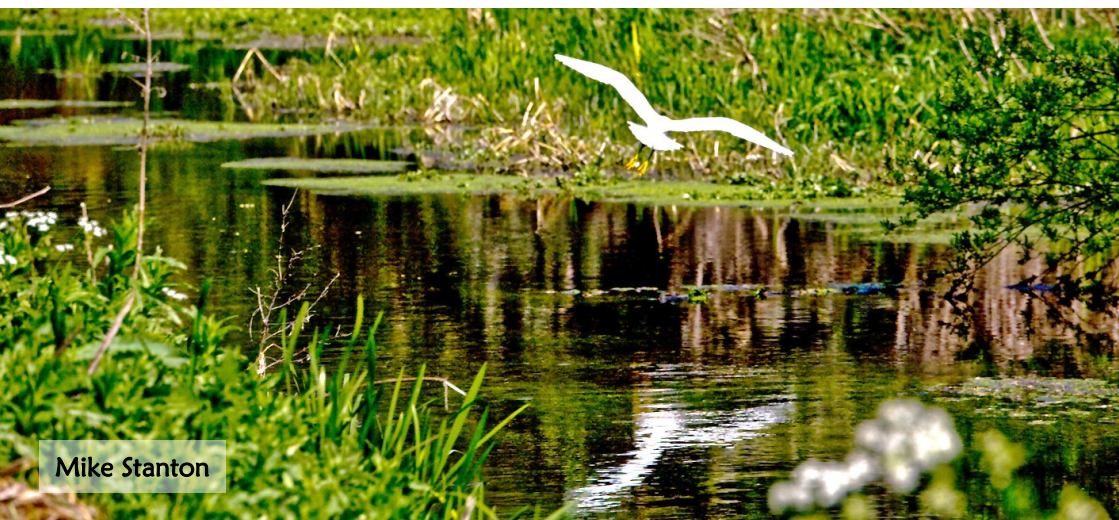


WENDOVER ARM NEWS

Restoring the Wendover Canal



Stephen Bonser



Mike Stanton



Newsletter of the Wendover Arm Trust

*2020 Summer
Issue 2*

Contents



Chairman's Report	4	Membership Update/ Volunteer profile - Leanda Richardson	14
AGM agenda/Finance Report	5	Tringford Pumping Station Pump Repairs	16
Wendover Arm Restoration, the early years	9	Operations Report / Wordsearch	18/ 19
100 Club Lottery	12	Event: Ecological Survey Workshop	20
Aerial Video of our Restoration Site/ Truck For Sale	13	Study Tour of the Lot Valley 2019 – part 2	21

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Council members 2019-20

- * Chris Sargeant – Chairman
- * Leanda Richardson – Vice Chair & Fundraising
- * Clive Wilson – Treasurer
- * Tony Bardwell – Operations
- * John Rowe – Honorary Secretary
- * Peter Bird– Membership
- * Bob Wheal – Sales
- * Peter Lockett – Purchasing
- * Clive Johnson – Website and talks
- * Carol Williams – Newsletter
- * Nigel Williams - Publicity
- * Ben Grinsted – IT and Social Media
- * Jenny Brice – IWA Nominee & Minutes Secretary
- * Peter Elwin (co-opted) – Community Engagement



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Chairman's Column

As we emerge from our enforced lockdown I hope this finds you optimistic and looking forward to a new “normality” – hopefully including the best of what we have adapted to recently as well as cherished traditions.

Restoration work has been paused for the past three months and can only restart when Canal & River Trust, the owners, give permission and our volunteers are comfortable to do so.

People are now exercising more, cycling and running and generally enjoying the outdoors – towpath usage has more than doubled over the past three months – all of which will bode well for us when applying for funding to complete the restoration since applications are judged in terms of public benefit provided.

Behind the scenes we have been busy updating documentation and policies in relation to CDM (Construction Design Management) which are now on our website. This approach defines clear responsibilities and safe working practices for the benefit of everyone.

Council are re-organising to reflect

future needs and looking at new systems to manage finances, share information to avoid duplication. This takes time but we are well on the way. Our website is being redeveloped and will link to social media. Thanks to all colleagues on Council and volunteers for their help in this.

Longer term we want the canal to develop it into a vibrant and desirable local amenity for all – especially important in the light of RAF Halton closing and increased urbanization of the that area. To this end we need to raise our profile with local councils and planning authorities to build support for funding bids which will be needed to finance completion of the restoration.

If you or anyone you know would like to offer your skills on or off site to help us along this journey do please get in touch on the email below.

Meanwhile thank you all and very best wishes.

Chris Sargeant, Chairman

chairman@wendoverarmtrust.co.uk

Mobile: 07547 181 857



AGM Agenda: Wendover Arm Trust - Notice of Annual General Meeting

Notice is hereby given that the thirty first Annual General Meeting of the Wendover Arm Trust will be held on Wednesday 28th October 2020 at 2.30pm. This will be on-line on ZOOM due to Coronavirus. Details of how to join the meeting are given below.

1. Apologies for absence
2. Minutes of 30th AGM held on 30th Oct 2019 – vote to accept as true record
3. Matters arising
4. Chairman's Report
5. Individual Trustees' Reports
6. Honorary Treasurers Report
7. To receive and if thought fit, approve the report of the council of management
8. To receive and, if thought fit, approve the income and expenditure account and balance sheet of the Trust for the year ended on 5th. April 2020 and the report of the Independent Examiner thereon.
9. To Reappoint Ashby's Chartered Accountants as the Independent Examiner
10. To elect members to the Council (see note 1 below)
11. AOB

By order of the Council



Registered Office.
Island House,
Moor Road,
Chesham,
Bucks HP5 1WA

Note 1. Under article 39, Nominations for election to Council may be received by the Secretary up to seven clear days before the date of the meeting. Nominations must be in writing and signed by the person nominated, confirming their willingness to be elected. Only persons qualified to vote at the meeting may make nominations or stand for election.

A list of Council Members standing for re-election and other members standing for election will be given at the meeting.

Trust Members can join the meeting on line from your computer or smart phone or for sound only by telephone.

Please email agm2020@wendoverarmtrust.co.uk no later than October 21st for full details and an invitation to join the meeting and/or to obtain a nomination form which also should be returned by Oct 21st.

Thank you.

Finance Review

There is a change this year which is reflected in the restoration figures.

Previously contributions to CRT (for plant hire and materials) were charged to restoration but they are now classified as donations. This means also that monies 'owing' for goods received but not yet paid for cannot be shown as a creditor. Restoration figures therefore appear largely different to the previous year.

The figures on the following pages represent another year of steady, relentless progress and the Trust carries forward funds totalling £639,587 of which £229,100 are designated funds and £410,587 are general funds.

Clive Wilson, Treasurer

Finance: Summary of Financial Activities (SOFA)

Statement of Financial Activities

(Incorporating an income and expenditure account)

For the year ended 05 April 2020

	Notes	General	Restricted	Total	Total
Funds		2020	2020	2020	2019
Income from					
Donations and legacies	2	£34,187		£34,187	£81,832
Charitable activities					
Other trading activities	3	£11,297		£11,297	£13,848
Investments		£6,454		£6,454	£5,976
Total income		£51,938		£51,938	£101,656
Expenditure on					
Raising funds (Incl. management)	4	£10,277		£10,277	£7,995
Charitable activities (restoration)	4,5	£19,380		£19,380	£51,200
Other (donation to CRT)		£32,793		£32,793	
Total Expenditure	4	£62,450		£62,450	£59,195
Net income/ (expenditure)		-£10,512		-£10,512	£42,461
Transfers between funds		£0		£0	£0
Net movement of funds		-£10,512		-£10,512	£42,461
Reconciliation of funds					
Total funds brought forward		£650,099	£0	£650,099	£607,638
Total funds carried forward		£639,587	£0	£639,587	£650,099

Finance: Balance

Balance Sheet For the year ended 05 April 2020

	Notes	2020	2020	2019	2019
Fixed assets					
Tangible assets	6		£706		£1,341
Current assets					
Stock		£2,322		£2,191	
Debtors	7	£0		£23,904	
Cash at bank		£636,870		£639,233	
Cash in hand		£589		£766	
Total		£639,781		£666,094	
Liabilities					
Creditors, amounts falling due within one year	8	-£900		-£17,336	
Net current assets			£638,881		£648,758
Net assets			£639,587		£650,099
The Unrestricted funds of the charity					
- General	10		£481,087		£401,599
- Designated	10		£158,500		£248,500
Total unrestricted funds			£639,587		£650,099
Restricted funds	10		£0		£0
Total charity funds			£639,587		£650,099

Wendover Arm Restoration , the early years 1968 – 1989as recalled by Roger Leishman

1968

This is the first year in which there is a record of restoration of the Wendover Arm, in particular by the use of volunteer labour. It was also the year in which the demolition of Little Tring Bridge over the canal was first suggested – by the then Tring Borough Surveyor on the grounds that it was too weak for modern road traffic. Bernard Banfield, a one time resident of the cottages at the former Whitehouses Pumping Station, and a member of the Chiltern Society, led the protest by local and national bodies against the demolition of the bridge



1973

Despite strong objections, and a proposal by British Waterways (BW) to rebuild the bridge, matters came to a head when the government launched a scheme to give grants to the likes of railway and canal authorities to strengthen their over bridges to carry modern road axle loads – called Operation Bridgeguard. The authorities refused to spend money



strengthening a bridge over a disused canal so Little Tring Bridge was demolished and the irony was that it was so strong a demolition ball just bounced off the arch and it had to be taken apart brick by brick!

1980 onwards

A group of canal restoration enthusiasts initiated by the Grand Union Canal Society commenced working parties to clear, initially the towpath, and then the bed of the canal of scrub and young trees. Up to this time the towpath was mostly impassable through most of Hertfordshire (Bulbourne Junction to the County Boundary) although the towpath through nearly all of Buckinghamshire (Drayton Beauchamp to Wendover was improved under a joint project between BW and Aylesbury



Vale District Council. This work continued through the years until the bed and towpath were completely cleared between Little Tring and Buckland Wharf in 2005.

1985

The Department of Transport published a proposal for an A41 bypass of Aston Clinton that involved crossing the line of the canal.

As the primary aim of WAT was the restoration of the Arm as far as Buckland Wharf the first of many annual Trust Festivals was held to raise the necessary funds.

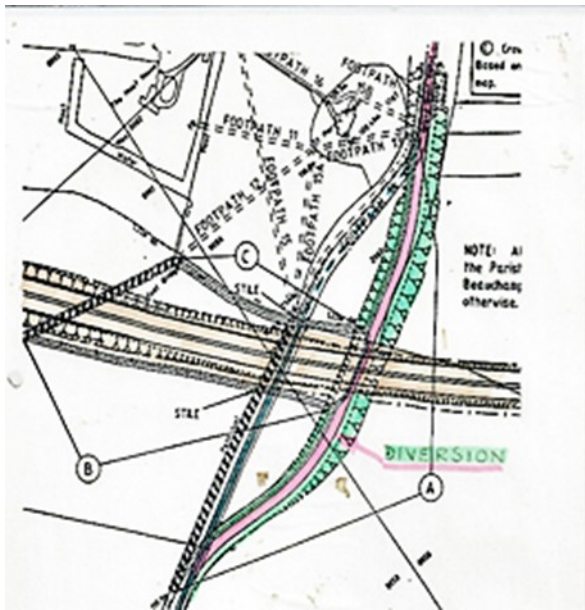
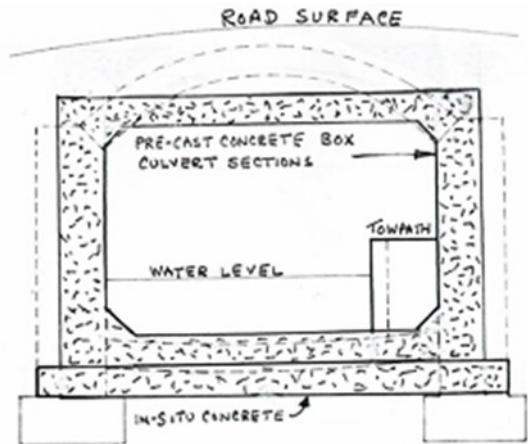
In the same year the enthusiasts who had been working towards restoration of the canal held a meeting on the 2nd October 1985 at which the Wendover Arm Group (WAG) was formed and offered assistance by BW

1988

In this year WAG was reformed as the Wendover Arm Trust, a registered Charity with the initial aim of restoring the Arm as far as Buckland Wharf, near the old A41 bridge. At this point it was decided to raise serious money for the restoration resulting in the annual Wendover Arm Festival.

1989

In this year the engineering consultants, W.S. Atkins, prepared an engineering study into the feasibility of restoring the Wendover Arm to Buckland Wharf. The report stated that restoration was feasible and included a recommendation that Little Tring Bridge be rebuilt with a precast rectangular concrete culvert.



In the same year a public enquiry was held to review the proposed A41 Aston Clinton by-pass that was designed to cross the canal right at the point where the flow of water entered the 18" underground pipeline at the 3 mile post. The Trust was represented and pressed for the Highway Authority to provide a bridge over the canal with navigable headroom. Fortunately the Inspector who held the enquiry ruled in favour of the Trust. However, the Highway Authority asked for the canal to be diverted slightly uphill on the by-pass from its

present course so as to avoid raising the road level to give navigable headroom. In particular the residents of Drayton Beauchamp had asked for the level of the bypass to be as low as possible to avoid intrusion on their view. This was agreed and the Highway Authority accepted liability for compulsory purchase of the land and works needed for the diversion.

To be continued.....

Club 100 Lottery

The Winter draw was made at the January council meeting. There were 208 subscribers in this draw.

The winners were....



Colin Parlett, £237.60



Chris Webber, £99



Rodney Hardwick, £39.60

Congratulations to our winners and thank you to all members who take part in the Club 100 lottery. Thanks to your support the scheme has raised well over £20,000 for restoration funds since it began in 1997.

If you would like to be in with a chance of winning next time, joining Club 100 couldn't be easier. Simply complete the application form and arrange payment (cheque, BACS transfer or standing order). Each lucky number costing £15 per year is entered into 4 quarterly draws. The jackpot is directly proportionate to the number of subscribers.

Remember you have to be a paid up member of the Trust to enter Club 100, each lucky number costs £15 per year for 4 prize draws. The prize fund increases with every new subscription taken out. **Join today** - the application form can be found on the website.

The next draw will be in July 2020.

Aerial Video of our Restoration Site

I was recently approached by a live-aboard boater Kate Finn and her partner Adrian, who had visited the Wendover Canal and wanted to use a drone to record footage of the "Dry Section" which we've been restoring. Tony Bardwell reminded them of the need to seek RAF Halton permission to fly a drone in our area, which RAF Halton kindly gave (they may be less able to do this once lockdown is over).



The video follows the Dry Section from the Little Tring winding hole to Drayton Beauchamp. You can see the latest restoration progress, namely the part-completed work between the old and new Bridge 4. To accompany the footage, Kate and I recorded an interview about the Trust's work. Both the aerial footage and the interview are on YouTube, and links to them can be found on the front page of our website wendoverarmtrust.co.uk - by the time you read this, you might need to scroll down a bit to find this item.

Clive Johnson

Wheeled Dumper truck For Sale

This is a Thwaites Alligator 2 probably made in the 60's.

It has a hand start two-cylinder Petter Engine and is in working order. Would suit an "own builder" or enthusiast/collector.

The Alligator was donated to WAT for work on the canal, but we have not been able to attach a roll over bar therefore we cannot use it.



Currently sited at Little Tring, viewing is available on request. We can advise how to transport if needed.

Best offer secures, payment method to be agreed.
Contact 01296 634 973 or operations@wendoverarmtrust.co.uk

Membership Update

Four new members have joined us recently. Welcome to WAT.



Volunteer Profile: Leanda Richardson

My first experience of WAT was at a restoration working party about 5 years ago. I went along to escape a desk job which I wasn't enjoying much at the time. For years I have turned to the countryside as a means of relaxation. So, I thought it was time to put something back into the surroundings that I had derived so much pleasure from.

Little did I know...



I hadn't a clue what I was doing, nor was I really equipped to do the job. I was dispatched to shovel aggregate into the cement mixer. 10 spade-fulls I was told. I thought the first one went in fine, but I was given a despairing look and told to make it 20!

I persevered - as did others. And it seems to have paid off. I would like to think I know more about what I am doing now. I am qualified to drive the dumper – without L-plates!

As time went on, I started picking up bits and pieces of information about the organisation. I made the mistake of taking an interest and then offering help. I ended up being co-opted onto the Council in 2018/19, formally elected at the

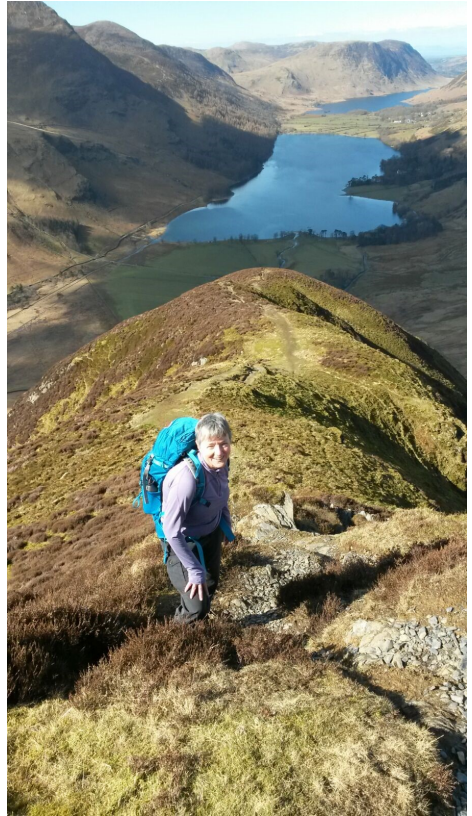
last AGM and subsequently found myself being Vice-chair.

I am full of admiration for all those who have gone before me. The vision, the commitment to hard work and the determination to keep going has been an eye-opener. It is this that has motivated me to try to help achieve the goal. And what an achievement that will be. I can almost sense the atmosphere and the feeling of immense pride when all involved see that boat cruising along the next stretch of the canal. A waterway that has been unchartered for over 100 years - it brings a lump to the throat.

For the here and now though, we are faced with some big challenges if we are to realise that dream. We cannot deliver it alone. We will need the help of a whole range of organisations – Local Authorities, local businesses, local residents, schools, community groups, environmental organisations, CRT, IWA etc etc.

Whilst I will always be dependent on others to take the restoration work forward, I would like to think that this partnership working is my *raison d'être*. I am a bureaucrat by background and as hard as it is to

believe, I think that might be useful - for once! I have a different skill set which I can bring to the party. I think it can pay off. I hope so. I am pretty determined to make it so. Let's see. Others can judge. Time will tell.



Leanda Richardson

Divers in the Depths

Tringford Pumping Station Pump Repairs

You may have seen the repairs on Countryfile, Charles Baker CRT explaining the workings to Matt Baker of the BBC. The pumps relay the water from the surrounding reservoirs by a vast network of headings (tunnels). For a detailed plan of these complicated routes and notice of any planned Pumping Station open days in 2021, check out our website www.wendoverarmtrust.co.uk

Did you realise without the Wendover Canal the Grand Union would run dry! Its original purpose was to bring the water from the Heron Stream via the Wendover canal to the summit level of the Grand Union Canal. With locks either side of the Chiltern Hills every boat passing through resulted in loss of water.

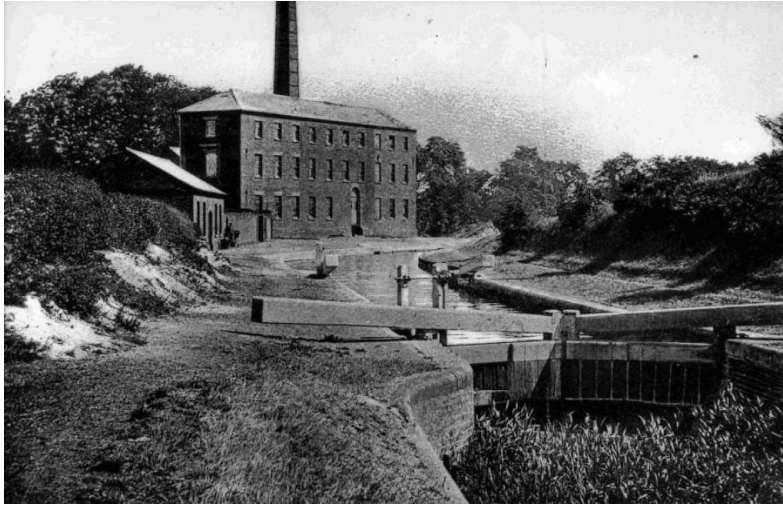
The history of the working staff is fascinating, with the engineers in charge passing from father to son on many occasions. When the Boulton & Watt Steam engine was installed in 1818, it was in the hands of Jonathon Woodhouse. But more capacity of water was required, so Wilstone reservoir was enlarged and a second York Steam Engine was installed by Mr Sims. This enabled the two steam engines to pump from all three reservoirs – Marsworth, Tringford and Wilstone. The labour rates at this time were labouring engineer 30/- (£1.50) and superintendent 50/- (£2.50) per

WEEK!.

The finances were checked by coal trials, and in 1839 Bagworth Colliery coal was found to be the most economical at 8.5d (3.5p) per lock fill. Jonathon Woodhouse retired at the age of 74 and his son William took over his responsibilities. Continuing the succession in the family John Woodhouse became his assistant, but by 1849 he had been replaced by William Jnr. It appears that in 1874 William Snr demanded a pension which was not agreed, and his position was given to Richard Leah an ex-employee of the London and North Western Railway. This had the result, that William Jnr also moved on.

In 1887 three new boilers were installed at Tringford, Richard Leah resigned and was succeeded by Frederick Mew. By this time, the leakages had become unacceptable causing problems during dry weather, so the stop lock was built alongside at Tringford. Unfortunately, by 1898 this led to the complete closure of the Arm at this point. During the next ten years it was found that the cost per lock was increasing and in 1909 the current rate was 18.93d (8p) per lock.

The solution was to install an 18" pipeline from Drayton Beauchamp to Tringford along the section of the canal that leaked. A new gauging tank was constructed at the top end of Tringford



Reservoir from which the water would fall down a mixing shaft to a high level heading with one branch to Tringford Reservoir and one to a well at the pumping station. Situated in the well, an electrically driven centrifugal pump continued the process. The result was a reduction of cost per lock to 7.33d (3p).

During 1913 Messrs Rees Roturbo Ltd installed their diesel pumps and the Boulton & Watt Steam Engine was removed in 1926. This allowed the Pumping Station to be reduced in height. The 110 year old steam engine was offered to museums, but none could accommodate its height. It had run all those years and only required basic maintenance. Frederick Mew retired in 1932 and was succeeded by his son G.J.Mew, now only a reduced number of staff at Tringford were needed.

Various investigations and plans were

forwarded over the following years, but due to high implementation costs these were never followed through. In 1942 the canal came under the control of the government and various repairs to reservoir headings and wells completed. An electric motor supplied by Harland Engineering Ltd was installed in 1944 and an additional pumphouse built adjacent to the outfall of the pipeline. The costs at that time were not expected to exceed 1/4d (7p) per lock even in drought years.

All the above details were contained in the minute books, compiled on large parchment paper, not able to be photocopied. These were transcribed by our Vice President Barry Martin in 2004. We are indebted to him for this no doubt painstaking task, as the full 32 page transcription can now be kept in a modern electronic archive.

Jenny Brice, WAT Events Team

Operations Report



CRT have now given permission for Volunteer Restoration on their land from 1st August. We will have to modify our Covid 19 (C19) risk assessment and start planning the next work party following the rules laid out by CRT and our updated risk assessment actions.

The pencilled in date for the next work party is Friday 17th July, which does not fall within our normal beginning of the month pattern. This may change depending on the ability to hire machines and also getting enough willing Team Leaders and volunteers.

The first tasks planned will be to move and assemble the new welfare hut and set up the equipment associated with achieving the hygiene requirements of C19. This is important for our volunteers who will be able to wash their hands and face etc. with hot clean water and soap in sheltered surroundings. Tea and other work breaks will be staggered to give plenty of social spacing in the hut. Following from that there is a large amount of vegetation to get under control and that includes the result of the grass seed we planted in autumn/spring which has produced a very healthy crop!

Further tasks will be planned whilst we work out how to get as much distancing between volunteers as possible. Where we have two-man lifts, we will either try to use another method or wear facemasks and goggles. This is just a small sample of the changes that have to be introduced. The risk assessment and daily dynamic assessments contain far greater amounts of detail. If anyone is interested, our risk assessment and other policies are published on the WAT website.

A stock of PPE (a well-known abbreviation these days) has already been purchased and will be available at all times whilst we are on site.

The slightly longer-term aims are to begin the restoration at Whitehouse with a small team. If we can safely get enough volunteers on site, we may also be able to continue work on the Stop plank and Old swing bridge walls these being a long way from Whitehouses in virus terms.

As can be seen, we are very much feeling our way through this unprecedented situation and we will always have our volunteers and their family's safety as our number one priority.

Tony Bardwell, Operations Director

Wordsearch: Weird and Wonderful Words

Q	S	O	D	W	H	E	G	A	S	E	G
X	R	W	E	F	L	E	Q	X	E	M	N
X	L	I	O	G	I	U	W	N	I	B	U
L	R	E	N	R	E	N	S	V	V	A	P
K	F	I	N	D	R	T	U	C	V	N	F
L	D	M	U	G	B	A	Q	B	A	K	B
J	E	C	J	W	T	U	N	I	N	M	E
P	T	M	O	L	E	H	T	K	H	E	A
S	L	U	I	C	E	D	S	T	H	N	M
N	O	I	T	C	N	U	J	M	Y	T	J
L	P	L	S	O	E	H	T	V	A	G	K
G	O	N	G	O	O	Z	L	E	R	N	L

Gongoozler: A person who enjoys watching activities on the canal, particularly at locks.

Beam: Width of a narrowboat, determined by its widest cross section.

Cut: Boaters' term for canals because they were literally cut out of the land.

Dingle: A tree-lined hollow through which a canal proceeds.

Butty: Short for butty-boat; an unpowered freight narrowboat towed behind a narrowboat with an engine. Butty is also Welsh for 'mate' or 'buddy'.

Lengthsman: A person employed to maintain a section of the canal, especially the water levels.

Aqueduct: A man made structure to carry the canal over an obstacle or water course.

Embankment: The canal has been built above surrounding land. An embankment supports the canal side.

Junction: The point at which two canals, or a canal and a river, meet.

Narrows: A short length of canal with width room for only one narrowboat.

Navvies: Short for navigators - the workforce that built our canals in the 1700s.

Sluice: An adjustable door/gate which enables water flow to be controlled.

Weir: A man made structure that allows excess water to leave the canal system (overflow), while maintaining a constant operational level.

Event: Focus on the Environment - Ecological Survey Workshop

Date: Wednesday 16th September 10.00am – 3.30pm

Location: Wendover Area

This all day free training will focus on principles of ecological surveying, environmental appraisals, legislation and protected species. The afternoon will include a site visit where we will conduct a site walkover survey along the Wendover Canal to put the morning's learning into practice. Course limited to 8 people.

The Workshop will be run by Alex Melson - Inland Waterways Association Volunteer Co-ordinator (WRG)
See his experience below.

"I have been with IWA for over four years working as a volunteer coordinator for WRG. Since 2018 I have been offering environmental advice to Canal Restoration Groups. My background is in ecology and sustainability having studied at Keele University. Before my time with IWA I worked with Groundwork South in Denham looking after nature reserves and managing community projects in disadvantaged areas. I also spent 10 month volunteering with the Herts & Middlesex Wildlife Trust as a trainee reserves officer."



We are hopeful that this day can go ahead, even if social distances have to be observed.

Come and join me, it will be even more worthwhile surveying our own patch.

Just email me to reserve a place. events@wendoversrmtrust.co.uk
Jenny Brice WAT Events Team

Study Tour of the Lot Valley 2019 – part 2

by Nigel Williams

On June 2nd 2019, having arrived in Lyon by air I met the participants from all parts of the world including New Zealand, USA, Canada, Germany and Austria. There were eight from the U.K. The first full day was spent in Lyon with temperature well above 30 degrees C. Visits were made to the former Port Rambaud now completely transformed under the urban regeneration project started in the 1990's. Dinner was enjoyed in the famous Brasserie Georges founded in 1836 by the side of the historic Perrache station.

The following day we boarded the coach at 08.30 following the River Saone and visited the double staircase lock at Cusset adjacent to the hydropower plant. In the afternoon there was a guided tour of Vieux Lyon to see the Renaissance architecture.

On the Tuesday morning we were joined by 28 participants from a French group, Alliance Des Rhodaniens. There was then a long drive to the Truyere gorge via Clermont-Ferrand.

We then visited the EDF dam at Sarrans in the company of Stephane Chataignier, EDF Engineer. Hydropower remains the world's foremost, oldest and most competitive forms of renewable energy and together with nuclear power generates 95% of electricity in France without CO2 emissions.



Upon arrival at Entraygues-sur-Truyere we left cases at the hotel and some of the party went for a short walking tour.

The delightful River Lot is divided into three characteristic sections:

Downstream of Cahors. This section was used intensively throughout the 145 kms from the confluence with the River Garonne at Aiguillon to Cahors.

The intermediate section, 145 kms from Cahors to Livinhac with traffic boosted by the Industrial Revolution.

The Upstream section, 40 kms long, between Livinhac and Entraygues was called the "mountain section" and was dangerous on account of the rapids which are enjoyed today by canoeists.

To be continued....

Nigel Williams

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Regards from your Editor
Carol Williams (left)
Assisted by Janine Jones (right).

Deadline for the
next newsletter is
16th October



WENDOVER ARM TRUST

President
Vice Presidents
Patron

Dr David Fletcher CBE
Barry Martin & Roger Leishman
David Suchet CBE

Wendover Arm Trust, A Company Limited by Guarantee. Registered Charity No.801190. Its **AIMS** are:

To promote the restoration and maintenance of the Wendover Arm of the Grand Union Canal, (including all waterways, buildings, and related structures), to good and navigable order and to promote the fullest use of the waterway by water-borne traffic (subject to the regulations of The Canal and River Trust) and for local amenity, recreational and water related activities for the benefit of the public.

To restore, preserve, maintain and educate the public in the history, use and wildlife, of canals and inland waterways generally and the Wendover Arm in particular.

General telephone number: 07547 181 857 **Website:** www.wendoverarmtrust.co.uk
Facebook: Wendover Arm Trust **Twitter:** @wendoverarm

Advertising Enquiries:

Contact the Publicity Director, (Email addresses on p3)

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