

General Cruising Information

At the top of the Marsworth flight (lock 45) take the turn under the bridge into the Arm – signposted ‘Wendover 6¾miles’ From the entrance bridge at Bulbourne, the Wendover Arm is easily navigable for 1½ miles to beyond Little Tring Bridge (Bridge No.3), where the Trust has built a full-size winding hole as part of the restoration.

A feature of the Arm is its peaceful isolation. During spring and summer it is lined with reeds providing nesting sites for moorhens and coots and forms a cruiseway similar in character to the upper reaches of a river. There are **NO** services of any kind – that means no water, fuel, or sanitary facilities; there are no pubs, shops and only a few houses near the canal at Heygates Mill and at Little Tring. If you need water and refreshments there is a water point (and winding hole) a quarter-mile away on the main line in the Brentford direction just beyond the Icknield Way Bridge (Bridge No.133); The Grand Junction Arms is by the bridge. Just a few yards from the Wendover Arm turn is a picnic site with tables and seats.









The Arm is narrow and whilst it is possible to take a wide-beam boat up it, this is not recommended as there few places where a narrowboat and a wide-beam boat can pass comfortably. Most of the Arm to Tringford Pumping Station has slope-sided banks and a narrow central channel; it can be quite shallow in the centre, particularly if the summit level is down. Stay mid-channel, especially if your boat is deep-draughted.

Cruising time from Bulbourne to the winding hole is typically 30 to 50 minutes, depending on conditions. If the pumps at Tringford Pumping Station are running and feeding water into the Arm a definite flow of water can be noticed, this can slow your progress towards Little Tring – the return journey can be somewhat quicker.

Apart from specific sites marked on the strip map overleaf as having hard vertical edges you will probably need a gang plank to reach the towpath if you moor. The towpath is in good condition along the whole of the Arm.

While moored please respect the peace and privacy of other boaters and residents and do not run your engine or generator or play loud music. If staying overnight (especially if downstream of the working Pumping Station) check the water appearance in the morning, you will probably be able to see the bottom of the canal.

LEGEND

	Navigable canal
	Dry canal
	Hard vertical edge to towpath
	Towpath
	Public Footpath
	Direction of water flow
	Lock
	Bridge

To see the Restoration Works:

At the end of the navigation please do not climb or otherwise cross the fence beyond as this encloses the Trust’s work compound and **there is no footpath through it.**

Instead, if you want see the restoration work, or just walk the towpath towards Wendover start from Little Tring Bridge, walk downhill to Little Tring (beware of traffic – no footpath) to the bottom of the hill. Take the footpath on the right, this goes behind the hedge bounding the road to the next gate to the road. Cross the road go up the cart track, sign-posted as a public footpath. 50 yards up the lane a gate on the right gives access to the towpath of the un-restored Arm. The restoration work is continuing less than ½ mile ahead, and is easily viewed from the towpath. Check for working party dates at www.wendoverarmtrust/restoration.

An alternative that avoids the road is to go to Bridge No.4 across the fields. From Little Tring Bridge take the offside of the canal, go down the steps at the bridge and follow the path alongside the canal. At the winding hole bear left for 150 yards, then at the boundary hedge of the field turn right and follow the footpath for 400 yards to Bridge 4. At the time of publishing this issue of the guide the restoration had reached Bridge No.4 and as time passes, you will need to turn right at the bridge to view the restoration works.

The Wendover Arm Trust

The Trust was formed in 1989 as a registered charity to promote and implement the restoration of the Wendover Arm Canal. The Trust is run by a dedicated team of volunteers and is a membership organisation. There is no local or national government subsidy and although the Canal & River Trust owns the canal, it is only permitted by legal constraints to carry out essential maintenance to keep the towpath clear and to ensure the supply of water from Wendover reaches the Tring summit at Bulbourne Junction. All monies are raised through grants, donations and fund-raising activities.

Visit our website www.wendoverarmtrust.co.uk for more details.

A guide to the whole Arm, facilities and transport can be found in our leaflet: *Introduction and Visitors Guide*

A guide to the past, current and planned future restoration work can be found in our leaflet: *Restoration – A Brief Guide*.

Current restoration work is focussed on re-profiling and lining the dry section of the canal from Drayton Beauchamp to Little Tring.

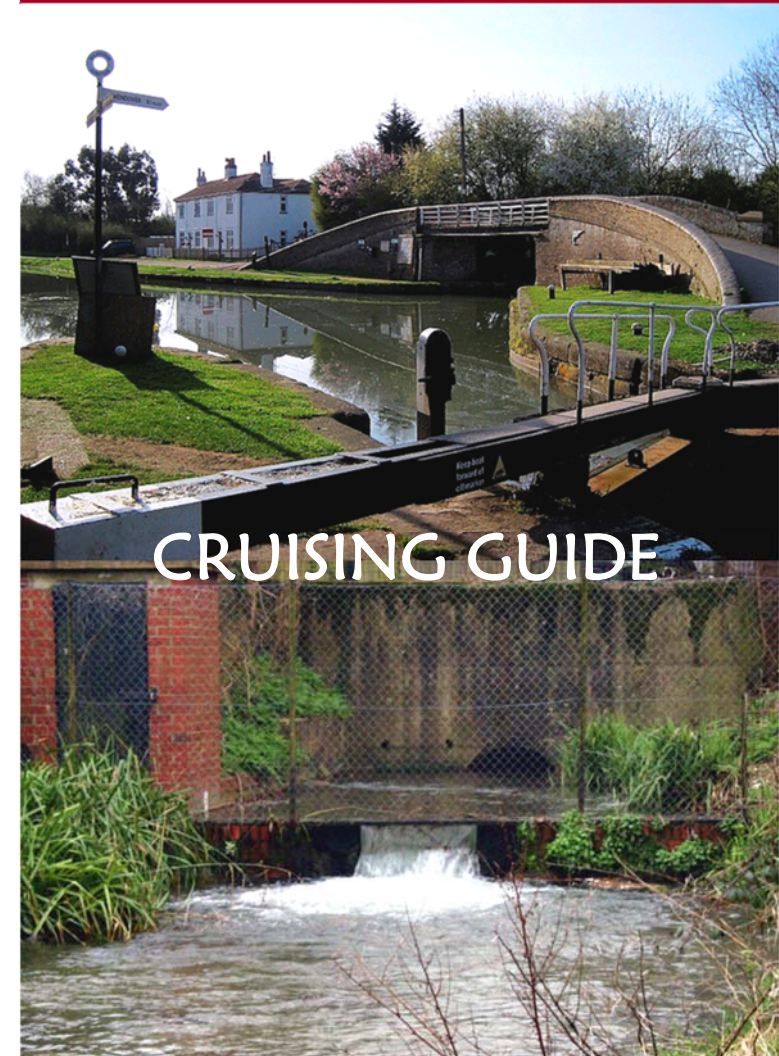
Front cover pictures:

Top: Entrance to Arm at Marsworth top lock and signpost, ‘Wendover 6¾ miles’
Bottom: The Trust’s ultimate objective – Wendover Wharf and a fully restored navigation

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The Wendover Arm Canal



Wendover Arm Trust

CRUISING – POINTS OF INTEREST

At the top of the Marsworth flight, opposite the entrance to the Arm, is a working dry dock. This was the original canal lock and is alongside the wide lock (No. 45) built as part of the extensive refurbishment of the Grand Union in the 1930s. The towpath bridge over the entrance to the Arm (bridge No.1) is a flat replacement of a traditional humpbacked bridge. The bridge has to be strong enough to carry motorised vehicles as it is the only access to the toll house at the junction; the house displays the characteristics of a typical combined office and dwelling, including bay windows to look for incoming boat traffic and an original ticket window inside the house where tolls would be charged.

