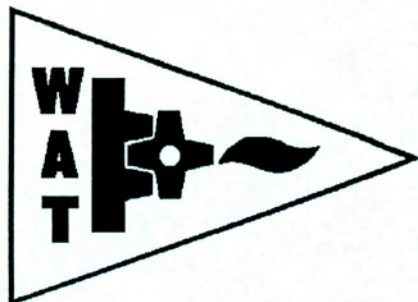


Wendover Arm News

The newsletter of the Wendover Arm Trust



Issue No. 3
Summer 1990

THE WENDOVER ARM TRUST

A non-profit distributing Company Limited by Guarantee,
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Registered Office: 2 The Driveway, Anchor Lane, Boxmoor,
Hemel Hempstead, Herts. HP1 1NT

PRESIDENT Sir Kenneth Cork, G.B.E., D.Litt.

CHAIRMAN

Please see facing page

VICE-CHAIRMAN

Hastoe Hill, Tring, Herts. HP23 6LU
Tel (0442 82) 3378

Roger Lewis

JOINT HON. SECRETARIES

2 The Driveway, Anchor Lane,
Boxmoor, Hemel Hempstead,
Herts. HP1 1NT. Tel (0442) 214126

Janet Packe

Ian Packe

NEWSLETTER EDITOR

7 Northridge Way, Hemel Hempstead,
Herts. HP1 2AE. Tel (0442) 54031

Beryl Martin

TREASURER

Jim Wright

MEMBERSHIP SECRETARY

Barry Martin

PUBLICITY OFFICER

Ken Walsh

SALES OFFICER

Ray Powell

COMMITTEE MEMBERS

Bernard Banfield

David Moore

Views expressed in this newsletter are not necessarily those of the Trust. The Editor is always pleased to consider articles, news items and letters for publication.

CHAIRMAN

As the Trust approaches it's first General Meeting we are sorry to have received a letter of resignation from our Chairman, Martin Wood.

Martin has been Chairman of the Trust since it's inauguration and was previously Chairman of the Wendover Arm Group.

The enthusiasm with which he has promoted the restoration of the Wendover Arm is well known and many of us have enjoyed his slide presentations.

With the ever increasing growth of the Trust and it's activities, Martin feels that family commitments and pressure of work will prevent him from giving as much time to the Trust as will be needed in the future.

At a Committee Meeting on Tuesday 12th June, 1990, the Committee regretfully accepted Martin's resignation and were unanimous in expressing their appreciation of his past work for the Trust.

In accordance with our Articles of Association a new Chairman will be elected at the first Committee Meeting following the Annual General Meeting.

WHAT HAS THE TRUST'S COMMITTEE BEEN DOING AND WHEN WILL RESTORATION WORK START?

Although not many Trust members have asked these questions directly there are people around who think that canal restoration is only a matter of waving a magic wand and all will be restored as good as or perhaps even better than new.

In this issue of Wendover Arm News we are reporting at length on just two of the activities undertaken by the Committee during the last couple of months. Firstly a battle (and I mean battle!) to prevent an attempt by Drayton Beauchamp residents to completely block the Wendover Arm. Secondly the organisation of the very successful Wendover Canal Festival at Tring.

As to the second part of the question - please read the article entitled Let's Break Through in '92.

Beryl Martin - Editor

THREE WEEKS IN APRIL

The Aston Clinton Bypass Public Inquiry

by Ian Packe

Background

When the Department of Transport (DTp) announced that their preferred line (the northern route) for this new road would include the provision of navigable headroom where it crosses the Wendover Arm, the Trust thought that its problems in this matter were at an end. Headroom was to be achieved by carrying the road on a 2.5 metre high embankment paralleled by earth shielding mounds 5 metres high. This arrangement also had the benefit of reducing the angle at which the new road climbed Tring Hill.

A vigorous campaign against this preferred route was prepared by the villages of Buckland and Drayton Beauchamp. They formed the Buckland and Drayton Preservation Alliance (BADPA) and a Dr Woodman became the Chairman and chief spokesman. Dr Woodman lives in the Old Rectory at Buckland which is quite near to the line of the preferred route. He, therefore, has a strong personal interest in the new road.

BADPA, quite understandably, wanted to promote an alternative route (the southern) which would take the bypass into someone else's back yard, in this case the Chiltern Area of Outstanding Natural Beauty. It was this proposal which forced the holding of the Public Inquiry.

We only learned at the last moment that Dr Woodman was also going to present personal evidence against the impact of the northern route on his home, and that this was to include a demand that, should the northern route be decided upon, the embankment over the Wendover Arm should be done away with thus blocking restoration. Doing away with the embankment, it was argued, would reduce the visual and noise impact of the bypass on St Mary's Church (and also his home).

The following diary recalls the effort which the Trust Committee put into opposing the blocking of the Arm. It should also be remembered that we were only a month away from the Canal Festival, preparation for which was now getting very lively.

Friday 6 April, 7pm.

I receive a telephone call from Mr Ron Boyd of the DTp, in which he

indicates that a proposal has been made to lower the northern route road height at Buckland. In order to preserve the possibility of navigation, they are considering diverting the canal into the hillside and thus taking it under the road at a point where headroom exists naturally.

BW are happy with the suggestion, provided the DTp pay for it, and make it waterproof. The Trust's views are now being sought and I promise to have the matter discussed at our next Committee meeting on 10 April.

Tuesday 10 April

The Inquiry opens and the vehemence of Dr W's arguments against providing navigable headroom become fully apparent. His only statement with which we agree is the fact that the canal has been un-navigable for some 86 years. All his other statements contain misinformed, misleading, and sometimes totally untrue, assertions; the canal will never be restored; BW have no intention of putting money into the restoration; the leakage problems of the past are still unsolvable; it is unnecessary since it duplicates the Aylesbury Arm; it is a dead end and goes nowhere; such a scheme is beyond the capabilities of a voluntary body such as the Wendover Arm Trust.

He is wrong! But how to convince the Inspector now that so much misinformation has been presented?

At the committee meeting that evening, Ken Walsh, a resident of Aston Clinton, gives us all this bad news. It is decided that Martin Wood should seek the assistance of Michael Handford, who walked the Arm with us a year ago, and who has the experience of the Rochdale Public Inquiry in which he successfully opposed the DTp plans to block that canal.

It is also decided that Yours Truly will co-ordinate the Trust's actions in response to BADPA and Dr Woodman, since Martin is booked for a number of business trips throughout the period of the Inquiry. We also agree to the possible diversion, subject to the conditions laid down by BW.

Wednesday 11 April

Many telephone conversations during the day with Michael Handford, Mr Shutter - the very helpful programme officer at the Inquiry, British Waterways and other committee members result in the following plan.

Michael and I will attend the Inquiry on Wednesday 18th to cross examine Dr W. on his personal evidence which is due to be read out on the afternoon of the preceding session. We can then hear the presentation of the BADPA case for the southern route on the same day, and, if time permits, cross examine that. A booking is made for the Trust to present its own case on Friday 27th.

Tuesday 17 April 8.30pm - midnight.

Seven members of the Trust Committee plus Michael Handford meet in emergency session in our lounge. Michael suggests that the Trust obtain the services of Jim Saunders of W.S. Atkins and Partners in order that an expert witness can refute the non-expert opinions of Dr W. regarding the overcoming of leakage problems, bridge reconstruction and cost estimates etc. Michael prepares his script for the cross examination of Dr W. and gives instructions for the gathering of supporting evidence needed for when we give our evidence next week. It is quite a long list.

Wednesday 18 April 6am

I find Michael, already up and dressed, sharpening his questions for Dr W.

Arrive at the Inquiry at 9.30 and Michael immediately searches out the Department of Transport team, and, since we are all on the same side for once, they agree that Michael can start the cross examination. The Inquiry reopens at 10am and Michael very thoroughly takes Dr W. over every aspect of his canal evidence. It soon becomes abundantly clear that the Dr. has not done his homework properly. Michael, now really enjoys himself and is reigned in a little by the Inspector since Dr Woodman is getting visibly discomforted.

This is eventually followed by the presentation of the BADPA evidence extolling the virtues of the southern route, presented mainly by Dr W. The Inspector, very considerably allows Michael and I to have the first go at cross examination. One of the questions we ask is what happens if the RAF do not give up Halton airfield. It becomes clear that the southern route depends on crossing this land.

After Michael finishes asking his questions, the DTp Barrister asks the Inspector to allow a statement from the RAF to be read out. This makes it very clear that the RAF are not planning to vacate the airfield

in the near future, no matter what has been reported in the local papers.

Thursday 19 April

A day of telephone calls. British Waterways are now booked to appear at the Inquiry to support our case for restoration. We talk to Bucks County Council regarding the bridges over the Arm, send copies of the relevant evidence we have collected to BW's Robin Garrett. Michael has more thoughts on what we should cover in our evidence and promises to call in on Saturday at 8am to give the first pages of his evidence to Janet for typing, etc. etc.

In the evening, Michael 'phones a list of more documents to be obtained. I ask Roger Lewis and Ken Walsh to go to Bucks, Herts, Dacorum and Aylesbury Vale Councils and obtain copies of County Structure Plans and other policy statements in order to extract those parts which support the recreation potential of the Arm.

Saturday 21 April 7.30am

Michael arrives with a fist full of hand written pages plus other documents for typing into a coherent proof of evidence by Janet, plus the promise of more pages to come, plus masses of papers to photocopy for inclusion as supporting evidence for the statements he is making.

11am Janet starts typing, panic, can't read his writing. Joint effort to decipher required. Solid typing with only a brief pause for a hurried 'take away'. Finish at midnight plus.

Sunday 22 April

I spend the day drafting the Trust's evidence. It takes Janet from 4 to 9pm to type. Then another 'take away' and more 'phone calls, among which Ken reports that at the previous Friday's hearing, BADPA wanted to withdraw their case for the southern route on the grounds that the RAF were making it impossible. The Inspector would not let them off so easily as he wanted to ensure that his report could give an opinion on the choice of route regardless of the availability of the Halton airfield.

However, this is bad news for us, since, if BADPA's heart has gone out of fighting for the southern route, they will be making an even greater effort to attack the canal.

Monday 23 April

Although the Inquiry is not in session, I succeed in contacting Mr Shutter to discuss allowing more time for Michael, Jim Saunders and I to appear. This is agreed, subject to the Inspector's OK, for the afternoon of Monday 30 April.

Janet and I spend the evening with Barry and Beryl Martin, going over the typescripts, proof reading and searching out typo's.

Tuesday 24 April

Mr Shutter 'phones to confirm the Inspector's agreement to sitting on Monday 30th to hear the Trust's case (a sitting on that day had not been intended). Robin Garrett, when told, is not too happy since he feels that BW's evidence, still scheduled for the Friday, should, logically, come after ours.

Dacorum Council's local plan plus a copy of their highly supportive letter to the Inquiry is received in the day's post and Roger Lewis arrives in the evening, having forked out £12 for the Bucks Structure Plan. Adding all these expenses up, including Atkins' fee and Michael's out of pocket expenses looks like costing us £500. Money we MUST spend in the circumstances, but how unnecessary. If BADPA had only talked to us first!

Wednesday 25 April

Mr Shutter is on the 'phone again. The Inspector has changed his mind, we are now scheduled for 10am this coming Friday! Gulpl Will we be ready in time?

Seek out more avenues from which to enlist support. Manage to contact David Wain of IWAAC after days of trying. He is most helpful. Within hours, FAX's, opposing any suggestion of reducing the previously agreed headroom, get sent to the Inquiry, BW and the DTp with copies to us.

Thursday 26 April

Mr Shutter is on the 'phone once more. Thursday's evidence looks like running late so we are back on for the Monday. That helps.

Robin Garrett and the BW evidence are moved to Friday afternoon and I plan to be there to listen and give moral support. Robin comes to our house that evening for a final discussion of the various parts of

the combined evidence. Telephone discussions with Michael result in the need for Janet to retype parts of his evidence. Just as well we have been put back to the Monday.

Friday 27 April

At 11.45am I receive a 'phone call from Robin, BW have been brought forward to 12.30 ! Impossible for me to get there in time. I ring Janet with the news. She has just seen Roger going to the Dentist and successfully gets a message through and Roger makes it to the Inquiry in time to hear the Inspector put BW off until the afternoon again. But at least the Trust has a presence in support of Robin.

BW's evidence is very supportive of the restoration but their solicitor's legal opinion is not as positive as the DTp's regarding any statutory obligation to maintain a right of navigation. Although our case does not greatly depend on any possible legal obligation, the DTp's view is certainly not to be discouraged.

During cross examination by Dr Woodman regarding any increase in maintenance costs for a restored Arm, Robin accidentally gives a much too high an estimate. This will certainly be used against us next Monday. Fortunately, as it turns out, the Inspector specifically asks that Robin be at the Inquiry again on Monday in case issues arose from our evidence which required BW's views.

Saturday 28 April

Breakfast meeting with Roger going over the events of Friday and checking that we have done all we can in readiness for the BIG DAY. Then set to work photocopying and binding, into a professional looking package, our proofs of evidence and the 26 supporting documents. The package contains some 120 pages and weighs almost one and a half lbs.

Sunday 29 April

At 7am, I check the package thoroughly and mark up the copy that Michael and I will work from with the many cross references to the supporting schedules and other documents we will have with us.

Not being used to public speaking, later that morning I hide away and read my evidence out aloud. I am sure I will trip over "inordinate" and pronounce "air draught" as air-drought and not air-draft.

In the afternoon, Janet and I decide to switch off from the Public Inquiry. So we write up two sets of Trust minutes instead!

Monday 30 April - the BIG DAY

Leave the office at midday and get to the Inquiry in good time. Soon joined by other Committee members and their spouses, Jim Saunders from Atkins and Michael.

Michael gives his evidence with great confidence, followed by Jim. As Jim has to get back to Wales, the Inspector allows BADPA to question him at this point but there is nothing very much they can do to shake any of his evidence. After a break for afternoon tea (very civilised these Public Inquiries) it is my turn. I am vaguely aware of Dr W. walking out of and then back into the Inquiry room a number of times. If this is designed to put me off, it fails. I am much too busy concentrating.

Then it is BADPA and Dr Woodman's chance to cross examine us. I quickly realise that, having had a hard time from Michael the last time we were at the Inquiry and also that it is more important for them to discredit the Trust's own evidence, I am going to get the brunt of the pressure.

Fortunately, the delay of our appearance to this Monday has meant that our evidence has not been available in time for BADPA to think up the really difficult questions. Responding without giving any ground is, therefore, not too much of a problem. As expected, the subject of maintenance costs comes up, which is just what we want. It enables Robin to correct his earlier figure and thus make the issue appear of very small importance.

Our last input to the Inquiry is to answer a number of questions put by the Inspector himself. These are much more to the point than those we faced from the BADPA team and are asked in a way which indicates a genuine interest in the canal situation.

I believe that the combined evidence of BW, Michael Handford, Jim Saunders and the Trust was of a very high quality. I do not know what the outcome will be or even when we are likely to see it. But I can not believe that we will be faced with the total shut down campaigned for by Dr Woodman.

THE INLAND WATERWAYS ASSOCIATION

Memorandum

Public Inquiry on the Aston Clinton By-Pass (Wendover Canal) April 1990

To: Chairman, Vice Chairmen, Restoration Committee, Region and Branch, J.Saunders (W.S.Atkins), Ian Packe, Wendover Arm Trust.

From: M.A.Handford. 6 Spa Lane, Hinckley, Leics. LE10 1JB.

Together with Ian Packe, Secretary of the Wendover Arm Trust, I attended two days of this inquiry in April. The first day consisted of rebuttal evidence based on the objections of a Dr Woodman whose ideas on canals were misinformed. This was fairly easy stuff and we were able to discredit his opinion/evidence easily as well as ruin his proposals for an alternative southern route.

In private discussions we raised again and again that, had Dr Woodman supported the 'principle' of restoration, we would have worked with him over a long timescale to mitigate the alleged impact of the northern route on his house. This went over very well to his supporters - less so to him perhaps.

The second day consisted of our evidence. I outlined the national context of restoration and the Wendover Arm's place in that. The Trust had produced a most impressive, very well researched and very professionally presented brief - quite the best piece of evidence by a canal group I have ever seen. I hope National, Regional and Branch Chairmen will note this point in future deliberations on the canal. Jim Saunders of W.S.Atkins came in and outlined very usefully the way we could tackle the various technical problems. This was an important part of building up our professional credibility at inquiries and clearly impressed the Inspector.

In the meantime DOT had put in a legal submission stating they were legally obliged to provide culverts and BW put in a submission which was very supportive indeed but made the opposite point. We concluded saying culverts were desirable regardless of the legal position.

I am optimistic on this one. Clearly extensive advance preparative and technical support radically alter our chances of success even when we have a good case to start with.

Michael Handford

WENDOVER CANAL FESTIVAL AT TRING.

The first Wendover Canal Festival at Tring has at last come and gone. It was, thanks to a lot of very hard work by very many people, a success of the first order. An event which will be remembered by a very large number of people.

We eventually had 128 boats on the Arm, who's overall length totalled 5962 feet which was not bad considering the "in water" length of the Arm is only 6600 feet. They were a fine sight to see - ranging from 17 foot cabin cruisers to pairs of 70 foot ex-working boats.

One of the principal features of the Festival was the specially erected foot bridge which gave all of those boaters who preferred to "tie up" on the towpath side easy access to the Festival site and it also gave the hundreds of members of the public, who wanted to look at the boats, a route to the towpath.

There is no doubt that much of the success of the weekend was due to the "Clerk of the Weather" - the sun shone for the whole of the time. It gave everyone a chance to enjoy all "the fun of the fair".

Saturday was a day devoted to the boaters pleasure which included games for all ages, a Jazz Band and during the evening three Hot Air balloons took off from the site.

The public part of the Festival started at 9am on Sunday morning with a Car Boot Sale and was officially opened at 12noon by the Mayor of Tring, Councillor Derek Townsend, who was supported by Mr & Mrs Brown, the owners of the site, Councillor Don Evertt, the Chairman of Aston Clinton Parish Council, Councillor Michael Blundell, Chairman of Halton Parish Council, Councillor Desmond Willis, Chairman of Wendover Parish Council and Mr Tom Ross, Vice Chairman of Drayton Beauchamp Parish Meeting. After the opening ceremony the Trust Chairman, Martin Wood, formally received a cheque from 9 year old Nina Beard - the result of her efforts for the Trust by running a bring and buy sale.

After this the public came in their hundreds to see two marquees filled with craft stands and stands manned by supporters of the Trust and other charities. A fine array of Classic Cars (who gave a mobile display during the afternoon), an excellent collection of stationary engines belonging to members of the Bucks. & Beds. Stationary Engine Club, and anyone wishing to let off steam, could do so by

firing "paint bullets" on the Sudden Impact stand.

The children were catered for by swing boats, a small roundabout, a bouncy castle and ponies from a local riding school - the ponies gave a total of over 300 rides during the 2 days that they were present.

The South Bucks Branch of the IWA kept up a continuous supply of teas, sandwiches and cakes during the two public days of the event and the GUCS members maintained a goodly supply of excellent beer throughout.

On Sunday we were entertained by two sessions of Morris Dancing during the day and a Novelty Dog Event - the dog who looked most like its owner was a beautiful Labrador owned by the daughter of a former Lord Mayor of London. On Sunday evening 400 boaters cooked their barbecues on the site and then enjoyed a first class 50/60's Disco. The Mayor of Tring, who seemed addicted to the whole show, drew the numbers out for the 30 prize raffle.

When the Disco ended a Hot Air Balloon belonging to Agfa had been inflated in the arena and in the darkness of the night was almost as spectacular as the fireworks after a National Rally at Hawkesbury.

Monday activities were similar to those on Sunday with a static balloon flight made by the Kodak Balloon. The public came in even greater numbers and at the close, Jim Wright, the Festival treasurer estimated that around 5000 people had paid to come either by boat or by road.

Not only was this event a source of great pleasure to all who attended, - it was financially a great success, by far the biggest contribution to the Trust's funds so far - and it also made our aims known to a vast number of people who came from many parts of the country.

Our very grateful thanks go to Mr & Mrs Brown for so kindly allowing us to use their field for the Festival. My thanks also go to each member of the Festival Committee for the hard work which was put into the preparation of the event and to the many visiting boaters who helped on the site during the weekend - without their help we would never have parked all of our visitors cars or relieved them of their cash when they passed through the gates.

My thanks to everyone involved with the whole weekend.

Roger Lewis - Festival Chairman.

FESTIVAL VIDEO

The Wendover Arm Trust's inaugural Festival may be over, but undoubtedly it heralds a new era in the life of the Wendover Arm. In retrospect, some people may now wish to order a copy of the Festival Video to have a record of the modern history that has been created.

Vic Marcham, who is a professional video producer, will be pleased to post you a copy of "Wendover '90 - The Event", a 45 minute VHS video on receipt of £20 which includes postage and packing. The Wendover Arm Trust will receive a £5 donation for every one sold. Orders please, direct to Vic at 5 Holland Gardens, Garston, Watford, Herts., WD2 6JN.

WELL DONE

It was a real pleasure to attend the Bank Holiday Canal Festival on the Wendover Arm of the Grand Union because it was so very professionally organised, ably backed by good administration and simply aimed at making folk aware of the Arm's existence. The newly formed Trust are to be congratulated on attempting such a major event and justly received much boating support - at least 120 boats on the Arm alone and one still on it's trailer in the camping ground ! - (a case of 'No room at the Inn').

There was a very full Craft Marquee and another offering various displays of aspects of the waterways plus local interest from Pitstone Local History Group and the Princes Risborough Railway Association. With classic cars and hot air balloons there was a very full field and the incredible site service maintained their standard throughout the whole event.

W A T may very well stand for Wendover Arm Trust, they also stand for **"What A Triumph!"**

Well done all concerned and a public thank you.

Mrs J M Thomas, Hoddesdon, Herts.

Copy Date for the Next Issue
Aug. 14th 1990

Little Tring Bridge Campaign

LETS BREAK THROUGH IN '92

Should you walk from Gamnel Bridge (by Heygates Flour Mill), along the towpath opposite the Festival site, you will come to the Little Tring Pumping Station and the remains of the former Stop Lock. This lock was unusual in that it was not there to raise or lower boats but just to stop water flowing into what is now the dry section of the canal to Wendover, this being done to reduce the amount of water leaking from the canal bed yet still allowing the canal to be used by boats when required.



The steep, shrub clad, bank leading to the road above is the site of Little Tring Bridge. This was infilled in the early 1970's as part of a national exercise to make road bridges strong enough to take the heavier weight lorries that were going to be allowed on Britain's roads in the name of progress.

The Wendover Arm Trust has, in agreement with British Waterways, who own the canal, decided to make the reopening of this bridge an urgent first step in the full restoration of the waterway to Wendover. The Trust and British Waterways have agreed to jointly fund a technical feasibility study and budgetary costing for this. This study will be carried out by a respected firm of consulting engineers who have considerable experience in canal restoration schemes.

As soon as the results of this stage are known, the major criteria for how soon work in reopening the bridge can start is the rate at which finance can be obtained. Subject to finding the funds, it is possible that the physical work to reopen Little Tring Bridge could start as early as 1992. The Canal Festival was one part of the fund raising effort that will be a continuing feature of the process of restoring the entire waterway.

WENDOVER BRANCH DISTANCE TABLE

This table is based on the Chain Survey made by Thomas Milner (measuring along the towpath with a steel band chain) of the entire Grand Junction Canal in the autumn of 1893, with certain later additions. 'L' and 'R' refer to left and right in the direction of travel.

Distances are given in miles and yards.

Bulbourne Junction with the Main Line to:

Bridge No 1 - main line towing path	0	0
Toll office (R)	0	25
Paddle to Marsworth reservoir (R)	0	410
Gammel Bridge No 2 - Tring to Long Marston road and turnover (towpath L to R)	0	1144
New Mill Wharf (Bushell Brothers boatyard) (L)	0	1177
Tring Flour Mill Wharf (L)	0	1315
Culvert taking the Tring Drainage under branch	0	1408
Tring Feeder enters branch (L)	0	1494
Site of coal wharf (L)	0	1640
Tringford Pumping Engines (R)	1	326
Tringford stop lock (start of dry section)	1	440
Little Tring Bridge No 3 - Tring to Wilstone road	1	532
Site of Wilstone Bridge No 4 (wooden swing accomodation)	1	1720
Weir and heading to Wilstone reservoir (R)	2	183
Drayton Beauchamp Bridge No 5 - road to Tring	2	1364
Drayton Beauchamp Wharf (L)	2	1370
Flood paddle to Wilstone reservoir (R) (end of dry section)	2	1749
Buckland Wharf (R)	3	506

Buckland Bridge No 6 - main Aylesbury road (A41) and turnover (towpath R to L)	3	604
Site of Buckland Gas Works (R)	3	672
Aston Clinton Bridge No 7 - road to Halton (Stable Bridge or Wellon Head Bridge)	3	1520
Site of landing (R)	3	1584
Site of bridge (ornamental swing bridge with wooden top)	4	93
Hare Lane Bridge No 8 - accomodation	4	992
Park Bridge (ornamental iron bridge on Rothschild Estate)	4	1753
Halton Bridge No 9 - road to Weston Turville and turnover (towpath L to R)	5	151
Site of Halton landing (L)	5	286
Halton weir (R)	5	396
Site of Halton Gas Works (L)	5	726
The Perch Bridge No 10 - road to Halton	5	1304
Paddle to Weston Turville reservoir (R) (Est.)	6	160
Heading enters branch (L)	6	374
Site of railway bridge into Halton RAF Camp(Est)	6	600
Heading enters branch (L)	6	1254
Wendover Basin and Wendover Wharf (L)	6	1264
Site of Wendover Gas Works (R)	6	1285
Stream (Wendover Drain) enters branch (L)	6	1338
Termination of branch, Wharf Road, Wendover and mill stream weir	6	1352

Contributed by Alan Faulkner.

TIDY COUNTY '90 CAMPAIGN

A working party made up of members and friends of the Trust picked up litter along the section of the canal from Buckland Wharf to Drayton Beauchamp bridge on Saturday 31st March. A good crowd turned up to help and a very satisfying heap of rubbish was collected, photographed and removed to the Council Tip at Tring. The local Express Newspaper reported the event and also printed two photographs. Afterwards, lunch was eaten sitting in the sunshine in the garden of The Partridge at Aston Clinton.

MEMBERSHIP REPORT

The Trust has been open for membership for one year and I am pleased to report that we have 315 members registered.

First a few statistics -

Membership Income was £ 1350.00 - (55 % paid by Cheques / Cash and the remaining 45 % paid by bankers orders.)

Donations totalling £ 589.50 were received and 87 members completed Deeds of Covenant.

Now as Membership Secretary I have a new problem ! Not only do I have to continue to find ways to increase the membership total but I will also have to persuade existing members to renew their subscriptions for another year.

Hopefully in due time the bankers orders will be automatically renewed but the rest will have to be written to - 93 letters !

Please continue to support the Trust and renew your membership - Thank you.

Barry Martin - Membership Secretary

WATERWAY TO WENDOVER

Copies of this amenity study of the Wendover Arm, with illustrations by Brian Pitman and a foreword by Robert Jones M.P. are available, price £1.25 plus 25p postage, from the Trust Secretary - Janet Packe at 2, The Driveway, Anchor Lane, Boxmoor, Hemel Hempstead, Herts. HP1 1NT.

**Listed below are the members who have
joined the Trust during the previous three
months. Welcome to the Trust.**

Mr & Mrs P.J. Ayres.....	Windsor
Miss N. Beard.....	Northchurch
Mrs A. Blair.....	Hemel Hempstead
Mr P. Blair.....	Hemel Hempstead
Mr & Mrs J. Byham.....	Stevenage
Mr & Mrs E.W. Choules.....	Hemel Hempstead
Mr & Mrs J.H. Dalton.....	Berkhamsted
Mr W.C.H. Dodson.....	Tring
Miss M.E.D. Ellis.....	London
Mr & Mrs P.D. Fosker.....	Harpenden
Mr & Mrs R.B. Furze.....	Fakenham
Mr & Mrs N.P. Gascoigne.....	Hitchin
Mr J. Hamilton.....	Borehamwood
Mr W.H. Hart.....	Netherfield
Mr & Mrs R.A. House.....	Aston Clinton
Mr & Mrs C.R. Knapp.....	Tring
Mr & Mrs E. Marsden.....	Halton
Mr R. Matthews.....	Highbury
Mr A. Nicholls.....	Chesham
Mr M.J. O'Connell.....	London
Mr R.A. Purver.....	Chingford
Mr & Mrs J. Rogers.....	Sompting
Mr & Mrs B.J. Rook.....	Tring
Mr R.C. Smith.....	Harpenden
Mr & Mrs K. Stanley.....	West Ealing
Mr & Mrs R. Thomas.....	Hoddesdon
Mr & Mrs P.D. Warren.....	Ruislip
Mr C.J. Watts.....	Welwyn Garden City
Mr & Mrs R. Whitehead.....	St Leonards
Mr & Mrs S.G. Williams.....	Lancing
Dr R.F. Wynroe.....	Wendover

BRING AND BUY
CAKES BRIC-A-BRAC BOOKS ETC.
IN AID OF THE WENDOVER ARM CANAL
TRUST
Sat 31st March 10am to 12 noon

This small notice came to our attention on the Friday evening and we were able to supply some posters and leaflets for the event.

Nina Beard (age 9) having visited the canal had, with the encouragement of her school and the help of her family, planned a Bring and Buy Sale in her front garden to raise money to help restore the Wendover Arm.

The Sale was so successful that Nina was able to present the Trust Chairman with a cheque for £170.65 at the Canal Festival Opening Ceremony on Sunday 27 May. In appreciation she has been made the first Honorary Member of the Trust.

BRITISH WATERWAYS

Caroline Clark has been appointed Waterway Manager, Grand Union Canal (South) based at Marsworth.

Since September 1988, Caroline as manager of The Canal Museum at Stoke Bruerne, has set up a number of successful projects and laid plans for the development of the museum over the next few years.

Caroline lives with her husband on a 70ft narrow boat which is currently moored at the lower end of the Wendover Arm beside the Toll House garden.

Mr & Mrs Clark will shortly be moving into the Toll House, which is beside Lock 45, and their well appointed former home is up for sale - anyone with £50,000 to spare should phone Caroline on (044282) 5938 / 3194 .

LINFORD WATERWAYS FESTIVAL

21st - 22nd July 1990

To be held in Linford Manor Park, at Great Linford, Milton Keynes on the Grand Union Canal. This event is being jointly arranged by British Waterways, the Inland Waterways Association and members of The Taverners and Navigation Boat Club. It will incorporate craft stands, street theatre, childrens entertainment, static displays, in fact, a spectacular event catering for all.

We are taking the space in this W.A.T.News to advertise this event because we will be present on both days with our literature and sales stand which will be staffed by committee members aiming to spread the publicity for the Trust into a new area. Please come and see us and have a chat. Stay for a while and help on the stand if you are able. We should have much more time for discussion at this event than we had at our Festival when we were all so busy.

There will be a Folk Evening and Barbecue on Saturday and a private bar will be available. If you would like to join in please obtain a booking form from Mr K Matthews, Orchard Cottage, 458 Simpson Village, Milton Keynes, MK6 3AD. Tel: 0908 668182 as soon as possible.

SITUATIONS VACANT

Are you an experienced bricklayer? Then you can help the Waterway Recovery Group.

In the South East, there is currently a dearth of experienced brickies, yet there are culverts and arches waiting to be rebuilt on several sites near you!

We have the navvies who will keep you supplied with mortar, bricks and tea; we have the navvies who can lay bricks; but we need you - just for a weekend - to show us the finer points of your trade. Restoration is held up for want of a brickie. Can you help or do you know a friend who would? Then call WRG now, via Branch member Jennifer Thomas on 0992 466180 and help us restore more waterways.

SALES STAND

The Sales Stand serves two important functions, firstly to advertise and promote the Trust's aims and secondly to raise funds to help finance the restoration.

At our first Social Gathering in February the only items for sale were Trust sweatshirts in a variety of sizes but only one colour - grey.

Since then the range of items available has been extended to include the items listed below:-

Current Sales List.

Sweatshirts	Colours	Red, Green, Medium Blue & Medium Grey.
	Sizes	Medium, Large, XL & XXL.
	Price	£10.00 - (Postage and packing £1.00)
	<u>Note</u> -	This price will be held while existing stock lasts - Buy now!
T - Shirts	Colours	Red, Green, Light Blue & Medium Blue.
	Sizes	Childrens, Small, Medium, Large & XL.
	Prices	Childrens - £4.00 (Post and packing £1.00)
		Adults - £4.50 (Post and packing £1.00)
Tea Towels	- - - -	Showing a map of the Wendover Arm.
	Price	£2.25

All the above items are available from Ray Powell - High Wycombe (0494) 35152.

Other sales goods being considered include burgees and enamelled lapel badges.

The Sales Stand will be at the Linford Waterways Festival on 21st and 22nd June 1990. - See you there ?

