

# DOWNLOAD PDF STROUDWATER THAMES AND SEVERN CANALS TOWPATH GUIDE

## Chapter 1 : the stroudwater canal a history | Download eBook pdf, epub, tuebl, mobi

*Stroudwater & Thames and Severn Canals Towpath Guide [Michael Handford] on theinnatdunvilla.com \*FREE\* shipping on qualifying offers.*

History[ edit ] Since the s, when the first Act of Parliament to authorize a canal from the River Severn to Stroud had been passed, the Stroudwater Navigation had been seen as part of a larger plan to link London and Bristol by waterway. No work took place immediately, but the Stroudwater was eventually opened in , and within two years the shareholders commissioned a survey for a canal from Dudbridge to Cricklade , which would complete the link. It is likely that John Priddy â€” previously the engineer for the Stroudwater scheme â€” carried out the survey, but others were soon involved including Sir Edward Littleton, who was part of the Staffordshire and Worcestershire Canal. Priddy suggested that there were better terminal points at Wallbridge and Lechlade. Robert Whitworth then surveyed two routes, the first as suggested by Priddy, and the second direct from the Severn to the Thames following the valley of the River Coln. The first route was chosen, based on excellent water supplies at Cirencester , although the estimates of the amount of water available proved to be wildly optimistic. The bill to authorise the canal passed through Parliament relatively easily, and became an Act on 17 April The canal was to be suitable for boats 12 feet 3. He left the construction of the canal shortly before completion to work on Dudley Tunnel. Commissioners from the River Thames thought that it would have to be built for narrow boats, since the cost of a larger tunnel would be prohibitive. It was also going to be longer than any tunnel yet built. However, a decision was made that it would be built as a broad tunnel, 15 feet 4. The tunnel was expected to take four years to complete when work began at the start of , but it was not completed until April The canal opened in stages as it was completed. The first 4 miles 6. A wharf was built at Daneway Bridge, equipped with a warehouse and coalyard. After completion there were problems, and the tunnel was shut for two and a half months during for further work to be carried out. The summit level and a branch to Cirencester were completed in , and became operational as soon as the tunnel opened. The final section to the junction with the Thames at Inglesham , which descends through 16 locks, was finished in November As built, the main line was just under The branch to Cirencester added a further 1. Beyond that, the locks were 90 by Its length has only been exceeded by two other canal tunnels, at Standedge in the Pennines and at Strood in Kent. It was assumed that the River Frome , to the west of the tunnel, the River Churn which flowed through Cirencester , and the River Coln , together with springs at Boxwell and a well near the source of the River Thames at Thames Head , would be sufficient. The original horse pump at Thames Head was replaced by a windmill, but Clowes discovered that he could not stop the summit pound from leaking. The flow on the River Churn was 1. The summit level was losing around 1. An extra, shallow lock was built at Boxwell, which allowed the level of the canal to be dropped beyond it, and more water to be taken from Boxwell springs. The new arrangements were adequate, although some of the reason was the failure of traffic to develop to the levels anticipated. In summer when the springs receded, water was lost through these holes at a rate greater than the available supply. In the west, the situation was remedied in , with the construction of the Gloucester and Sharpness Canal seven years later. On the Thames, there had been a proposal for a canal from Lechlade to Abingdon in , and for a cut from Inglesham to Buscot in , but neither had been built. Some improvements were made to the river after , but the Canal company encouraged the building of bypasses. The Wilts and Berks Canal was one, providing a link to the river at Abingdon, but although it was proposed in , it was not opened until , and the North Wilts Canal , which provided a connecting link from Latton to Swindon was not completed until Ultimately, most of the Bristol to London trade used the Kennet and Avon Canal after it opened in , as it provided a much shorter route than the Thames and Severn Canal. The railway company was then taken over by the Great Western Railway , who built a new tunnel at Sapperton , and opened the railway to Gloucester in The Thames Commissioners were also in financial difficulties, and the Thames was nearly unnavigable from Oxford to Lechlade after In , plans to

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convert the canal to a railway were rejected by Parliament, but the Thames Commissioners were replaced by the Thames Conservancy, and most of the river was soon returned to a navigable state. Complaints were made about its state in and , which resulted in surveys being undertaken, but little was done to remedy the situation. In , the Thames and Severn company announced that the canal between Chalford and Inglesham would close two days later. At the same time as the Trust refurbished the canal, the upper Thames was upgraded by the Thames Conservancy. Although the canal was re-opened in March , lack of water on the summit level soon closed it again, after which Gloucestershire County Council suggested that they take it over. They did so on 2 July In they began negotiations with interested parties which ultimately led to the abandonment of the canal from Chalford to Inglesham in The Stroudwater Navigation managed to keep the remaining section open until , when it was abandoned, [14] and their own canal closed in Large trees have grown up in the 70 years since the canal was abandoned. Extensive lobbying in resulted in Gloucestershire County Council deciding to rebuild a damaged bridge at Daneway, rather than replace it with a much cheaper low-level causeway, which would have severed the route. Funding was provided by the National Rivers Authority, local authorities, and other interested parties. The report demonstrated that there was a good case for the provision of a navigable culvert beneath the proposed Latton Bypass.

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## Chapter 2 : Sapperton Thames & Severn - Guide to the Cotswolds |

*Stroudwater And Thames And Severn Canals Towpath Guide Cotswold canals trust, cotswold canals trust campaigning for the restoration of the stroudwater navigation and thames & severn canal.*

Construction[ edit ] The first plans for making the small River Frome , also known as the Stroudwater, [2] navigable date back to the last three years of the 17th century. The plan was to serve the woollen industry, by carrying coal from the Severn to Stroud and transporting the finished cloth away to markets, but it was opposed by mill owners, and it came to nothing. The idea was revived in , when John Hore , who had previously succeeded in making the River Kennet navigable, suggested a canal around 8. As the millers were given powers which would have effectively shut the navigation for two months each year, and the tolls were set at a level which would have discouraged traffic, no further action was taken. In order to placate the millers, water for the operation of the locks would be provided by a reservoir below Wallbridge, which would cover 2 acres 0. Tolls were set at a more realistic level. While support and finance for the scheme were being gained, John Kemmett, Arthur Wynde, James Pynock and Thomas Bridge devised a scheme which used cranes at each mill weir to transfer cargo, stored in boxes, from a boat on one level to another on the other side of the weir. Deciding that they did not need a new Act of Parliament, since the powers of the Act were still valid, Yeoman, who had carried out the survey, was asked to survey the route again, and a route was selected, which would require 12 locks. Work started, with Samuel Jones as engineer, but he was replaced by Priddy within a month. An injunction was obtained, and the Gloucestershire Assizes ruled that the Act did not cover the work. Both sides commissioned the writing of poems to support their causes. The canal was opened in stages as it was completed. It reached Chippenham Platt at the end of , Ryeford in January , and it was open throughout to the Wallbridge terminus on 21 July Traffic was around 16, tons per year, which enabled the company to repay the debts and to declare a first dividend of five per cent in The canal was not provided with a towing path for horses. Some boats sailed along the canal, but most were bow-hauled by men. Framilode lock at the entrance to the canal was a tide lock, with multiple gates to cope with all states of the tide. When a vessel arrived at the junction, a rope would be taken from it to the shore, and attached to a capstan , which would then be used to haul the boat into the lock. Once the canal was open, the Proprietors worked hard to improve the facilities, and a number of warehouses were built. Many of the shareholders were also involved with the Thames and Severn Canal scheme, which was completed in and provided a through route between Wallbridge and the River Thames at Lechlade. In , a group of shareholders set up a coal committee, and began trading. At first, the product came from the Staffordshire coalfields, travelling via the Staffordshire and Worcestershire Canal , or from the Shropshire coalfields, but this was later supplemented by coal from the south Gloucestershire mines and then the Forest of Dean. This profitable business continued until Many were later converted for use as dumb barges by removing the masts, but none are known to have survived to the present day. This had been requested by the Thames and Severn Canal company, but requests for a horse towing path in and were dismissed as too expensive. They eventually provided one after the Gloucester and Berkeley Canal had been built, and the canal was the only part of the waterway from Shrewsbury on the Severn to Teddington on the Thames that did not have one. It was completed in August The first dividend of 3. Figures for tonnage are not available for the early years, but were 79, tons in There was a dip in the carriage of merchandise in , when the Kennet and Avon Canal opened and provided a more convenient route from Bristol to London, but it picked up again after , when the North Wilts Canal opened, providing a link from Latton near Cricklade to Abingdon via Swindon and the Wilts and Berks Canal , which was easier than using the Thames. The first threat from a railway came in , when there was a proposal for a line from Framilode Passage to Brimscombe Port. The canal tolls were reduced as a bargaining tool, but the promoters went ahead with their bill. The Stroudwater Company opposed it and it was defeated in Parliament. It consists of those who now own the original shares, although over half of the shares were transferred to a Trust in the s, which prevents hostile takeovers and

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ensures that the company will always be run for the benefit of the communities through which the canal passes. Interest in maintaining the canal for its amenity value began before the canal closed, with the Inland Waterways Association mounting a campaign to retain it when plans to close it were first announced in . They were already formulating plans for the revival of the Thames and Severn Canal , which depended on the Stroudwater for its link to the River Severn. The National Parks Commission declared that it should be retained for its amenity value and beauty in , but it was closed nevertheless. This provided a suitable structure to drive the restoration forwards.

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## Chapter 3 : Viner, D. J. (David James) [WorldCat Identities]

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Not far from the village lies the route of one of those typically ambitious building feats of the industrial revolution. The Thames and Severn Canal was completed in 1799. Conceived as part of a canal route from Bristol to London, at its eastern end it connects to the River Thames at Inglesham Lock near Lechlade, while at its western end it connects to the Stroudwater Navigation which links Stroud with the Severn at Wallbridge near Stroud. There is a short branch from Siddington to Cirencester. When built, it included at Sapperton the longest canal tunnel in Britain it remains the third longest to this day, the two longer being at Standedge in the Pennines and at Strood in Kent. The canal was not a great success: The builders of the Thames and Severn canal and the Great Western railway undertook major engineering works to negotiate a route through the parish beneath Sapperton Hill. The canal, which was completed as far as Daneway wharf in the wharf was equipped with a warehouse and coalyard, entered Sapperton Hill half a mile to the east of the wharf. Work on the tunnel, 3, yards in length, began in 1799 and was completed in 1800. The last boat passed through the tunnel in 1850 and the section of the canal east of Whitehall bridge in the Golden Valley was abandoned in 1850, the section to the west of the bridge being abandoned in 1850. Because of the costs involved, the Sapperton tunnel did not have a towpath. Instead, before the invention of the steam engine, leggers were employed to manoeuvre the barges through the tunnel. Two people were required. They would lie on a plank across the bows of the boat, and holding the plank with their hands, would propel the boat with their feet against the tunnel wall. This was a dangerous procedure. The horse, meanwhile, would be lead to the other end of the tunnel, where it would meet the boat and resume its haulage. A short walk 15 minutes from Sapperton, passing the old tunnel entrance and along the towpath, brings you there. From the church in Sapperton, walk down a path beside it until you come to a gate at a field. Go in and turn left. Follow an obvious path across the field and down the valley to a stile at some trees. This leads you directly onto what seems like an exotic bridge but which, once you descend onto a path on the far side, is in fact the parapet of the historically important tunnel. On the far side turn right to walk along the old canal path until you reach the pub at Daneway. Return the same way or continue further on the other side of the road, to come to a series of derelict canal locks.

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## Chapter 4 : Thames & Severn Canal Milestones

*Top Team Nominees Cotswold Canals restoration volunteers have been nominated for the Towpath Talk Top Team of award. Towpath Talk is a popular newspaper available free of charge at all three Cotswold Canals Trust Visitor Centres.*

Under the current restoration programme, the water levels are being restored to about the original operating level with major new control weirs and structures managing flood conditions and enabling navigation. At present, from Ryeford Double Lock to the tail of the Dudbridge Locks is navigable but isolated with, at the beginning on , major restoration work is still underway at the Dudbridge Locks. Work on Lodgemore bridge and Wallbridge Lower Lock has yet to start. As of Navigation for all craft is possible from the restored Ryeford Double Lock to the Dudbridge Locks except under flood conditions when the Ebley Flood Gates will be closed. A little upstream of Ebley, Hilly Orchard Bridge has been rebuilt and there is a large public space on the towpath side. The canal continues eastwards towards Dudbridge where a new bridge carries the A dual carriage way over the canal with full navigation An hand operated crane still survives on what was the old Dudbridge wharf. Immediately beyond the bridge is Dudbridge Lower Lock with this and the nearby Dudbridge Upper Lock undergoing restoration in The two locks at Dudbridge have had their top gates replaced with concrete dams about 1m below the original water level. The canal carries the flows from Slad Brook and the Painswick Stream with Ruscombe brook joining the canal between the two Dudbridge locks, and these flows are being harnessed to generate hydro power to provide an income stream to help maintain the restored canal. In times of flood, the flows down the canal can be considerable and most winters see periods of high flows which can restrict navigation. A large bywash weir has been built to carry up to 20 cubic metres of surplus water around these locks in times of flood. The canal presses on towards Stroud and the next road crossing is at Chestnut Lane where a large electrically powered swing bridge has been installed. Particular care is needed in times of higher flow. Upstream of the Bridge at Stratchans Close is a new CCT built slipway which will be the primary means by which larger craft can access the restored Phase 1A length. The slipway is locked and arrangements for access need to be made through SVCC. Lodgemoor Bridge is another former swing bridge and is unusual in that it is also a skew bridge. It is also the last bridge over the Stroudwater before its terminus is reached at Wallbridge. As Stroud is approached, the Painswick Stream enters on the north bank. This used to be navigable for a short distance at one time. Immediately upstream of this confluence is a low weir across the canal which will be removed when this section is restored. The Stroudwater Navigation used to terminate in a basin just beyond this point but it has been filled in and is now occupied by various businesses. Wallbridge Lower Lock is due for restoration in or and Wallbridge Upper Lock has already been restored. It will soon be possible to navigate through the new section of canal at Capels Mill to Bowbridge Lock. The section to Brimscombe Port is also part of the current Phase 1A restoration programme with the latter being part of a self contained restoration project. Some lengths are still in water but sometimes reeded over.

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## Chapter 5 : towpath guide | eBay

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Exploring the Stroudwater Navigation All of the Stroudwater Navigation is accessible to the public apart from two sections. The first is the section between Westfield Bridge and Bristol Road Wharf , the area around the M5 motorway, which is about 1 mile 1. The second is a very short section between where the canal used to lock into the River Severn and Framilode Swing Bridge. This is now infilled and part of a private garden. For convenience the accessible sections have been divided into three routes: Wallbridge to Meadow Mill 7. Bristol Road to Saul Junction 2. Saul Junction to Upper Framilode 1. Wallbridge, Stroud to Meadow Mill, Eastington 7. Lodgemore Bridge was the last of the new bridges to be constructed as part of Phase 1A being completed in early This is a new design of lift bridge, the first to be used on the Cotswold Canals. The last two being swing bridges. Although all that can be seen in the turbine house next to the lock. The majority of the canal towpath between Wallbridge and Ocean Swing Bridge has been upgraded to a width of 2m and has a rolled fine grit finish. The canal beyond the Ocean Railway Bridge obstruction all the way to Saul Junction will be fully restored as part of the Phase 1B programme. The end point of this walk is Westfield Bridge , which is about m beyond the start of the infilling and also where the public right of way along the canal route currently ends. Westfield Bridge, Eastington Car parking: Stroud railway station or Cheapside Car Park, around m from the canal for a start or finish point of Wallbridge Upper Lock. At Eastington, near Pike Lock , there are a few car parking spaces in a lay-by just before Pike Bridge on a no-through-road to the left. A38 Bristol Road roundabout to Saul Junction 2. There is one lock Whitminster and one original Bridge Occupation both of which have undergone restoration work by the Cotswold Canals Trust. This section of canal, when restored under the Phase 1B programme, will use the river between these points. Some of the canal has been infilled, most notably nearest to Saul Junction. There are no plans to restore this section of canal, as boat traffic would use the Gloucester and Sharpness Canal to access the River Severn.

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## Chapter 6 : Cotswold Canals Trust

*Stroudwater and Thames and Severn Canals Towpath Guide This book is in very good condition and will be shipped within 24 hours of ordering. The cover may have some limited signs of wear but the pages are clean, intact and the spine remains undamaged.*

Locating surviving milestones can make for an interesting aside whilst walking the canal towpath. There are several missing stones in this section: The canal is infilled but a replica plate was attached to a former factory building - since removed for safe keeping Photo 4. The canal is infilled but the original plate is above canal culvert Photo 5. Anyone know what happened to this one? The plate from this stone is in the care of the Cotswold Canals Trust - see main picture above. There were no milestones either inside or on the route over Sapperton Tunnel. Here again a number of these are missing: The canal here is infilled with a house built on the site of the lock. The original Walbridge 17 and 21 plates were kindly donated to the Cotswold Canals Trust in This is now in private ownership, although no longer in its original location Photo 7. If anyone would like to sponsor a plate, Jon Pontefract from the Cotswold Canals Trust would very much like to hear from you. If anyone knows what happened to any of the other missing milestones or plates, whether bulldozed into the canal during infilling or now privately owned, Jon would also like to hear from you. This all helps to build the historical record. Jon Pontefract can be contacted by email at [jonpontefract@gmail.com](mailto:jonpontefract@gmail.com). The Milestone Society For those with a wider interest in milestones, The Milestone Society website is well worth a visit. Replica plate Brimscombe Port now in storage 5. Re-sited original plate over culvert arch at Chalford Wharf 6. Cowground stone in storage. Courtesy of Corinium Museum.

## Chapter 7 : Thames and Severn Canal - Wikipedia

*The Thames and Severn Canal is a canal in Gloucestershire in the south of England, which was completed in It was conceived as part of a canal route from Bristol to London. At its eastern end, it connects to the River Thames at Inglesham Lock near Lechlade, while at its western end, it connects to the Stroudwater Navigation at Wallbridge.*