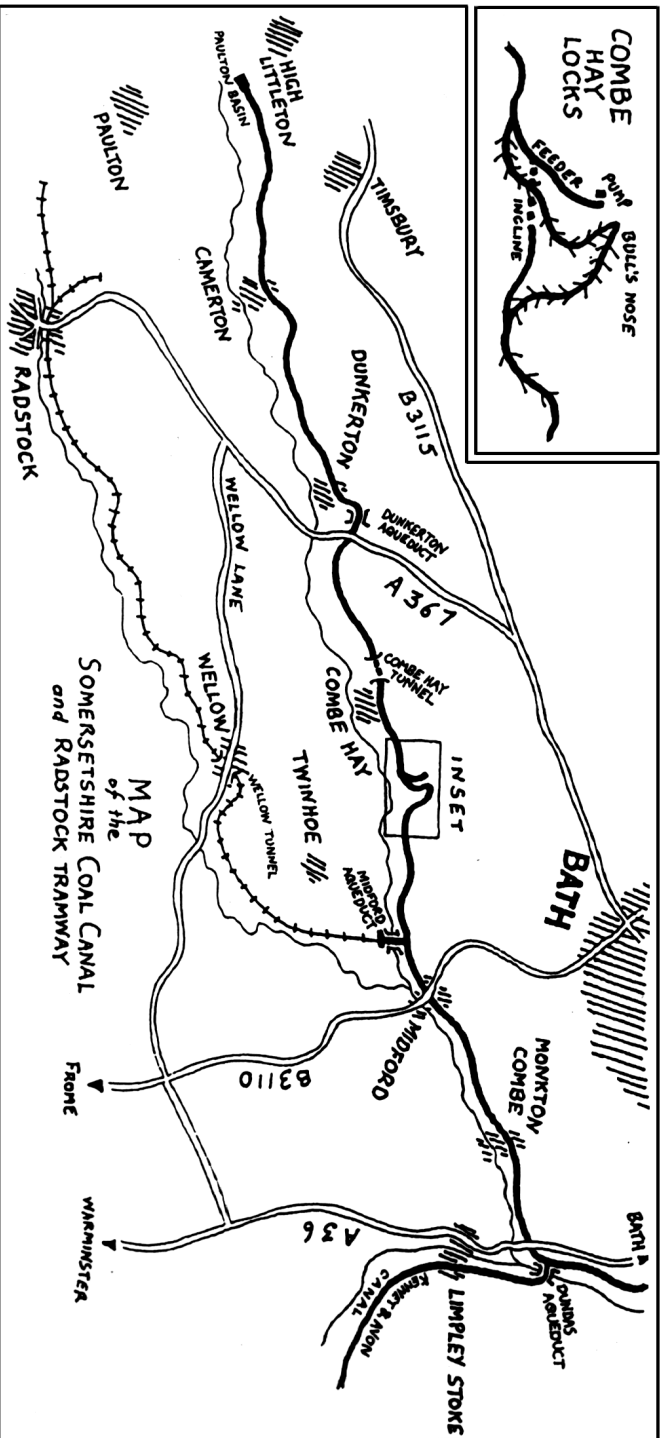


WEIGH-HOUSE

THE NEWSLETTER OF THE
SOMERSETSHIRE COAL CANAL SOCIETY



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The Somersetshire Coal Canal Society was founded in January 1992 with the aim:

'TO FOCUS AN INTEREST ON THE PAST, PRESENT AND FUTURE OF THE OLD SOMERSETSHIRE COAL CANAL'

The Society is aimed at those people who are interested in finding out more about the history of the canal, preserving what is still there and walking the parts that are still accessible to the public.

The Society aims to preserve the remaining structures of the canal (Midford Aqueduct, Combe Hay Locks *etc.*) and to protect the line of the canal from decay, dereliction and vegetation.

Registered Charity N^o 1047303
Registered under the Data Protection Act 1984 N^o A2697068
Affiliated to the Inland Waterways Association N^o 0005276
Inland Revenue reference code for tax purposes: CAD72QG

MEMBERSHIP FEES
(as at 1st June 2003)
£7.50 (Family / Individual) £5.00 (Senior Citizen / Student)
£150.00 (Life) payable by lump sum or four annual instalments

Membership Application Forms are available from the acting Membership Secretary at:
1, Hillcrest Close, Nailsea, Bristol BS48 2HP ☎ & Fax: 01275 798479
E-mail: laurie@lgibney.freemove.co.uk

Society Website: <http://rtjhomepages.users.btopenworld.com/SCC2.html>

THE VIEWS AND OPINIONS EXPRESSED IN THIS NEWSLETTER DO NOT NECESSARILY REPRESENT OR CONVEY THOSE OF THE SOCIETY

The Editor welcomes any letters, articles, photographs *etc* for inclusion in **WEIGH-HOUSE** and will try to include them in full, but reserves the right to shorten them if space is limited.

Please send articles and correspondence for the next edition of **WEIGH-HOUSE** to:
Adrian Tuddenham 88, Mount Road, Southdown, Bath BA2 1LH
☎ 01225 335974 *E-mail (not HTML): adrian@poppyrecords.co.uk*

Sunday 4th November — 10:00
WORK PARTY — Location to be advised
 For further details please contact:
 Bob Parnell ☎ 01225 428055

Sunday 18th November — 10:00
WALK — COMBE HAY to DUNKERTON (4 miles)
Meet: The Avenue, Combe Hay
 For further details please contact:
 Mike Chapman ☎ 01225 426948

Sunday 2nd December — 10:00
WORK PARTY — Location to be advised
 For further details please contact:
 Bob Parnell ☎ 01225 428055

Sunday 16th December — 10:00
WALK — The TRAMWAYS of PAULTON (4 miles)
Meet: Paulton Sewage Works
 For further details please contact:
 Mike Chapman ☎ 01225 426948

Sunday 6th November — 10:00
WORK PARTY — Location to be advised
 For further details please contact:
 Bob Parnell ☎ 01225 428055

These are all circular walks unless otherwise noted. You only need to arrange your transport to and from the meeting point. Any marked † tend to be in the form of detailed explanations of short sections of the canal and its relationship with the locality; and, as such, are less suitable for young children.

Dogs are normally welcome (except where indicated) and must be kept on leads at all times.

WEIGH - HOUSE N^o 47

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NEW MEMBERS

The Society welcomes the following new members:

- | | | |
|-----------------|---------------|-----------------|
| Mr D Chorley | Pewsey | Wilts |
| Mr C G R Gibson | Pewsey | Wilts |
| Mr J Long | Combe Hay | |
| Mr R Francis | Chichester | West Sussex |
| Mr R P Moss | Bath | |
| Mr L Gibson | Limpley Stoke | |
| Mr C Bruce | Bath | |
| Mr R Rees | Llanwrda | Carmarthenshire |
| Mr P Smith | Corsham | Wilts. |
| Mr P Hughes | New Inn | Pontypool |

CHAIRMAN'S NOTES

Most members will now be aware that the engineering survey for the restoration of Lock 15 and the adjoining former railway bridge, mentioned in the last issue of Weigh-House, has now been completed.

Three contractors were shortlisted to carry out the work, including the architects Jarrod Hill, who successfully undertook the restoration of Midford Aqueduct. However on this occasion the Steering Group thought it more appropriate to choose a larger organisation, and the contract was eventually given to the Halcrow Group Ltd., who have particular experience in canal and railway engineering.

Nowadays the restoration of historic structures such as these is no longer a simple matter, and the brief for the survey included a wide variety of issues which needed to be addressed. Land Ownership, Public Access, Public Utilities, Public Health and Safety, Contamination, Geology, Archaeology, Ecology and Hydrology, all have to be taken into consideration - apart from the usual engineering details associated with the structures themselves. It is worth noting here that the Heritage Lottery Fund, who funded this project, are as much concerned that it should also provide a public amenity rather than solely preserving an important ancient structure. All the information relating to the subjects mentioned above is now included in a survey report prepared Halcrow, together with an estimate of the costs that the restoration would entail.

The next stage will be to consider how these works are to be funded. Although the HLF has suggested that they would welcome any application submitted to them by the Society for this purpose, it is probable that they will only be able to cover about two thirds of the full cost (estimated by Halcrow to be in the region of a half a million pounds). It is unfortunate that at the moment the resources they usually have available for such projects are committed towards the forthcoming Olympic Games. Nevertheless, there are many other organisations willing to support this kind of project, and a list of eleven appropriate funding bodies has already been drawn up by Rural Environmental Practice for



4 THE BOTTOM GATES OF ONE OF THE LOCKS IN THE COMBE HAY FLIGHT c 1947

DATES FOR YOUR DIARY

WORK PARTIES

Venues may change at short notice, always check with Bob Parnell before turning up.

Sunday 15th July — 10:00

WALK — WELLOW to SHOSCOMBE (4 miles)

Meet : Wellow Car Park

For further details please contact:

Mike Chapman ☎ 01225 426948

Sunday 5th June — 10:00

WORK PARTY — Location to be advised

For further details please contact:

Bob Parnell ☎ 01225 428055

Sunday 19th August — 10:00

WALK — SINGLE HILL to RADSTOCK (4 miles)

Meet: Shoscombe Village Hall

For further details please contact:

Mike Chapman ☎ 01225 426948

Sunday 2nd September — 10:00

WORK PARTY — Location to be advised

For further details please contact:

Bob Parnell ☎ 01225 428055

Sunday 16th September — 10:00

WALK — PAULTON to CAMERTON (4.5 miles)

Meet: Paulton Sewage Works

For further details please contact:

Mike Chapman ☎ 01225 426948

Sunday 7th October — 10:00

WORK PARTY — Location to be advised

For further details please contact:

Bob Parnell ☎ 01225 428055

Sunday 21st October — 10:00

WALK — DUNKERTON to CAMERTON (5 miles)

Meet at Dunkerton layby on A367 (by telephone box).

For further details please contact:

Mike Chapman ☎ 01225 426948



survives (although unsympathetically rebuilt in recent years), and the footings can still be seen of the bridge widening which was carried out to take an extra track when the GWR connection was made.



**THE WIDENED TRAMWAY BRIDGE
AT OLD WELTON PIT**

times there was a sign on one of the walls here which indicated that the road was GWR property. At the end of the road the tramway was joined on the north side by an inclined plane which ran down from Welton Hill colliery. Although remains of the incline have been identified, they are now obscured by foliage and overspill from the colliery spoilheap next to it.

A little further on is a lane, formerly the site of the standard gauge incline which replaced the old tramway incline in 1880. This leads up to the colliery site, where the Pithead manager's house still stands, now converted to a private dwelling. The pit shafts and weigh-house which stood next to the house are said to be still visible, and on the west side of the lane are the ruins of the Cow Inn which served the miners in the pit. Though the pit was closed in 1896, it remained a busy industrial area. In more recent times an overhead aerial ropeway, running roughly down the line of the standard gauge incline, carried clay from Welton Hill down to a brickworks next to the colliery sidings. From here the walk concluded by returning via West Road to the site of the GWR bridge over Station Road, where the public footpath runs back along the railway embankment to Radstock.



**Above: THE
REMAINS OF THE
COW INN**



**Left: MIKE
CHAPMAN at the
ALLEYWAY by
WELTON MANOR
FARM**

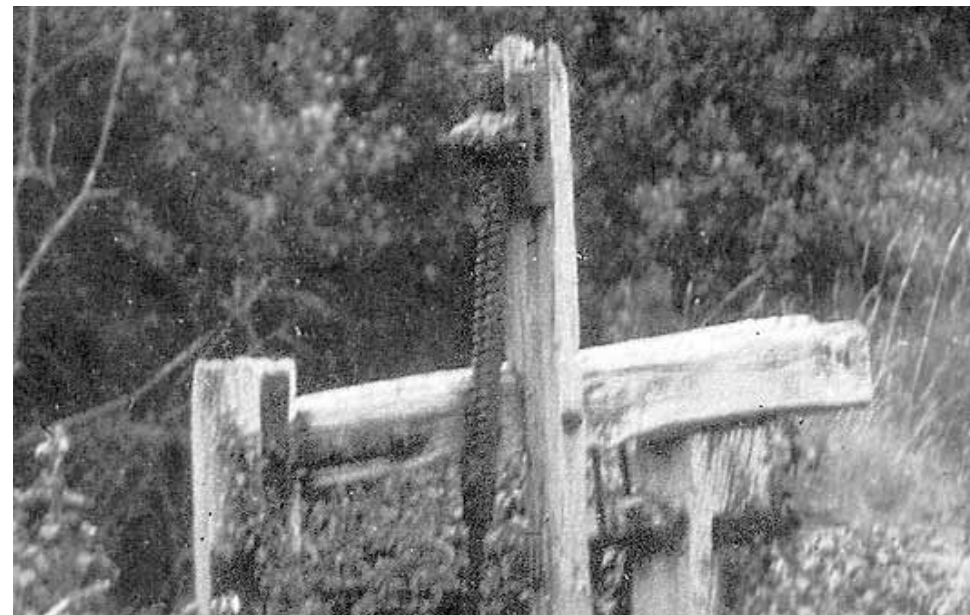
consideration by the Steering Group. It is hoped that this process will not be too much of an obstacle to the restoration programme which foresees work starting before the end of this year.

In any event, a significant reduction in the cost is also likely to be provided by the Society itself. As with Midford Aqueduct, where the Society carried out the archaeological analysis of the structure, a similar investigation will need to be carried out on the cills and invert of Lock 15. Since it is intended in this instance that the Lock should be brought back into full working order, it also seems that the Society Works Team has the skills to take care of much of the water management works. This would entail, for example, the provision of a pipe or channel to divert the water at the Bull's Nose through Locks 11 to 14 to Lock 15, together with the preparation of the pounds above and below the Lock. This in itself would produce a considerable reduction in cost, though even cheaper means may be available, such as the use of temporary pumps for supplying water from the old pumping engine adit under Engine Wood.

Whatever the outcome with this particular project, it is now increasingly evident that funding bodies for this kind of project are mainly interested in promoting full restoration of structures (rather than mere preservation), and regard the restoration of stretches of canal to be more cost-effective than individual features (for example, the restoration of all the Locks between 11 to 15 rather than just Lock 15). It was for this reason that an alteration needs to be made to the Society's constitution (which was not set up to include restoration). On the Committee's recommendation, a motion was carried by the membership at the recent AGM to authorise the Committee to prepare the appropriate wording.

The Society is therefore now in a strong position to continue to attract further restoration grants, a position which could have a significant effect on its future and may well herald a new phase in its development. However it will not be until next year, following the completion of this project, that it will be possible to see better what opportunities lie in this direction.

Mike Chapman
June 2007



A CLOSE-UP VIEW OF THE PADDLE GEAR

NAVYING NOTES

For some unknown reason, over the past years, our work parties have nearly always been blessed with good weather. This winter has set about redressing the balance. For some time we had been trying to do some maintenance on Dunkerton Aqueduct, but high winds and wet conditions put paid to our plans for month after month. Six attempts were made but only two full work parties actually took place.

Some of the work parties were called-off completely, but a few were diverted to the lock flight where we were determined to show that it would take more than a little drop of rain to stop us. It did! The heavens opened, the locks vanished from view in a wall of water and most of our party huddled under a small bush, the only cover immediately to hand. Despite our cover, we were staring to get drenched, as the rain began to cascade through the leaves of the bush, when we noticed Harold Philips standing in the open, some distance away. We called, but, strangely, he didn't seem to want to join us. Eventually someone went to investigate and discovered that the rain had stopped just as suddenly as it had started - so Harold was happily standing under a clear sky, whilst we were huddled miserably underneath our own personal deluge from the wet leaves.

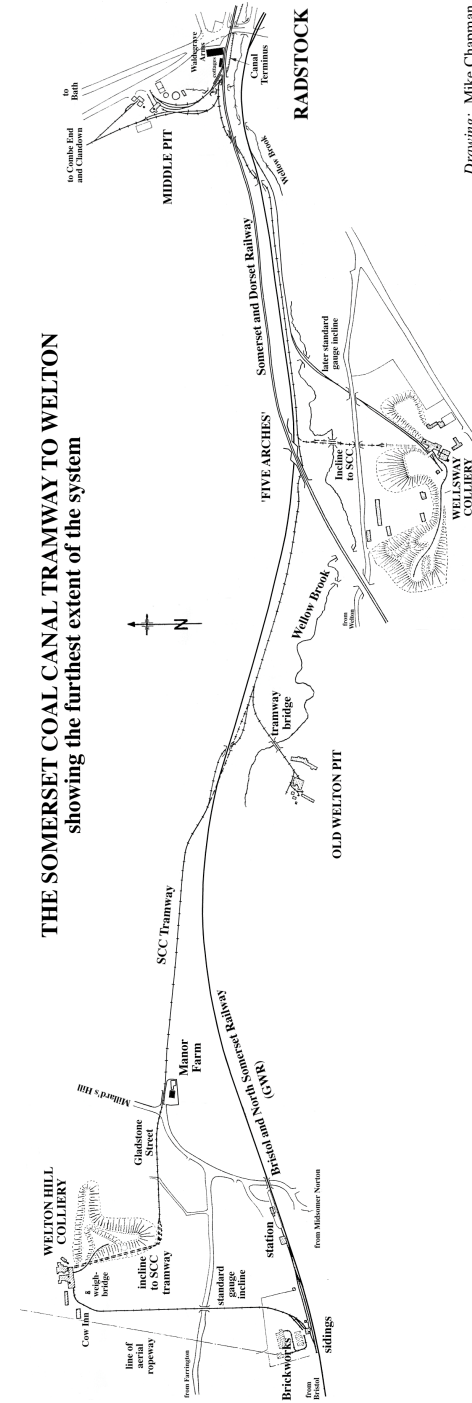
Eventually the weather relented sufficiently to allow us to return to Dunkerton and begin our planned maintenance. The first work party was on the southern face of the Aqueduct, which we cleared fairly easily, bearing in mind that it is over 30 ft high. The second party on the northern face made rather laborious progress because the ivy had found its way into every tiny crevice and had to be prised out by hand, an inch at a time.

Ivy was also thriving at Lock 1, when we returned to it for the first time in at least four years. We were pleased to find that, during that time, a number of troublesome tree stumps had finally given up trying to force the stonework apart and were beginning to rot down at last. Some were so rotten that we were able to remove them completely and return the displaced stonework to its original position. One gigantic stump, however, remains obstinately in place, a horrible reminder of the state of disrepair the canal had fallen into.

Bob has now returned to Dunkerton Aqueduct with the sprayer to deal with the awkward weeds in places where the work party wasn't able to remove them. On some parts of the structure, the long reach of the sprayer arm is the only safe way of tackling the job.

The fork, where the lower reach from the bottom of the inclined plane joined the canal just below Lock 19, has not been tackled by any of our work parties before. Recent inspection showed that, not only was it beginning to get a bit overgrown, which isn't much of a problem, but some of trees were beginning to work their roots into the stonework—which is a much more serious matter. The most recent work parties have been directed to that area and quite a lot of scrub and nettles was removed in a short while.

It is interesting to note that members of the public passing by the work parties on the main lock flight gave us cheery greetings and engaged us in conversation; but on this site, we were regarded with initial suspicion and only gained the trust of the passers-by after we had explained what we were doing. It seems most unlikely that a different breed of public walks beside Lock 19 from those who walked beside Lock 15, so there must be another explanation. It turns out that very few of the passers-by realised that we were actually working on a canal—perhaps they thought that we were some sort of mindless eco-vandals, intent on destroying the countryside. If that is that case, we need to press on quickly with our clearance work, so that they can see for themselves that we are, in fact, doing a vital preservation job. Perhaps then we shall again earn their praise.



Below: WELTON HILL COLLIERY SPOIL HEAP
The tramway leads away on the R.H.S., behind the members of the SCCS



A WALK ALONG THE LINE OF THE WELTON TRAMWAY

Sunday, 19 March 2006

Although the longest tramway section along the whole length of the canal, this part of the system attracts little attention. It was originally intended to be an extension of the southern branch of the canal itself, continuing from Radstock to the Old Welton colliery in Welton Hollow, but this idea was abandoned in favour of a tramway connection between the colliery and the eventual terminus of the canal next to the Waldegrave Arms in Radstock. The southern branch of the canal was itself abandoned in 1814 when a tramway was laid along the towing path between Radstock and the transshipment wharf at Midford. This had little effect on the Welton tramway which was extended in 1850 to Welton Hill after the colliery there was opened, and remained in use until superseded by the Bristol and North Somerset Railway (GWR) in the 1880s.

Starting at site of the canal terminus behind the Waldegrave Arms at Radstock, the line of the original tramway ran a little way along the south side of the Somerset and Dorset Railway embankment, now a linear park, before crossing to the north side under an arch. This section was retained after the building of the S&D in 1872 so that wagons from the Clandown tramway could still have access to the line along the towing path. The arch under the embankment where the two lines joined on the north side still exists, together with the ramp which carried standard gauge wagons up the embankment to a similar junction with the S&D line. A little further on is another arch where the tramway recrossed onto the south side.



THE NORTH SOMERSET RAILWAY ALIGNMENT (looking west)
The parapets of the tramway crossing are still in place on the L.H.S. and at the foot of the fence on the R.H.S.

Just beyond this, near the children's playground, the tramway also passed under the Bristol & North Somerset Railway which converged with, and ran parallel to the S&D at this point. Reaching Five Arches, the tramway passed under the southern arch, the GWR on the north. At the approach to Five Arches, the line was joined by an inclined plane from Wellsway Pit on the south side of Wellow Brook when it opened in 1828, but this was replaced by a more gradual standard gauge incline to the GWR when that opened in the 1870s, and only fragments of the original incline can be seen below

Welton Road. Beyond Five Arches, towards Old Welton Pit, the tramway becomes difficult to follow as it was much disturbed by the construction of a siding for the pit on the GWR line in 1885. However, the track leading off to the colliery (now a refuse amenity site) on the south side of the Brook is still clearly defined and remains in use as a public footpath. The tramway bridge over the Brook also



THE BASIN AT THE FORK IN THE CANAL BELOW LOCK 19

The lower reach which leads to the bottom of the Incline Plane is concealed in the bushes on the L.H.S. The rounded wall divides the lower reach from the entrance to Lock 19, which is currently walled-up at the point where it would have had a set of bottom gates. The wall on the R.H.S. appears to have been used as a wharf and there is a derelict structure (not visible) which may have been associated with loading boats at this point.

TWO WALKS ALONG THE WILTS & BERKS CANAL

When the proprietors of the Somersetshire Coal Canal first submitted their plans for a navigable waterway, for the transport of coal mined in the North Somerset coalfield, the original intention was that the majority of the coal would be destined for homes and businesses in the Bath and Bristol areas. However, market forces, particularly through the cheap transport of South Wales and Forest of Dean coals, along with locally mined coal from the North Bristol coalfield, later determined that this trade was not as large and profitable as first thought. Subsequently the coal-starved counties of Wiltshire and Berkshire, through which the Wilts & Berks Canal cut its course, would supply a much more lucrative source of revenue for the SCC. This forecast proved to be correct and throughout much of the nineteenth century both the SCC and the W&B prospered from the financial benefits of the coal trade to these counties.

Continuing the 'Away-Days' series of walks the Society travelled to see two short sections of the partially restored W&B Canal in the neighbouring county of Wiltshire. The first was on the Calne branch from its terminus in the town westwards towards the long-lost tunnel under the former London to Bristol coach road - the infamous A4! The second walk was to Wootton Bassett to see the restored section of canal to the south and east of the town and to the newly built and restored Chaddington Top lock.

CALNE

The start of the walk began at the former canal terminus and wharf on the River Marden at Calne. Comparisons between the area today and old photographs^[1] of the area, show that apart from modern



CALNE TOWN LOCK with the newly-restored canal beyond. Note the top hinge strap in place, ready to receive a new gate



Richard Hignett standing on a newly-rebuilt section of lock wall at the Pewsham Flight

Double Bridge

Called "double bridge" because it is wider than a standard bridge, (although only 50% wider, not twice the width), this is one of the very few original arch bridges left on the canal. Nobody knows why it was built in this way; it doesn't appear to be on a major route, just a small track down to the river Avon. There is no sign of an historic crossing of the Avon anywhere near here, so we can't understand the rationale. The bridge was in a very sorry state at the time of our visit, but recently it was completely rebuilt by a team of volunteers.

RICHARD HIGNETT



DOUBLE BRIDGE - As we saw it before it was rebuilt

placed when the hull was being worked on. The drain from the dock to the bottom pound has been uncovered; however, in its present condition it appears to be liable to cause problems from erosion, so perhaps a stone lining, which would have prevented this, has been robbed from the outfall.

Bottom Lock

At the time of our visit, restoration had started. This needs to be completed as far as lower pound water level before rewatering of the long pound from Pewsham to Raybridge can begin.

Spill Weir

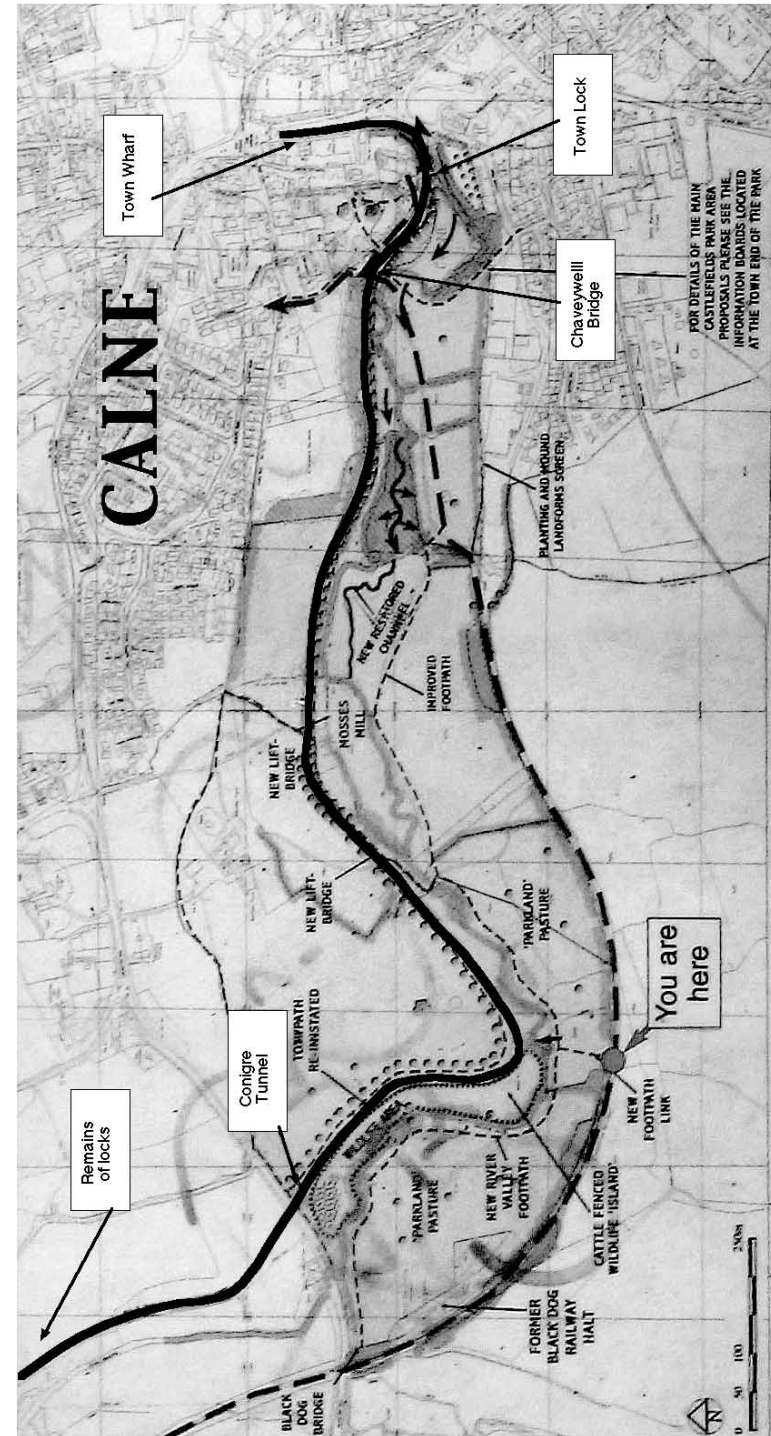
This is a very picturesque feature. We are planning to restore it, but are not yet sure how much work it will entail. It includes a sluice which will be very useful for draining the canal for future maintenance.

Collapsed Culvert

A brook passes under the canal through a culvert which has collapsed, giving rise to a large hole in the canal bed. The intention is to construct a new culvert parallel to the existing one, then decommission the collapsed culvert, possibly digging it out and salvaging the bricks.



ONE END OF THE COLLAPSED CULVERT



MAP OF THE RESTORATION AT AN INFORMATION POINT.
Extra captions added to show features we visited on the walk



CHAVEYWELL BRIDGE ON THE WILTS & BERKS CANAL AT CALNE

Inset: The plaque commemorating the opening of the associated wharf

housing built on the wharf site, not much has altered; the only major difference being the height of the river. The present day river level and bridge would prevent boats from travelling to the wharf.

West of the wharf the navigable part of the river ends and the canal itself begins at the town lock. Here, work by the Wilts & Berks Canal Trust has partially restored the lock, although a large water main which had been laid through the lock chamber, has still to be moved before full restoration can progress.

Further along we came to a completed piece of restoration, Chaveywell Bridge, a fine brick-built accommodation bridge, and a few yards further on was a winding hole for boats travelling to and from the wharf. This section of canal is in water and is very popular with both walkers and fishermen, although on the Sunday we walked it, the large amount of weed growth on the water seemed to have deterred the even hardiest of fishermen from attempting to try for a catch.

Continuing westwards the restored section soon ended and was replaced by an all too familiar dry, partially in-filled, cut. We walked past the few remaining foundations of the long defunct Mosses Corn Mill and on towards the A4 and the site of the Conigre Tunnel.

Disappointingly as it approaches the main road, the line of the canal cut disappears and, even with the aid of an old map, the route becomes difficult to follow; the entrance to the tunnel itself is impossible to find due to infilling. We do however have an illustration of the tunnel from August 1800, drawn by none other than William Smith, former surveyor of the SCC, who also worked for the Wilts & Berks Canal Company when they were having construction problems.

Crossing the busy A4 by means of a new pedestrian bridge, built to replace the demolished

Saw Pit

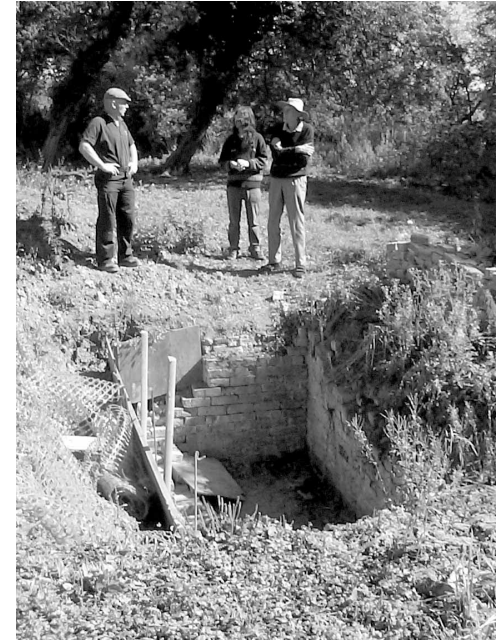
Some distance below the Top Lock, the site of a saw pit has been discovered. It has been excavated and, as it forms an interesting feature which is not often found on canals, the decision has been taken to rebuild it. I have an ambition to obtain a pit saw and attempt to cut some timber by hand, not with any serious view to setting up as a sawyer but just to gain some appreciation of the improvements in working lives which were created by industrialisation.

Middle Lock

This is another lock that appears to have suffered badly at the hands of the military. Perhaps it would be an interesting exercise to ask them if they would like to come back and gain some further experience by repairing the damage.

Dry Dock

Located adjacent to the Middle Lock, this structure has given rise to a number of unanswered questions. It is about 14 feet wide, which would allow room to work around a 7ft-wide hull. However, the base of the dock gives the impression that it is too high to allow a boat to float in; but I'll bet it isn't! This may give us some indication of how little draught was required by a completely stripped-out horse drawn boat. During excavation a large quantity of broken slate was discovered, indicating that the structure once possessed a slate roof. Deposits of tar on the brick invert form a continuous strip, showing where the boat was



**THE PEWSHAM SAW PIT
With Richard Hignett, John Bishop
and Terry Paget discussing it**



THE DRY DOCK in the process of rebuilding

A VISIT TO THE WILTS & BERKS CANAL at Pewsham near Chippenham

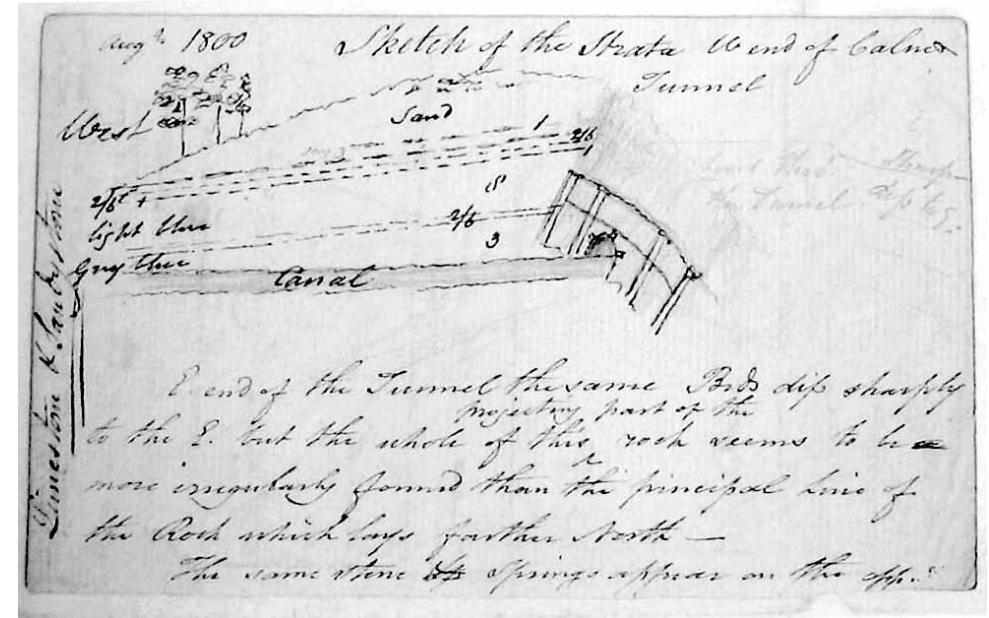
Richard Hignett is a member of both the SCCS and the Wilts & Berks Canal Trust, who has been heavily involved with work on both canals. In particular, he had worked on clearing the section of the W & B at Pewsham and was in a good position to act as our guide for this visit.

Top Lock

The top end of this lock has been badly damaged at some time since the closure of the canal, local lore suggests that the worst of this damage occurred when Canadian troops used it for demolition practice during the Second World War. Happily the bottom end is in much better condition and a nice pair of gate recesses still survives, surmounted by a small modern timber bridge to maintain a right of way. The springing of the original brick arched bridge can still be seen. This lock demonstrates a common feature of locks on the western end of the Wilts and Berks, one gate recess is large enough to accommodate a single bottom gate whilst the other is only large enough for one of a pair of a double bottom gates. This suggests that that the canal was originally built with single bottom gates then converted to double gates at a later date.



TOP LOCK OF THE PEWSHAM FLIGHT
A modern bridge over the bottom end



“SKETCH OF THE STRATA WEST OF CALNE CANAL TUNNEL”
Drawn by William Smith

Chippenham to Calne Railway Bridge, we continued west along the defunct railway line, now a very popular cycleway and footpath between the two towns.

Diverting off the main path we walked down the embankment, following an overgrown and poorly marked footpath which we believed would take us past the remains of the only two locks on the Calne Branch at Conigre. After much searching in the undergrowth we did manage to find the derelict remains of one of the locks — the other was presumably nearby — and what could possibly be the remains of foundations for the former lock keeper’s cottage, but we are not sure. Changes in the route of the River Marden, which the canal cut followed closely, and construction of the nearby sewerage works, made it difficult to compare the present-day map with the 1923 large scale Ordnance Survey map which we were using. The east end of the tunnel is on private land, so we did not go looking for that.

Returning to the cycle path, we crossed the main road and came to Black Dog Halt, a private station built for the Marquess of Lansdowne’s Bowood Estate and opened in 1875. Lord Lansdowne did allow other passengers the use of his station but it was not until 1952 that it became a public station with its own nameboard. The Calne Branch Railway closing in 1965.

Following the former railway line we continued back towards Calne, passing on the way a fine, if somewhat faded and dirty, interpretation board showing both the route of the railway and a restored Wilts & Berks Canal in the proposed Castlefields Park Nature Area.

It is not known how far the plans for this area are progressing but we look forward a restored canal and perhaps on a future visit we can continue our hunt for the ‘lost’ tunnel under the A4.





**TWO OF THE MANY USES FOR A RESTORED CANAL:
The Wilts & Berks at Wootton Bassett**

WOOTTON BASSETT

The start of this walk was the restored section at Templar's Firs where the restoration efforts of the Wilts & Berks Canal Trust have made quite an impact, with a wide water-filled cut stretching out into the distance beyond.

Walking the restored section is quite easy with a well laid footpath helping considerably. However, the terrain soon changes where the restoration stops, the footpath becoming uneven and undulating as it tries to follow the route of the former towpath alongside the in-filled cut.

Beyond the remains of a former accommodation bridge we tried to find the remains of Chaddington Lower Lock, but even with the aid of a large-scale 1920s Ordnance Survey map it was difficult to find. Undaunted we carry on towards the Chaddington Top Lock (sometimes known as 'Summit Lock').

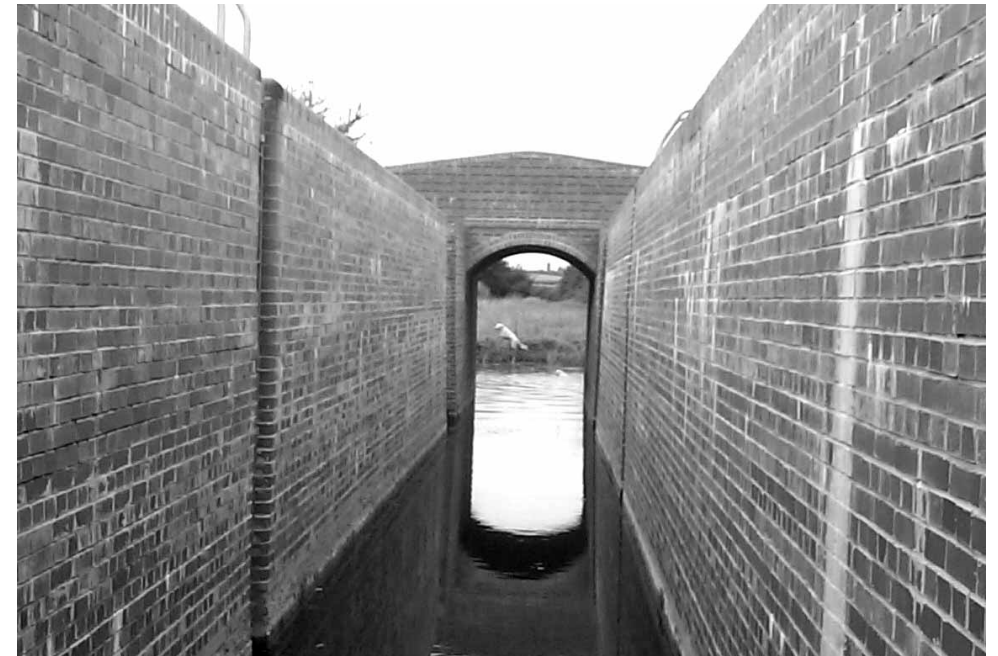
Here we found a new lock. It appears that, apart from a few courses of bricks and the foundations, the lock has been entirely rebuilt; the new red brick construction standing out proudly in the green field and grey sky landscape. Comparisons of the new lock with the original lock and adjacent lock keeper's cottage shown in an old photograph^[1] are almost impossible; the lock keepers cottage being long demolished and the new lock having an accommodation bridge added over the lower tail of the lock, something not required when the canal was in use.

Venturing on, we walked as far as the footpath would allow, to the site of the now culverted Chaddington Lane Bridge, before returning back to our start point.

The next stage of restoration eastwards from Wootton Bassett should be towards the ever growing town of Swindon; however, there is one small obstacle in the way at the moment - the M4 motorway!

ROGER HALSE

[1] Images of England - The Wilts & Berks Canal *compiled* by Doug Small – Tempus Publishing 1999 – ISBN 0 7524 1619 7



THE NEWLY REBUILT CHADDINGTON (or SUMMIT) LOCK
With two other canal users just visible through the arch of the accommodation bridge