, this being the final day of filming and, among other things, a sunset was required as the closing scene of the programme.

We all duly assembled at Jim's riverside home at Epney on the appointed day to prepare the two boats, the film crew spending the morning completing work in the centre of Gloucester. On the river, however, there was either a heavy mist or a light fog - certainly no sun: as we had begun to suspect Ritchie, on his arrival, announced that it would not be possible to film.

He therefore abandoned the idea, preferring instead to return to Gloucester where further shooting could usefully take place - the sun was shining there!

Undaunted (one gets used to television crews), Jim and Duncan decided I ought to see something of the lower reaches of the Severn and off we went in one of the dinghies, powered by an outboard motor. They showed me where a British plane had crash-landed in the river during the war after hitting overhead power lines and the repairs to the cables which are still clearly visible. On our return, the afternoon was nicely rounded-off by the opportunity to watch an action replay of Margaret Rule & Co. on the box as they dropped the Mary Rose. Eventually, after more tea and toast, I departed to complete some business in Gloucester.

However, a few yards along the road, what should I come across but a certain television crew emerging from their cars (why do T.V. crews always seem to have Volvo estates?) at a popular viewpoint over the river. I stopped.

It appeared that they had met a certain Canal Trust Secretary in Gloucester and that he had told them that, if they returned to Framilode sharpish, the fog/mist would probably lift for long enough for them to get their sunset. But ... here they were and the fog persisted still. Someone decided to set up the camera anyway, just in case. Looking towards the South-West, there was a good view of a broad sweep of the river and, surely, a faint pinkish glow to show where the sun hid behind the murk. If only.

please turn to page 13



STROUDWATER THAMES & SEVERN CANAL TRUST PROMOTIONS

An Illustrated Lecture

"CONNECTING LINKS"

by

ANTHONY BURTON

Author and Television Presenter

Friday 15th April at 7.30 p.m. in

THE CORINIUM MUSEUM, CIRENCESTER

(by Courtesy Cotswold District Council)

Tickets (strictly limited) 50p each obtainable from:

Corinium Museum, Cirencester  
David Boakes, 1 Riveredge, Framilode, Glos.  
R. O. Nott, Lynfield, Frome Park Road, Stroud, Glos.  
Nicholas Melchior, Grove Hill, Highworth, Wilts.

(please send s.a.e.)

**FRAMILODE PRODUCTIONS**  
**1 RIVEREDGE, FRAMILODE, GLOS**

We specialize in layouts for printing of inserts, leaflets, programmes and all general typing, including production of paper litho plates.

This TROW is an example of our work

**We can produce from your ideas**

ALL OTHER TYPING UNDERTAKEN

Call **Margaret Boakes** on Gloucester 740525

We still have available sets of eight reproduction postcards for £1.00 and reproduction tokens of the Thames & Severn and Gloucester and Berkeley Canals in handsome presentation cases for £3.50. (Both prices include postage and packing)

**RON'S BARGAIN BASEMENT**

A few of the **Trade Tokens** mentioned in the last 'Trow' are still available. Ring Ron Nott on Stroud 3014 (home) or Stroud 3381 (office) if interested. He still has the slightly bent Thames & Severn Token at £10 available - the two finer specimens have been sold.

One **ORIGINAL** copy of 'Trow No. 2' available - first enquirer to get £1.00 to Ron secures - telephone first to ensure availability.

See also Regular Sales Feature on page iv of Pull-Out Section.

FUND RAISING

by Money

Well, this time we could only announce an anti-climax, couldn't we? The result of the Anthony Burton BBC "Good Cause" Appeal was announced in Radio Times for the 22nd to 28th January 1983. At that time, the sum realised was £7498, but that was not the end of it - the figure at the time of going to press is £7704 and still rising. Gain since November is £404.

Our other big appeal at the Gloucester Reception has produced a further £231.

The Kennet & Avon Handbell Ringers, led by Trust member Paul Rigby, visited Stroud in the period leading up to Christmas and a cheque for £46 was handed to the Treasurer as a result of their efforts.

The Company of Proprietors of the Stroudwater Navigation have recently covenanted an annual gift of £500 to us for a four year period. This is in addition to the payments they make to us from time to time in respect of repairs to structures, acquisition and refurbishing of dredging plant, day to day maintenance work on the Canal, etc. Thank you, gentlemen.

The Thames End Branch's sponsored walk, which readers will recall had produced £87 at the time of the last Trow, has now yielded a further £533 (not £400 as was projected), with more known to be coming. Many thanks to the Workmans and their friends for an excellent result - what was that about 'by name and by nature?'

Nicholas Melchior tells me he has received a donation of £20 from the Southampton Canal Society.

Total last quarter, then, £1734 - Thank you everyone and keep it coming.

Now we're moving into top gear, we're going to need money like we never have before. Once we have a fully restored section of waterway, we will of course be able to generate our own income to a certain extent. Friends in railway preservation say "well of course, what you need are your own permanent shops at popular locations - these can function to good effect before the canal itself is operational." True, but they usually have the advantage of owning their own buildings immediately adjacent to major attractions - their collections of steam locomotives. Dad may be interested in these alone, but Mum and little Johnny get bored and they want cups of tea and ....

But we do have the long-suffering Ron Nott and his merry crew - do try to support them. If you buy the sort of things he stocks, buy them from Ron and help the Trust. But you need not necessarily buy: you could give! He always needs paper-back books, postage and trading stamps, back number magazines, canal art - you name it. Spring cleaning time soon? If you don't need it, the chances are Ron can sell it. Call him - Stroud 3014 - distance no object (well, almost).

THE ENGLISH CANALS - HIGHNAM COURT - 11th - 13th MARCH 1983

You are invited to join a house party devoted to our Canal Heritage in the company of the well-known Canal Writers Owen and Iris Bryce, who have lived and cruised continuously on their Narrow Boat BIX for eight years. The weekend will consist of talks, films and discussions on the history of canals, practical aspects of canalling, glimpses into animal and plant wildlife, and a visit to Gloucester Docks. The weekend starts with a Reception on Friday evening, finishing with tea on Sunday.

Costs for residents: £35 + VAT for non-residents: £25 + VAT

Further information from Highnam Court, Highnam, Gloucester GL2 8DP Tel: 0452 22703

### DIARY DATES

**WORKING PARTIES** at Thames End are now only on weekdays by arrangement and weekends as shown. On the Stroudwater, Sundays as shown.

- March 9 Thames End Video Show at ARC Sports & Social Club, Lechlade (on the left as you leave Lechlade by the Burford Road), 7.30 p.m. The film of 'Lechlade 87' will be shown, together with other items of canal and related interest. Bar facilities
- 19-20 Thames End Working Party
- 27 Stroudwater Working Party
- April 1- 4 Easter extended Working Party on Stroudwater
- 15 'Connecting Links' - an Illustrated talk by Anthony Burton at the Corinium Museum, Park Street, Cirencester. 7.30 p.m. for 8 o'clock
- 16-17 Thames End Working Party
- 17 Stroudwater Working Party
- 17 IWA Oxford & South Bucks. Branch Auction and Fayre at Spice Ball Mill, Banbury
- May 1 Joint K & A/IWA Avon & Wilts Branch Boat Rally at Dundas Aqueduct
- 1- 2 Stroudwater Working Party
- 8 **ANNUAL SPONSORED WALK**, Stroud & Eastington with dredging in progress, workshops open, etc.
- 10 Thames End Branch A.G.M. - in lieu of evening meeting, see general note below
- 15 Stroudwater Working Party
- 28-29 Thames End Working Party
- 28-30 Stroudwater Working Party
- June 4- 5 '**LECHLADE '87'** Campaign Cruise and Barbecue jointly with IWA Oxford & South Bucks Branch (Pam Pugh, 10 Vanner Road, Elmfield, Witney, Oxon. tel Witney 71138) or Nicholas Melchior
- 12 Stroudwater Working Party
- 26 Stroudwater Working Party
- ? No dates have been received for Thames End Working Parties in June. If the Summer Trow is late, please phone organiser for dates.

Thames End evening meetings are held at the Crown Inn, Cerney Wick, on the second Tuesday of the month, Summer and Winter, at 8.00 p.m.

Additional dates to those shown above will be worked as necessary - details on request from organisers below.

### VENUES, TIMES AND CONTACTS

Note: Addresses and telephone numbers at the beginning of this pull-out.

Stroudwater Working Parties meet at Eastington Plant Depot (OS Map Ref SO 786061) on Sundays at 9.30 a.m. - a Trust Officer will be in attendance until 9.45 a.m. and directions to the day's work site will be posted on the compound gate. No Thursday evening sessions will be worked until further notice. (contd. overleaf)

Thames End Working Parties - work starts at 10.00 a.m. A note giving the location of work for the day is posted at Cerney Wick Lock (OS Ref SU 079960).

Daneway Site is between Daneway Inn (OS Ref SO 939034) and the Western Tunnel Portal.

Work Camps - for details, acting contact Alan Jones.

Accommodation with catering is available for those wishing to stay overnight (groups and individuals), but adequate notice is essential, please.

For fuller information on working parties or to confirm, please contact:

Stroudwater - Jon Willis; Thames End - Ken Burgin or Nicholas Melchior;

Plant and Equipment - Alan Jones; Work Camps, Away Visits and Daneway - Alan Jones.

### SALES SECTION

Items available from Mr. R. O. Nott, Lynfield, Frome Park Road, Stroud, Glos. GL5 3LF (Tel. Stroud 3014). Please add postage at 40p per order for any value under £10. Orders over £10 post free. Cheques or postal orders payable to 'Stroudwater Thames & Severn Canal Trust Limited'.

The Thames & Severn Canal (in photographs) by David Viner .. .. .	£2.60
A Canal Walk through Stroud by Trevor Roberts (publ by Trust).. .. .	£1.25
Book of Canal Tunnels by John Gagg.. .. .	£0.50
Observer's Book of Canals by John Gagg .. .. .	£1.95
Wildlife of Rivers & Canals by Tony Hopkins & Pat Brassley (p&p 50p) .. .. .	£7.95
Canal Boat Cookery by Iris Bryce .. .. .	£0.80
Imray's Waterways Map of England .. .. .	£1.25
Bartholomew's Map Inns of the Cotswolds .. .. .	£0.40
Trust Engineering Feasibility Report (only 2 or 3 left) .. .. .	£2.50
Trust Handbook and General Guide (reprinted).. .. .	£0.60
Black & White Drawing of Tunnel House (suitable for framing) approx. 8" x 6" .. .. .	£0.25
Trust Set of 4 colour postcards (Tunnel House, Daneway Inn, King's Reach and Chalford Roundhouse).. .. .	£0.30
Pack of 8 Stroudwater/Thames & Severn Notelets (4 different scenes, with envelopes) .. .. .	£0.40
Pack of 6 South Cerney Lock Notelets (with envelopes).. .. .	£0.30
Trust Badges .. .. .	£0.15
Trust Car Stickers .. .. .	£0.20
Trust Ballpoint Pens .. .. .	£0.15
Trust Sweat-Shirts - deep yellow, incorporating Trust logo a few only in Medium and Large sizes .. .. .	£6.50
Trust Commemorative Brass celebrating Restoration of Coates Portal - limited issue of 200, now only 23 left .. .. .	£5.00
Back Numbers of 'THE TROW'	
Nos. 1, 3, 4, 5, 9, 10, 11, 12, 14 to 34.. .. .	£0.10
Nos. 35 to date .. .. .	£0.20
No. 2 - photocopies to order only, so some delay likely .. .. .	£0.50
NOTE: One ORIGINAL available - first enquirer to get £1 to the Sales Manager secures - telephone first to ensure availability	
Echoes of a Canal Travelling Man by J. H. Burman.. .. .	£2.25
Britain's Maritime Heritage by R. Simper.. .. .	£11.95
The Stroudwater Canal Vols. 1 & 2 by M. Handford .. .. .	£4.95
Ephemera of Travel & Transport - profusely illustrated.. .. .	£7.95

BRIDGWATER & TAUNTON CANAL

B &amp; T BOAT QUEST 83

May 14th &amp; 15th 1983

As part of the National Waterways Fortnight (May 14th to 30th), members of the West Country Branch of the Inland Waterways Association are inviting owners of small craft to join them on the Bridgwater & Taunton Canal, in Somerset, over the week-end of May 14th/15th 1983 for a cruise with a difference.

BOAT QUEST 83 will be a two day event starting at North Newton, near Bridgwater, at 11 a.m. on the Saturday. Boat crews will be invited to follow a series of simple clues along the canal during the two days, navigating through superb Somerset countryside and passing through the unique B & T locks with their unusual balance beams and paddle gear. As with all good treasure hunts, the clues will lead on the Sunday to the 'treasure' and all those taking part will receive their share during the afternoon.

A wide range of overnight accommodation will be available, from Hotel to camping facilities and a full programme of evening entertainment and meal is being organised for the Saturday evening.

During 1982 the local authorities in Somerset announced their decision to support a policy of full restoration for the canal. BOAT QUEST 83 is designed to introduce casual cruising to the B & T and encourage County and District Councils to appreciate the need for investment in further restoration work.

Anyone who may be interested in taking part in B & T BOAT QUEST 83 and cruising one of England's most picturesque waterways is invited to write for full details of the week-end to:

Mrs. S. M. Rymell, B & T BOAT QUEST 83, Lyewater Farmhouse,  
Lyewater, Crewkerne, Somerset TA18 8BB Tel: (0460) 72509

A large stamped addressed envelope should be included.

## FRAMILODE SUNSET (from page 6)

We chatted. Ian lined up the camera in a forlorn hope and we heard Jim and Duncan start up an outboard just round the bend.

"Look!"

We looked. The sun was appearing, a dull pink and low. The outboard motor had sent up the birds and, as the whole of the sun became visible, the distant flock flew across the disc. So Ian got his shot, his sunset. The birds settled back onto the water. The fog reasserted itself and the sun vanished once more. It was all over in seconds.

Jim and Duncan chugged past, laughing and waving. "Did you get it?" they shouted.

"I hope so," Ian called back.

I hope so too. I shall certainly be watching 'Contrasts'.

Note: The programme on Ivor Gurney referred to will be entitled 'Severn & Song'. Central tell us they have also completed a 30 minute programme in the 'England Their England' series about Doug and Anita Lear's narrowboat Magic Lantern Show. Both are due for screening on Central only, probably in the Summer.

A similar programme about the Mikron Theatre is at the planning stage.

### THAMES END WORKING PARTY REPORT

Working parties have been almost entirely devoted to finishing the bridge south of the Spine Road. This began in poor weather, continued through variations on the theme, and culminated in a working party on the Saturday before Christmas. Imagine, if you can, a working party at such a time, when all good men should be at home, aiding the Christmas Party. Also, the temperature was hovering around zero and the forecast was unpredictable. Should the concrete be cancelled, or should rabbit's feet and prayer candles be sought?

In the true tradition of Melchior's Marines, it was decided to press on and hope for the best, and it worked. The temperature went up instead of down, and we are now the proud guardians of the best bridge in the district.

Although Ken Burgin started this project, going on and on about how we ought to build the permanent bridge while there was a clear route to the site, it was Nicholas Melchior who did most of the organising, the ringing round and press-ganging and a good deal of labouring. He has also produced a stylish but simple plaque, now cast into the side of the deck, bearing the Trust initials and the date. The plaque says nothing, however, of the forced voluntary labour by which the bridge was built, and there is talk of seeking special discount terms for canal restorers from the Marriage Guidance Council.

The final task was to clear and remove construction materials from the site, a temporary handrail being provided until the purpose-made components are to hand.

The bridge really is a splendid effort, well worth a visit. You park at the Water Park Information Building on the Spine Road and follow the towpath towards Cerney Wick. The towpath is a public right of way, which should not have been breached in the first place, so the County Footpaths Officer is very pleased with us, and it is rumoured that one of the Authorities may back this with some cash towards the job.

The exact content of future Working Parties is a little difficult to see, as such a lot depends on the weather. There is still work to complete at Cerney Wick Lock to secure the progress to date against frost damage, and the frosts are now with us.

A fourteen day Summer Camp is planned for July/August and details will be given in the Summer Issue.

DERYCK WATKINSON

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### STROUDWATER WORKING PARTY & PLANT REPORT

Steady progress is being made at the Ryeford dredging site between the double lock and Ryeford road bridge. Preliminary dredging work has been started using the dredger to clear silt from the towpath side to the other side where the dragline removes it on to the settling site.

More attention to safety aspects is being paid; for instance, placing of safety signs on the machines and training notices for novice operators. We are also seeking advice on requirements to bring the machinery up to the required standards for an MSC Scheme.

On 26th January an HTV film crew visited the Ryeford site to film the dredging operation. This was subsequently shown on their 'Good Neighbour' programme on 4th February. We are hoping for a good local response to build up a regular voluntary

dredging team before the MSC Scheme begins. This team could assist with general restoration at a later date. Members who have previously volunteered to operate the plant will be contacted soon to organise regular staggered work groups.

Engineering preparations to install a new pedestrian swing bridge at Ryeford are well under way.

Some maintenance work on the far bank at Bowbridge, downstream of Griffins Mill Lock, has been started. Two overgrown and leaning willow trees have been removed with the help of Bristol University's Canal Society, who visit on a regular basis. A further day on this stretch should complete the work.

We have had a reasonable response from the BBC Appeal in October last year. Several schools and small parties of people have expressed a wish to visit for a week or long weekends in the Summer period, and we expect to make good use of these groups on new sections requiring clearance of dead or dangerous trees and under-growth. We shall also need to attract more supervisors for these groups so anyone who is keen on helping here will be most welcome; also anyone wishing to join in on a non-supervisory basis.

ALAN JONES

#### NEWS FROM THE THAMES END BRANCH

**SALES STAND:** This job has now been rearranged, in order to lessen the burden on Bob and Michelle Gulpin. Deryck Watkinson will look after the stocks and administration, and issue a 'Do-It-Yourself' Sales Kit to people who are able to attend functions. Bob and Michelle will still be able to cover some events, and we have one or two other offers of help, but more helpers are needed.

This is very important work, not only for the money it raises but in the contacts we make, so please try to join the team. Instruction will be given if needed, and the whole circus has been fitted easily into a Mini. You need a minimum team of two so that the stand is not left unattended, and it can be fun.

Will anyone willing to serve, or who hears of events we ought to attend, please contact me on Poulton 661, or any Branch Officer.

DERYCK WATKINSON

#### WHAT THE TRUST IS DOING

**JOB CREATION:** A meeting is to be arranged soon between Officers of the Stroud District Council and the Trust to discuss possible schemes sponsored by the Manpower Services Commission. This meeting is a first step to the commencement of full scale reconstruction of the canals in the Stroud area, although care will be taken that no work will be done which could prejudice the outcome of the Consulting Engineer's report referred to in the Winter issue.

The Trust is also in contact with a number of other Government-sponsored organisations regarding similar schemes at both the Stroud and Thames ends of the waterway.

**KENNET & AVON CANAL:** Michael Reynolds and David Boakes, our famous double-act, are to attend the AGM of the Bath & Bristol Branch of the Kennet & Avon

Canal Trust to bring their members up-to-date with our progress. Of course, they only have to raise the finance for their scheme ....

**HAVE FUN FUN-DRAISING:** Sometimes, those of us who are more closely involved with the running of this Trust wonder why we bother at all. As a result of the leaflet enclosed with the last issue, two (yes TWO) replies offering to assist with Trust work have been received - and one of them is from a member who has already done a great deal of work for us.

Perhaps this is the wrong time of the year for fundraising. Maybe that is the explanation. Probably the offers will come in now that Spring is approaching - we hope so. Have YOU joined the doers yet?

**PLANNING APPLICATIONS:** Even with the apparently tacit approval of full restoration which is reflected in resolutions passed by all the relevant local authorities here, Trust Officers, in particular the Secretary, have been obliged to attend Planning Committee and on-site meetings in connection with a number of planning applications made recently.

Of paramount importance has been the Trust's own application for permission to tip on land at Ebley, on the North side of the canal just to the West of Ryeford Double Locks. Permission was at first deferred pending a site panel inspection, as it was thought that there was significant opposition from nearby householders and the local Parish Council. However, this has been resolved and permission was granted on 8th February 1983.

An application was also made by a local tyre company for erection of a storage compound and car park on part of the infilled canal at Ebley. If granted unconditionally (how could it have been?) this would have prejudiced re-excitation and the reinstatement of a vehicular swing bridge. In the event, temporary permission for one year only was granted.

The third case was an application to erect yet another lock-up garage on the culverted section near Chalford Round House. Here, the decision has, at the time of writing, not been decided.

**OF EDITORS AND ....** It will not have escaped your notice that Barry Balderstone has managed to outstay his welcome for yet another issue. He is sorry - pressure of work over the Christmas period prevented the completion of the handing-over process, but he avers he will not be responsible for the next issue. That will still be a record.

### MEMBERSHIP MATTERS

Mid-Winter is never the best time for recruitment, and since Christmas things have been fairly quiet on this front. Business continued to be brisk prior to Christmas, and since I last wrote in November we are pleased to say welcome to 34 new members.

There has been a steady response by those members paying their subscriptions by Banker's Order to amend these in line with the new rates. Thanks to those who have already done this, and to those who haven't yet got around to it - why not do it now. Thank you!

DAVID JORDAN



## OLD TOM

by Tim Noble

Old Tom is one of the many characters one may meet on the canal bank on a sunny afternoon. Though not a Trust member, he is often canvassed for his lore (if not canvassed, he will give his opinion anyway), and we are privileged to have obtained some of his views for The Trow. What follows is not an expression of official Trust Policy, of course, but there are some interesting ideas.

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The Trust is now poised for a huge leap forward. The Local Authorities are ready to back you with their planning policies. Fund raising is about to start.

Now, what options are open?

First, all schemes that have been started must be completed and no more taken on, i.e.

1. Restoration from Eastington to Ryeford, including locks and swing bridges
2. Bowbridge to Air Plants in working order
3. Daneway Portal
4. As much of the Water Park area as possible

When this has been achieved, then the restoration must be geared to give maximum income from the use of the restored sections. Whilst trip boats on the restored sections and possibly the Coates end of the tunnel would be a financial gain, they would be a once only event for the customer and the demand would eventually drop.

The greatest possible income would come from moorings if an agreement with the canal owners could be worked out.

Dealing first with the Stroudwater Navigation:

The Canal up to the shallow (i.e. Whitminster) lock is maintained by the British Waterways Board and possibly owned by them if only by virtue of usage. Examining the situation hereabouts, we find a lock chamber filled in and the canal back-filled up to where the canal crossed the river half a mile upstream. On the South bank of the canal is a deep drainage ditch which will be useful in restoration. Neglecting the problem of Walk Bridge, which can be rebuilt with the necessary road works, let us concentrate on the canal.

First, what draught is available? Though reputed to be a one fathom canal, it was dredged to eight feet deep. Assuming this depth is available to the shallow lock (although it may well be more), does this mean with very little modification keeled sea-going yachts could enter the lower reaches to obtain winter moorings?

River navigation up to the site of the aqueduct (about  $\frac{1}{2}$  mile above the shallow lock? - Ed) would be cheapest but not always possible in flood. The river would be entered by rebuilding the shallow lock to give a lift up to top of the flood dyke. If in construction the lock drained into the side ditch and a guillotine gate was fitted on the downstream side, the lock could be drained for maintenance or used as a dry dock. The lock should be designed to give 10 ft of water over both sills at low water, the length and width to suit the current River Severn barge. By using the river, access to the length remaining up to the A.38 can be gained and this will yield an income of £20,000 a mile, enough to repair a lock.

to be continued

LETTERS TO THE EDITOR

29 Broadway,  
Worsley,  
Manchester, M28 4DA

Dear Editor,

Please thank Mr. Nott for the literature recently received. This has been a feast of reading material, particularly the feasibility report, which I think is magnificent work by the consultants and worth every penny of what I first felt was a rather high cost.

However, the report is a fine document and the detailed description of the condition of the tunnel by far the best account which is available. Having myself had some very minor experience of tunnelling and knowing what a treacherous and totally unpredictable business it is, I agree entirely with the consultant's concern as to whether distortion is still occurring, and the absolute necessity of 'taking frequent and accurate measurements', and also the reference to the inaccessible length between 10,164 ft. and 10,824 ft. It occurs to me that it should not be too difficult to obtain experienced cavers who would act as volunteers to carry out an examination of this length. Some of them are specialists in cave surveying, which would be invaluable.

The impression I got from reading both the Feasibility Report and the Enthusiasts Guide is that great and costly as the civil engineering problems of restoration may be, they are as nothing compared with the legal and ownership complications.

I have also had a lot of pleasure and interest from Viner's book of photographs of the T & S but was quite surprised to find it does not include one of the most popular and striking views of the entire construction, namely the Coates Portal of the Tunnel. I first saw it in 1956 - to literally stumble on it, looking like a mysterious temple in a lost jungle city, was truly awe-inspiring. Fortunately, I have a photograph of it as it was then, as I have of Daneway before the unspeakable yahoos shoved the castellations into the cut.

It saddens me to think that the canal tunnel I would most like to cruise through I am no more likely to experience than the next transit of Venus. That's due in 2004 - will the Trust be first with Sapperton?

MAXWELL H S HDLGATE

9 Exeter Road,  
Welling, Kent  
DA16 3JZ

Dear Editor,

I offer my comments on the proposed canal gauge dimensions in the Trow Winter 82/83.

It seems to me to be a very retrograde step, and one that could be regretted in the future, to build new works to a lesser gauge than original. Boats on the Thames and the Severn tend to require considerably more headroom than canal boats and with them in mind 8' seems very low. We may not always get what we want, but at least we can aim for it.

To allow for circumstances where we cannot achieve the ideal, I would suggest two sets of dimensions to be applied throughout the S T & S, 'preferred' and 'minimum'.

In general, each 'preferred' dimension could be the greater of the two original dimensions (Stroudwater and Thames & Severn), and 'minimum' the lesser so that the gauge of the through route is never reduced and could in the long term be increased.

Having said that, I feel that the minimum size of any new locks built should be 72' long to allow for future lengthening of the short locks for full length narrow boats and 14' wide to allow two narrow boats to lock through together and reduce the possibility of congestion.

R V BINGHAM

British Waterways Board  
 Dock Office,  
 Gloucester, GL1 2EJ

Dear Editor,

In your Winter edition of Magazine No. 40 you ask for reader's views on the adopted dimensions for the Stroudwater and Thames & Severn Canals. I hope that I may be included as one of your most interested readers to make some comments.

The ruling craft dimensions able to navigate the Kennet & Avon Canal presently, and when it is fully restored, is defined as 70' length at 13'9" beam or 72' length at 7' beam but with 8'6" headroom and a draught of 3'. I think your Council might feel it sensible to increase the headroom of your Canals to the same as the Kennet & Avon Canal.

With all good wishes for your continued restoration work.

R G HOUSE  
 GLOUCESTER AREA ENGINEER

WILLIAM DENYER GEORGE

(continued from Autumn 1982 issue)

Denny's native village, Brimscombe, was designated a port, and certainly its extensive basins, wharves and warehouses at which vessels could be berthed, loaded or discharged, gave it some pretensions to that dignity. It was in reality the headquarters of one of the broad inland canals by which it was connected with an Estuary of the sea at a junction some 10 miles distant. (Editor's note - this is of course an error, the writer assuming the headquarters as being that of the Stroudwater Canal, whereas it was in fact that of the Thames & Severn Canal). The Canal was capable both as to width and depth of passing vessels sufficiently seaworthy to navigate the upper part of the Estuary. They were cutter rigged but with lowering masts to enable them to pass under the bridges which cross the canal; resembling the barges on the Thames which may often be seen as far down the Estuary of that river as the Nore. These vessels were manned by hardy crews who might fairly be called seamen, as they were handy men capable of manoeuvring their vessels under canvas in a seaway.

Denny's father being a very extensive water carrier and the principle trader on the navigation referred to, was the owner of a number of these vessels; he was also the builder and owner of coasting schooners and cutters, and employed a regular staff of shipwrights, riggers and sailmakers, and other mechanics in building and repairing them. But his father's enterprise was not confined to shipping; he was the sole proprietor of a 4-horse coach, running from Stroud, some two miles distance from Denny's native place, to London, and covering the distance of 102 miles in 12½ hours including stoppages for changing horses at 7 stations on the way, and half an hour for dinner. Being an excellent judge of horses his teams were so much admired by the great London Coach proprietors that they were frequently purchased by them at fancy prices, and Denny has heard his father say that he made more by selling his horses than by running his coach; but he was never at a loss to supply the place of a team that he had sold and thereby to satisfy his Coachman who sometimes exhibited anything but an amiable temper when a crack team had been disposed of, which he claimed to have had some hand in training, for his father always had some light horses working in his waggons from which he was able to make a selection, and with a chance nag from his other stables he would put a team together matched as to size and colour that would bid fair to

eclipse the one he had sold; his Coachman after trying it remarking "Oh, master, do keep this team out of the London district".

Whilst on coaching matters it might not be out of place to relate one of his father's anecdotes of coaching days. There was a strong suspicion in those days that an arrangement sometimes existed between the Coachman and the proprietors of the Inns on the way at which the coach had to stop a certain time to give the passengers an opportunity to dine. The time allowed for that purpose being very limited, if too long a portion of it was consumed in putting the dinner on the table and everything brought on was very hot, the first course would scarcely be over before the coachman would make his appearance and summon the passengers to resume their places on the coach as the time was up and the coach must not be detained. The passengers, who had paid for their dinners in advance, would rush to the coach taking what little they could scramble up from the table, their hunger barely half appeased. Denny's father gave an instance of a coach stopping at an Inn on the way one summer's evening, presumably for a quarter of an hour, that the passengers might refresh themselves with tea, but the first cups had scarcely been served round or the first slice of bread and butter partaken of when the coachman made his appearance and summoned the passengers to return to the coach. All the passengers but one rushed from the table swallowing down their tea in an almost scalding state; no sooner had they gone than the remaining passenger collected all the silver spoons, placed them inside the capacious teapot, and closed down the lid; then quickly summoning the landlady called her attention to the absence of the spoons. She at once ran out and stopped the coach with the object of detecting the light-fingered gentleman whom she supposed had been one of the guests. Meanwhile the leisurely passenger finished his tea in comfort, took his seat on the coach, then bade the landlady not to grieve at the loss of her spoons, for if she looked in the teapot she would probably find them.

## STROUDWATER THAMES & SEVERN CANAL TRUST

### ANNUAL SPONSORED WALK

(16 KM total)

SUNDAY 8th MAY 1983

### GO STROUDWATER

See the achievements, see the problems to be overcome  
Working parties in action - Dredging - Plant Depot - Compound

LEARN ABOUT THE CANAL

GROUP PROFIT SHARING SCHEME - HELP US HELP YOUR GROUP

START: London Road Car Park, Stroud (ample parking)  
from 10.00 a.m.  
or Dudbridge, or Ship Inn, or Eastington

FIRST AID - REFRESHMENTS - MARSHALLS

Walk Booklets from: David Boakes, Alan Jones  
Michael Reynolds, Ron Nott  
Nicholas Melchior  
(s.a.e. please)

If you are unable to walk, Sponsor Michael Reynolds - Trallblazer,  
or a friend.

Inland Waterways Association  
Oxford & South Bucks. Branch

Stroudwater Thames & Severn Canal  
Trust Ltd. Thames End Branch

L E C H L A D E ' 8 3 - 4 t h / 5 t h J U N E

Following the successful Gathering of Boats at Lechlade in June 1982, it has been decided to hold a Rally downstream of Halfpenny Bridge, Lechlade, this year.

The event is being organised jointly by the Oxford & South Bucks. Branch of the Inland Waterways Association and the Thames End Branch of the Stroudwater Thames & Severn Canal Trust. The aim is similar to that of last year's event: to highlight the future improvement for navigation of the Higher Thames (Inglesham to Cricklade).

It is intended to invite both Trade and Craft stands, together with Charity stalls and an Antiques Fair. At the time of going to press, a Parachute Team, Hot Air Balloon, Model Aeroplane Display, Judo Squad and Morris Dancers have been invited. Canal Societies will be in attendance also. There will be refreshments available and on Saturday evening a Barbeque with Licensed Bar.

On Sunday 5th June, canoes and dinghies will make the beautiful trip from Cricklade to Lechlade. A Scroll will be presented to each craft making the 10 mile journey downstream; a Plaque will be presented to each boat attending the Rally. Boat crews will be invited to participate in different events over the two day period.

Further details will be available nearer the time. Anyone interested in attending the event and requiring Trade space or entering a boat should contact:

Keith Walker, 9 Arlington Close, Nythe, Swindon, Wilts. SN3 3NB.  
Telephone Swindon (0793) 28558. S.A.E. for Boat Entries, please.

#### INLAND WATERWAYS ASSOCIATION - GLOUCESTERSHIRE BRANCH

The Annual General Meeting of the Branch will take place on Friday 25th March 1983 at the Lady Downes Room, The School, Churchfield Rd., Upton St. Leonards, Gloucester (next to the Church), starting at 7.30 p.m. There will be a suitable diversion after completion of the business of the meeting.

The Branch is planning An Event over the weekend of the 21st/22nd May as part of IWA's National Waterways Fortnight. It is also intended to run a coach trip in July to view progress on one of the Canal Restoration projects in the south.

Further information from the Hon. Sec., G. Ettles, 117 Leckhampton Road, Cheltenham, Glos. GL53 0QD. Tel: Cheltenham (0242) 512802.

#### NEW SOCIETY FOR THE HEREFORDSHIRE & GLOUCESTERSHIRE CANAL.

Aims are "to encourage greater public awareness of the Canal, knowledge of its past, appreciation of present remains and to examine its amenity potential."

An inaugural public meeting is to be held at the Red Cross Hall, Blackfriars Street, Hereford at 8.00 p.m. on Wednesday 13th April 1983. Further information is available from N.C. Jefferies, Herefordshire & Gloucestershire Canal Society, 19, Wilcroft Park, Bartestree, Hereford. Please send a S.A.E. with your enquiry.

