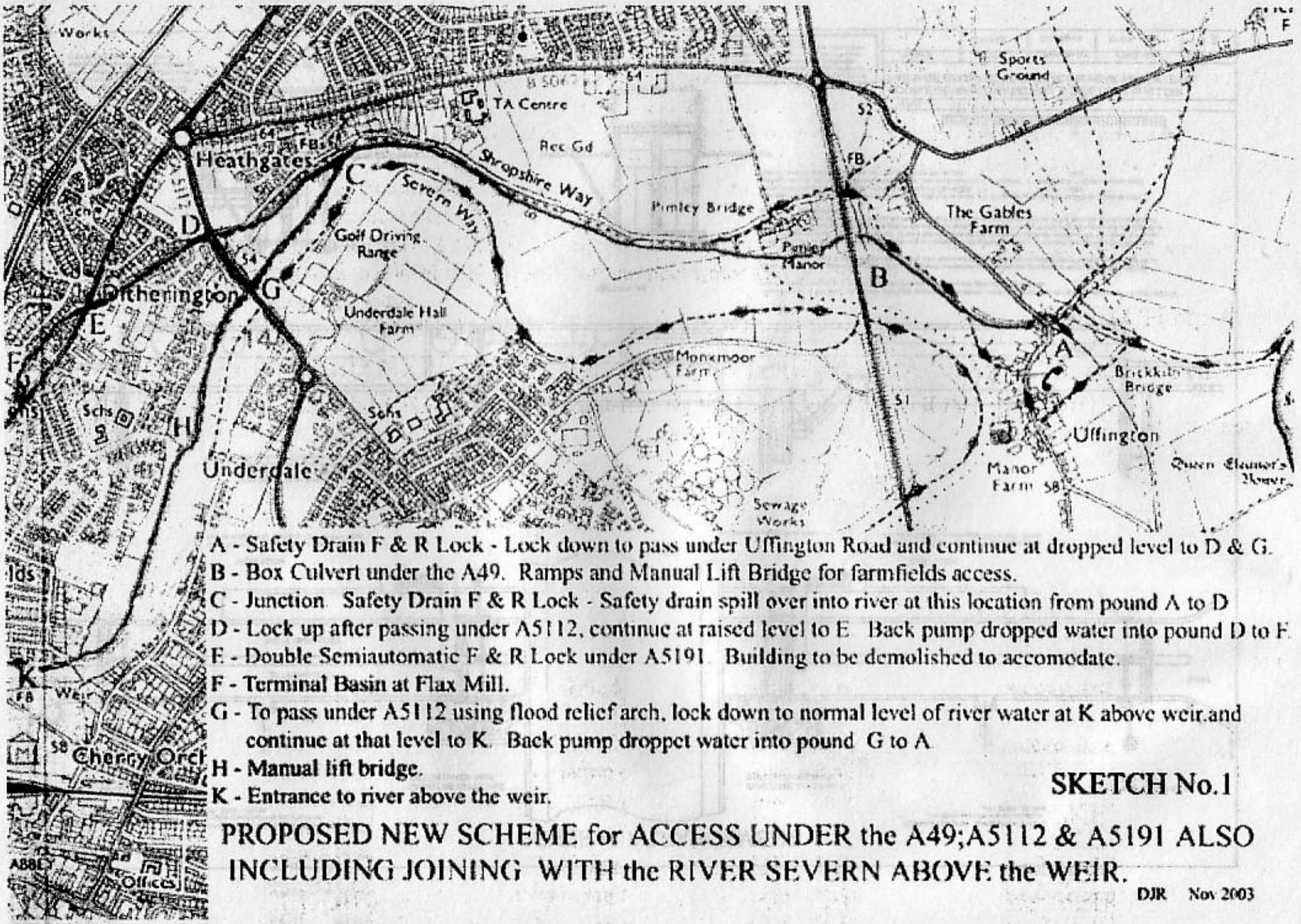


A - Safety Drain F & R Lock - Lock down to pass under Uffington Road and continue at dropped level to D & G.

B - Box Culvert under the A49. Ramps and Manual Lift Bridge for farmfields access.

C - Junction Safety Drain F & R Lock - Safety drain spill over into river at this location from pound A to D

D - Lock up after passing under A5112, continue at raised level to E Back pump dropped water into pound D to F.

E - Double Semiautomatic F & R Lock under A5191 Building to be demolished to accomodate.

F - Terminal Basin at Flax Mill.

G - To pass under A5112 using flood relief arch, lock down to normal level of river water at K above weir.and continue at that level to K. Back pump droppet water into pound G to A.

H - Manual lift bridge.

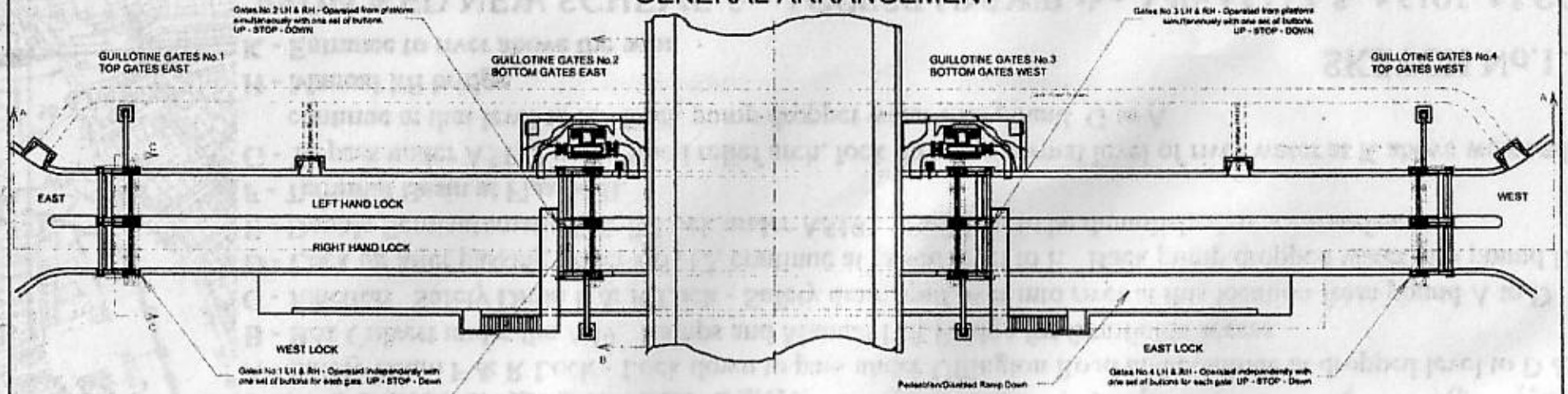
K - Entrance to river above the weir.

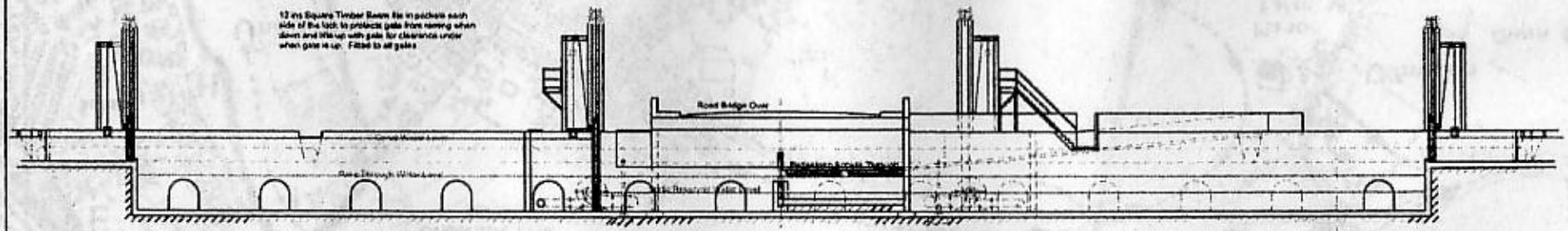
SKETCH No.1

PROPOSED NEW SCHEME for ACCESS UNDER the A49;A5112 & A5191 ALSO INCLUDING JOINING WITH the RIVER SEVERN ABOVE the WEIR.

DJR Nov 2003

GENERAL ARRANGEMENT





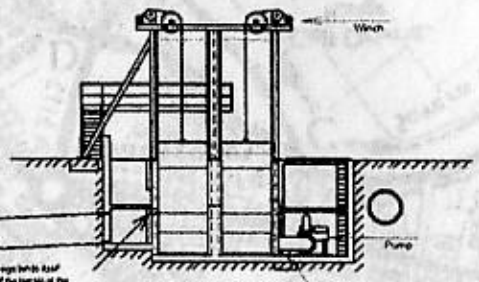
SECTION AA

Gates No 1 LH & RH (alternately gates No.4) are operated independently, each with its own set of manual buttons UP - STOP - DOWN in the event of one boat only requiring to pass through, this allows one gate only to be opened

Gates No 2 LH & RH (alternately gates No 3) are operated simultaneously with one set of manual buttons. UP - STOP - DOWN. This ensures that both L & RH west locks (alternately west locks) are dropped which is necessary for the correct pass through level

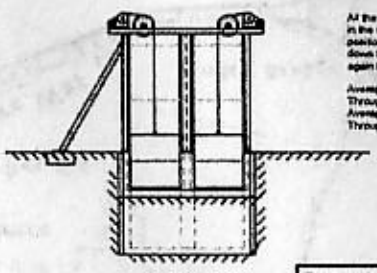
All the gates are electrically interlocked and can only be operated in the correct sequence. If a button is pressed to operate a gate in the wrong sequence there is no response. Once a button is pressed the gate continues automatically to the fully down or fully up position which automatically sets the next gate in the sequence ready for operation. At any time during the movement of a gate up or down the stop button will immediately stop the movement and it can then be temporarily moved in the opposite direction or re-start again in the correct direction.

Average through time per boat for two boat passage, with lock in favour = 8.75 minutes (Compared to 9.75 for a normal lock)
Through time for one boat passage, with lock in favour = 17.5 minutes ditto
Average through time per boat for two boat passage, lock not in favour = 12.5 minutes (Compared to 13.5 for a normal lock)
Through time for one boat passage, lock not in favour = 25 minutes ditto



SECTION BB

At a further safety feature the design exists itself to the inclusion of a safety drain if the terrain at the location where the design is to be used has a suitable water course near by, which will allow sufficient for the over spill water to be discharged into it



SECTION CC

TITLE

DOUBLE SEMIAUTOMATIC FALL & RISE LOCK to ALLOW PASSAGE UNDER ROAD SURFACE at NEAR WATER LEVEL

SCALE	DATE	DRAWN BY	DRG No.	SHEET No.
	27/11/03	D.J.Rogers	DF&RL - 001	1 of 3