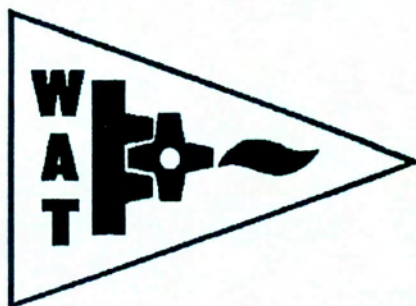


# *Wendover Arm News*

The newsletter of the Wendover Arm Trust



Issue No. 4  
Autumn 1990

# THE WENDOVER ARM TRUST

A non-profit distributing Company Limited by Guarantee

Registered in England No. 2353392, Incorporated 1989

Registered Charity No. 801190

**Registered Office:** 2 The Driveway, Anchor Lane, Boxmoor,  
Hemel Hempstead, Herts. HP1 1NT

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

**CHAIRMAN** Roger Lewis

Hastoe Hill, Tring, Herts. HP23 6LU

Tel: Tring (0442 82) 3378

**VICE-CHAIRMAN** Ian Packe

2 The Driveway, Anchor Lane, Boxmoor,

Hemel Hempstead, Herts. HP1 1NT

Tel: Hemel Hempstead (0442) 214126

**SECRETARY** Janet Packe

2 The Driveway, Anchor Lane, Boxmoor,

Hemel Hempstead, Herts. HP1 1NT

Tel: Hemel Hempstead (0442) 214126

**NEWSLETTER EDITOR** Beryl Martin

7 Northridge Way, Hemel Hempstead,

Herts. HP1 2AE

Tel: Hemel Hempstead (0442) 254031

**TREASURER** Jim Wright

**MEMBERSHIP SECRETARY** Barry Martin

**PUBLICITY OFFICER** Ken Walsh

**SALES OFFICER** Ray Powell

**COMMITTEE MEMBERS** Paul Ayres

Bernard Banfield

Clive Knapp

Graeme Lockhart

Colin Rees

Bob Wheel

David Moore

**IWA NOMINEE**

## WE WELCOME ROGER LEWIS AS OUR NEW CHAIRMAN.

He was elected by a unanimous vote at the committee meeting following the AGM. He writes :

### Dear Member

First, let me say that it is a great privilege to have taken over as Chairman of the Wendover Arm Trust. I am determined that our Trust will be one of the most successful restoration bodies of the decade ahead.

Our membership continues to grow and, as the result of this growth in membership, I am pleased to welcome the five new directors on to your committee.

Local authorities and public figures continue to support us - indeed following a walk along the whole length of the Arm, the MP for Aylesbury - the Rt Hon Timothy Raison MP - has joined our ranks and, now that we have incorporated into our Membership classification a Corporate subscription, I hope that many of the local bodies will support this type of membership.

In August the Committee had a lengthy discussion with Tim Sidaway, Robin Garrett's Assistant, and it was agreed that jointly the Trust and BW approach Jim Saunders of W S Atkins to prepare a detailed cost survey for restoring Little Tring Bridge and that part of the canal immediately beyond the bridge. With this part of the restoration rapidly approaching we shall soon be looking for some real money!! What can you do in this field?

*Roger Lewis*

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



## FIRST ANNUAL GENERAL MEETING HELD THURSDAY 5TH JULY 1990.

There was a good turn out of members to the AGM at which Roger Lewis (acting Chairman) presided. He reviewed the Trust's progress, achievements, promotion by slide presentations and sales goods, press coverage, attendance at the Aston Clinton Bypass Inquiry, the Canal Festival, our close relationship with British Waterways and the steady increase in membership to the present three hundred and twenty. Tribute was paid to Martin Wood for his work as Chairman of the Trust and the members of the committee were thanked for the many hours of their time which they had devoted to the cause.

The Treasurer, Jim Wright, went over the accounts which were approved and Trust member, Mr J R Lewis FCA, was re-appointed as Honorary Auditor.

In addition to existing committee members who stood for re-election, nominations had been received for P Ayres, C Knapp, G Lockhart, C Rees, and R Wheal. On a show of hands all those standing were elected and at the next committee meeting a new Chairman and other Officers will be appointed. This concluded the official business.

Following an interval, Trust member, Alan Faulkner gave a slide presentation entitled "Steps To Wendover" about the time when working boats still travelled the Grand Union Canal in this area. Also included were several pictures of the working boats which were laid-up in the Arm having been moved down from Braunston following the decline in canal carrying. His talk was very much appreciated and we could see how landmarks have changed since then.

The evening concluded with the drawing of the Raffle - thanks are due to our Auditor who having won the first prize donated it back again!

---

### WALKING

Mike Furness of Bucks County Council recently walked the Arm with Roger Lewis and will keep in touch regarding the inclusion of the towpath in the Bucks County Walks leaflet.

## WENDOVER ARM TRUST COMMITTEE - 1990

**ROGER LEWIS** - Hastoe Hill, Tring, Herts. HP23 6LU  
(H) (0442 82) 3378

**IAN PACKE** - 2, The Driveway, Anchor Lane, Boxmoor,  
Hemel Hempstead, Herts. HP1 1NT. (H) (0442) 214126

**JANET PACKE** - 2, The Driveway, Anchor Lane, Boxmoor,  
Hemel Hempstead, Herts, HP1 1NT. (H) (0442) 214126

**JIM WRIGHT** - 8, The Martin's Drive, Linslade, Leighton Buzzard,  
Beds. LU7 7TQ. (H) (0525) 372747

**BARRY MARTIN** - 7, Northridge Way, Hemel Hempstead,  
Herts. HP1 2AE. (H) (0442) 254031

**KEN WALSH** - 21, Wenwell Close, Aston Clinton, Aylesbury,  
Bucks, HP22 5LS. (H) (0296) 630268

**BERYL MARTIN** - 7, Northridge Way, Hemel Hempstead,  
Herts. HP1 2AE. (H) (0442) 254031

**RAY POWELL** - 116, Cressex Road, High Wycombe, Bucks.  
HP12 4TZ. (H) (0494) 35152

**PAUL AYRES** - 1, Needham Close, Windsor, Berkshire.  
SL4 5QD. (H) (0753) 867151

**BERNARD BANFIELD** - "Tenters Butts", Green Lane, Ivinghoe,  
Leighton Buzzard, Beds. LU7 9ES. (H) (0296) 668265

**CLIVE KNAPP** - Pendley Beeches Lodge, London Road, Tring,  
Herts. HP23 5RB. (H) (0442 82) 3477

**GRAEME LOCKHART** - 15, St Leonards Close, Leighton Buzzard,  
Beds. LU7 8DF. (W) (0525) 210940

**COLIN REES** - 63, Cedar Road, Berkhamsted,  
Herts. HP4 2LB. (H) (0442) 871920

**BOB WHEAL** - 467, Bideford Green, Linslade, Leighton Buzzard,  
Beds. LU7 7TZ. (H) (0525) 381614

**DAVID MOORE** - 12, Rectory Road, Stanford-le-Hope,  
Essex. SS17 0DL. (H) (0375) 677729

## WENDOVER CANAL FESTIVAL AT TRING

We are very pleased to be able to report that the money raised at this year's Festival was £6,340.

Our Treasurer, Jim Wright, lost seven pounds (weight!) over the week-end walking around the site with his bodyguard collecting the cash from all the various enterprises and then burnt the midnight oil counting it. Since then he has spent a considerable time producing first, the draft Rally Accounts, and now that various donations have been made and the last trickle of money has been received, the "Final Figure".

The first committee meeting for the 1991 Festival, which will be held on the weekend 25-27 May, is arranged for 26th September. **WE NEED YOUR IDEAS - WE NEED YOUR HELP - WE NEED YOUR TIME** to make the 1991 event even more profitable than this year. We know we can do it!

All ideas and suggestions can be discussed with committee members at the coming Social on 10th November or sent to Roger Lewis who has volunteered to Chair the Rally again. If you would like to help by joining the Rally Committee please contact Roger.

## MEMBERSHIP REPORT

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

**TOTAL MEMBERSHIPS = 221**

**TOTAL MEMBERS = 332**

Mr S. Gillingham.....	Dunstable
Mr B.J. Griffin.....	Leighton Buzzard
Mr & Mrs A.L. Jones.....	Milton Keynes
Mr M. Justice .....	Croydon
Mr R.G. Matthews .....	Wiggington
Mr & Mrs J. Patterson .....	Tring
Mr J. Pattle.....	Tring
Mr & Mrs A.J. Penn .....	Aston Clinton
The Rt. Hon. T.H. Raison M.P.....	Westminster
Mr & Mrs T. Richards .....	Linslade
Mr F.J. Vatcher & Family .....	St Albans



## **NEW MEMBERSHIP CLASS**

At a recent meeting the Trust committee agreed to introduce a new class of membership - Corporate Membership.

This membership class is to have a single vote and to receive four copies of all Trust newsletters. The annual subscription is to be £10.00 .

We hope that this will enable the Trust to establish links with waterways societies, boat clubs, local authorities, and interested commercial organisations.

The Trust Membership Application Form will be changed to include this new class.

In the mean time, we will be pleased to hear from the Secretaries of any interested clubs or associations.

---

## **MEMBERSHIP REPORT**

Thank you to all Trust members who have renewed their memberships which were due in June, July and August. The percentage of renewals has been very high - but unfortunately there are a small number of members who have not yet renewed, whether by intention or because they have forgotten is not yet clear ! Another reminder is included with their copy of this newsletter.

May I especially thank all those members who, having originally joined by sending a cheque or cash, have now continued their membership by Bankers Orders - this will greatly help the Trust by reducing the postage costs and the number of letters which have to be written.

Members who pay their subscriptions by Bankers Order will receive a new membership card when their payment appears on our bank statement.

Currently the Trust has 332 members registered.

**Barry Martin - Membership Secretary**

## PUZZLE SOLVED ? OR DO YOU KNOW DIFFERENTLY ?

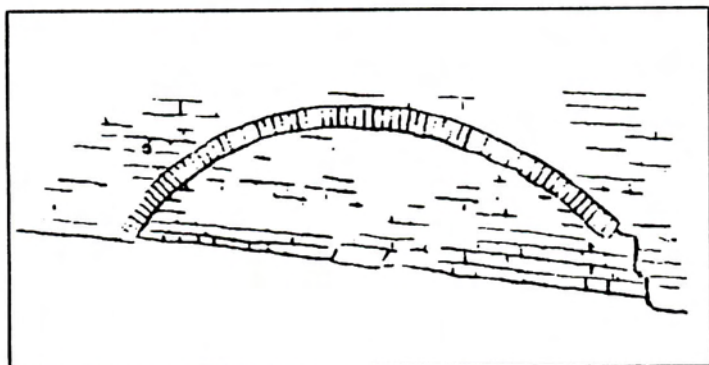
When walking along the Arm at Halton you may have noticed the small recessed arch under Perch Bridge. There is another bridge with a similar arch on the Grand Union Canal near Weedon and also several on the Lancaster Canal section of the Leeds & Liverpool.

Following a letter published in Waterways World September 1990, entitled "Stop Plank Grooves", we print here by courtesy of WW and permission of David Bligh, Engineering Manager, BW Midland Region, the following explanation :-

\*\*\*\*\*

The recess serves two purposes :

- 1) It allows stop planks to be installed from above the grooves. You will appreciate that the curvature of an arched bridge would preclude the installation of stop planks on the off side.
- 2) The recess is wider than anticipated to allow the installation of a weigh plank. This plank is often a stop plank laid horizontally. The purpose of the plank is to provide support to the intermediate spur bars that are installed when the bridge hole is greater than 10ft. The weigh plank is wedged off the back of the arch and pinned firmly in place on the towpath side thus providing support to the tops of the spur bars, this reduces the thickness of timber needed for the stop planks.



Sketch showing recess under Perch Bridge, Halton..





# **WENDOVER ARM TRUST AUTUMN SOCIAL EVENING**

**Saturday 10th November, 1990  
7.30 pm for 8 pm.**

**ASTON CLINTON SPORTS & SOCIAL CLUB  
ASTON CLINTON , BUCKS.**

The programme for the evening will include the following - but not necessarily in this order -

**WENDOVER CANAL FESTIVAL AT TRING 1990** - slide presentation - to bring back the memories or for those who missed it.

**BUFFET SUPPER** - for which there will be a small charge.

**INFORMAL DISCUSSION** with committee members - air your views, thoughts, suggestions.

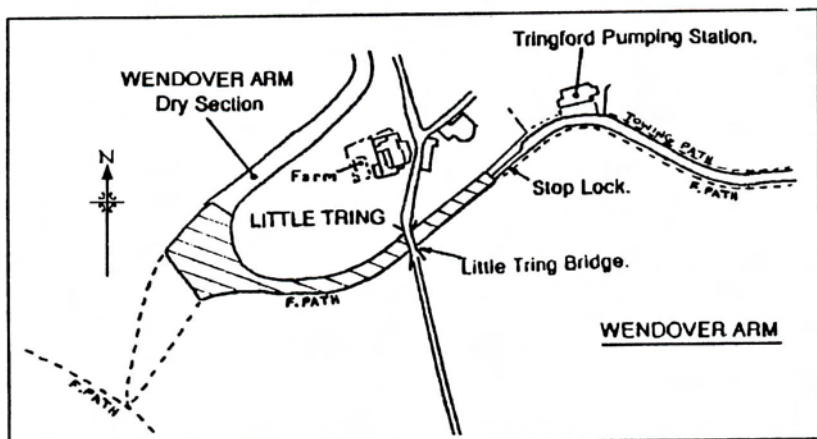
We would like to know what you think about the Aston Clinton Bypass Inquiry, Little Tring Bridge Campaign, this Newsletter, next year's Festival, money raising, etc.

**IN CONCLUSION** - Chairman's summary and the Raffle.

*Please bring along for the WRG / IWA Charity Bank (See Wendover Arm News Issue 2 page 12) used postage stamps and any unwanted petrol vouchers and trading stamps so that we can send them off in one parcel.*

**Copy Date for the Next Issue  
Nov. 14th 1990**

## LITTLE TRING BRIDGE - FIRST STEP FOR RESTORATION



**THE FEASIBILITY STUDY WILL BE BASED  
ON THE SHADED AREA**

### LITTLE TRING BRIDGE CAMPAIGN

As stated in Issue 3, the Wendover Arm Trust has been talking to BW about a proposal to reopen Little Tring Bridge as the first stage of restoration. However at their request, and for reasons which we understood, we agreed not to make any public announcements about it until they were ready. This was going to happen at the Canal Festival but the Bypass Inquiry changed all that and we announced these plans at the inquiry to show the Inspector that restoration is not just a pipe dream. (pipe dream - get it?)

Provided the Trust can find ways of raising half the cost of reopening Little Tring Bridge and creating a winding hole and a small basin on the Wendover side, BW will find the other 50%. Some steps towards this have already been taken.

Notice has been given to one tenant of the BW land required for the scheme and negotiations are taking place with the second. A contract for an engineering feasibility study and budgetary costing is about to be placed with W S Atkins, a well known firm of Civil Engineers, who have considerable experience of canal restorations. The Trust committee have agreed to commit a maximum of £3000 for this study.

A possible start date for the restoration work has also been agreed, subject to the preliminary steps being successfully completed in time. So, if we can raise the finance for our share, and keep the momentum going within BW, work could start in 1992.

This significant indication of real progress being made by the Trust is the result of all the support given to it by many local and national societies etc.

**Ian Packe**

## **IS LITTLE TRING BRIDGE WORTH REPLACING ?**

**March 5, 1970. By courtesy of the Bucks Herald.**

Tring Council is concerned about the poor condition of Little Tring bridge which passes over the dried up canal. There is a temporary weight restriction on the bridge, and the council a few weeks ago was of the opinion that it should be demolished and the road constructed on a solid foundation.

However at a meeting of the Public Works Committee on Monday the Surveyor, Mr T W Jones, reported that he had received a letter from Bridge Engineer, British Waterways Board, Leeds, that arrangements were in hand for the replacement of the bridge. In view of the council's concern an effort would be made to commence work as soon as possible.

"In my reply I have again enquired why a bridge which spans an abandoned part of a canal which has been dry for the past 50 years cannot be demolished and dispensed with altogether," stated Mr Jones.

Cllr. Gordon Walter, committee chairman, humorously observed: "I am sure they think there is 20 feet of water under the bridge". He felt the bridge did not need replacing and stood by the council's idea of demolition, levelling off and road widening. One of the benefits of this would be better visibility at the spot.

It was generally felt by the committee that if a new bridge were provided it should have sufficient width and that there should not be anything dangerous about it.



## TO BE OR NOT TO BE ?

From another Newspaper of that time : -

The bridge over the dry expanse of canal at Little Tring has deteriorated to such an extent that it cannot be strengthened. It must either be reconstructed or demolished, members of Tring Urban Council's Public Works Committee were told on Monday.

The committee had discussed this bridge at a previous meeting and it had been generally accepted then that demolition was the answer to the problem.

Surveyor, Mr Thomas Jones, was instructed to write to British Waterways asking for a meeting about the future of the bridge. On Monday he told members that he had not received a reply to this request - only an acknowledgement to his letter.

However the bridge at Little Tring and others in the county were discussed at a meeting at Hertford on November 13, when representatives of the board, the Ministry of Transport, the County Council and local councils were present.

It was made clear at this meeting that the Board had no money to strengthen the bridges to the required standard. The Ministry therefore agreed that it would undertake the strengthening - but all other expenditure involved in the work had to be undertaken by the Highway Authority concerned.

As far as Little Tring was concerned Mr. Jones said that it needs either reconstruction or demolition - "and the financial responsibility in respect of this work has yet to be determined."

Which ever way is decided, he added, the work would be done within the next two years.

Mr. Jones also told members that he had received two letters objecting to the demolition of the bridge. One was from the Chairman of Beacon Village Society, who felt that if the weight restriction, which exists at the moment, were made permanent, moderate repair of the bridge would suffice and it could be retained "as a pleasant reminder of the past."

He felt too that the "staggered and stepped hamlet" of Little Tring is unusual and worthy of conservation.

The other letter came from the Water Resources Committee of the Chiltern Society - which hopes to see the Wendover Arm Canal as a future linear Country Park with the canal being used by pleasure craft.

"The Society are therefore anxious that their scheme should not be jeopardised by the demolition of the bridge," said Mr. Jones.

Committee members were, however, more concerned with the dangers of the bridge, and the cost of reconstructing it.

Councillor Ralph Seymour said it should be demolished - the cost of reconstructing it would be too much - "unless they have between £2,000 and £3,000 to spend."

Councillor Bob Hedges agreed - "We are in the motor age, we must think of the motorist," he said.

The committee as a whole agreed, and recommended demolition. The council will consider the matter further at their next meeting.

*These cuttings were lent to Barry to copy for the Archives by a Tring resident. He would still like to add to the collection.*

## WANTED - FOR FESTIVAL TOMBOLA STALL 1991

The tombola stall at this year's rally, which I organised with the help of my daughter Susan, raised nearly £290, and I am now starting to collect suitable items ready for 1991. Can you supply soft toys, unwanted ornaments, "free gifts", or "dreadful mistakes" - you know - that bargain which was quite unsuitable when you unwrapped it at home!

Hands up those who eat Bran Flakes! - are you going to use the Garden Tools vouchers? - if not please let me have them asap so that I can get several sets for the tombola.

To make a worthwhile display over two days 300 items will be needed - please help - thank you. Beryl Martin.

## SALES REPORT

We are continually expanding our range of goods to provide a balanced selection of Trust sales items and the latest to join our growing list is good quality tea towels printed in blue with a map of the Wendover Arm highlighting the many interesting features along the canal, useful as a guide to the towpath walk or even for drying the dishes!

We are also expecting any day now a delivery of burgees in strong woven cotton cloth with edges in royal blue binding, these are printed on both sides with the Trust logo and are sure to enhance the appearance of your boat.

Also planned are lapel badges and car/boat stickers so please watch this space.

---

### THE COMPREHENSIVE LIST OF SALES ITEMS IS AS FOLLOWS:-

\* SWEATSHIRT in a variety of colours incl. grey, blue, red, green  
and sizes XXL, XL, L, M, S. £10.00 each

\* T-SHIRT in same colours and sizes as above  
plus children's sizes. Adults £4.50 each

Childrens £4.00 each

(Both the above subject to availability)

\* TEA TOWEL £2.25 each

\* BURGEE £4.00 each

\* BALL POINT PEN £0.60 each

\* AYLESBURY & WENDOVER ARMS BOOKLET £2.00 each

\* POP-UP CANAL GREETINGS CARD £1.20 each

POSTAGE WILL BE CHARGED AT COST.

The above may be ordered by telephoning Ray Powell on 0494-35152 or by writing to him at 116, Cressex Road, High Wycombe, Bucks. HP12 4TZ.



## TOWPATH MOTORING

Dear Beryl,

At a recent Aston Clinton Parish Council meeting it was disclosed that the Wendover Arm was being well used - I was present and this made my ears prick up.

Evidently living in the South East does strange things to some people and the pressure of living in this over crowded corner of England irritates motorists - and some impatient canallers in a profound way.

During the evening rush hour there is a considerable tailback which forms when exiting the A4011 in order to turn right up the A41 Tring Hill.

In order to avoid this bottleneck several motorists began turning left down a farm track and then right onto the canal towpath in order to gain entry onto the A41 by crossing the footpath opposite the now empty premises of what used to be the Buckland Wharf Inn.

I am pleased to report that Councillor John Crook reported this to BW and Caroline Clark the Waterways Manager arranged for two new fences to be erected to prevent these incidents happening again.

**Ken Walsh**

### SLIDES WANTED

We need to put together a slide presentation about the Wendover Arm, its history and present use, which, when complete with lecture notes, can be given easily by members who are not over familiar with the Arm and will also be readily available with the slides in carousels for use with our usual projector.

Can you supply any slides, photographs, or postcards which the Trust could have copied for this collection, which would also be an addition to the Archives? As mentioned elsewhere anything about Little Tring Bridge is eagerly sought after.

Please talk to Roger Lewis, Ian Packe or Barry Martin if you can help in any way. - Thank you.

## **"A and M". A tale of twenty.**

Travellers on British Rail "Thameslink" services between Bedford and London will have noticed long freight trains, drawn at high speeds by giant "Co-Co" Diesel locomotives, each wagon of twenty in smart green livery, double bogied, close-coupled, roller bearinged and air-braked; the whole load around 2000 tonnes. Nothing like the old "goods" trains. The new freighters are taking N.W. London's refuse direct for dumping in the worked-out Bedfordshire clay pits.

When I was very young, 1910/1915, I used to watch a powerful steam tug towing twenty or so of the wide barges along the lockless reach of the Grand Junction Canal from near Paddington, past Brentham, Perivale's Bird Sanctuary, and Horsenden Hill, the barges deep laden with N.W. London's rubbish for dumping on waste land near Greenford. Some distributed steersmen along the barge series. The Bedford rail job but 80 years ago. In my innocence, never having seen "locks", I thought that ALL barge or narrow boat transport was by long strings drawn by tugs everywhere else, too. I recollect that there were also horse drawn and steam driven pairs of narrow boats in two's on the Paddington-Greenford reach, but that didn't signify in a childish mind.

Wendover Arm's lockless nature evokes distant nostalgic memories. We know that the Arm delivered London refuse to Bucks farmers in the form of manure litter from all London's horse buses, but WAT's Document Research Department has found no records of steam tug-drawn strings of boats delivering Tring's rubbish for dumping at Wendover!

**Bernard Banfield.**

**Ivinghoe. 7 May 90.**

---

## **HOT GOSSIP**

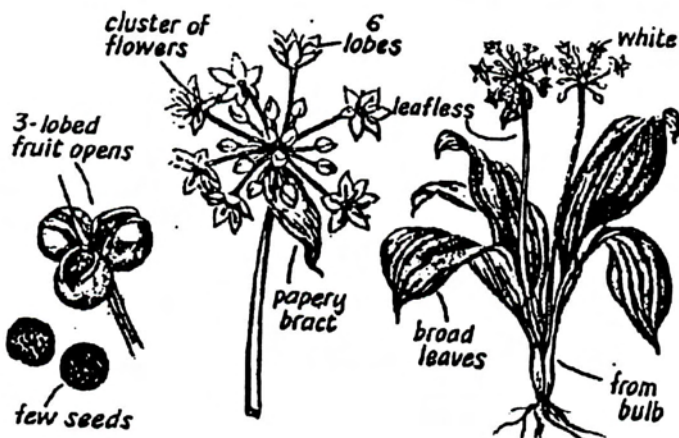
Two members of the Trust are among those for whom nominations have been received for election to the I.W.A. Council. They are Michael Handford and Beryl Martin. As eight people have been nominated for five places, there will be a ballot. The results of the ballot will be announced at the Thirty First Annual General Meeting of the I.W.A. which is being held at Nottingham on Saturday, 29th September.

## NATURE NOTES

### RAMSONS - *Allium ursinum*.

While taking part in the rubbish clearance along the dry section of the Arm at the end of March, I was aware of an "oniony" smell which was very noticable in the deeply shaded area of the towpath adjacent to Drayton Brauchamp church. It wasn't lunchtime and there were no houses in the near vicinity so I took a good look at the vegetation underfoot. The area was carpeted with a white flowering plant.

A search through my wild flower books has produced the following information:



Often in such quantity that it carpets the woodland floor with white, Ramsons advertises itself by an overpowering smell of garlic. Cooking diminishes the aroma. Relatively few wild flowers can grow in deep shade and those that do, such as Bluebell and Ramsons complete much of their early growth and flowering before the trees fully open their leaves. They are able to start into growth rapidly as they have underground food-storing structures such as bulbs or swollen, underground stems. Ramsons bears broadly elliptical leaves and leafless flowering stems, ending in a round cluster of star-like flowers, usually produced from April to June. It is a perennial and grows in woods and hedges where there is damp soil.



## RECYCLING ALUMINIUM CANS

Earlier this year Martin Wood suggested at a committee meeting that the Trust could raise money by saving aluminium drinks cans.

Evidently, according to the Aluminium Can Recycling Association, there's an estimated £20,000,000 worth of aluminium drinks cans thrown away each year, which is why the aluminium industry will pay at least 30p for every kilo of aluminium drinks cans which we are able to collect.

If you would like to help the Trust in this small way please pass crushed cans to Barry or Beryl Martin who will store them until there is a worthwhile quantity to take to the Recovery Centre.

### STILL AVAILABLE

#### **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.

#### **Cruising Plaque**

There are only a few of the current design of Wendover Arm Cruising Plaques left. If you have navigated to the Pumping Station this summer send for your plaque now. Only £5-00 plus 50p P&P.

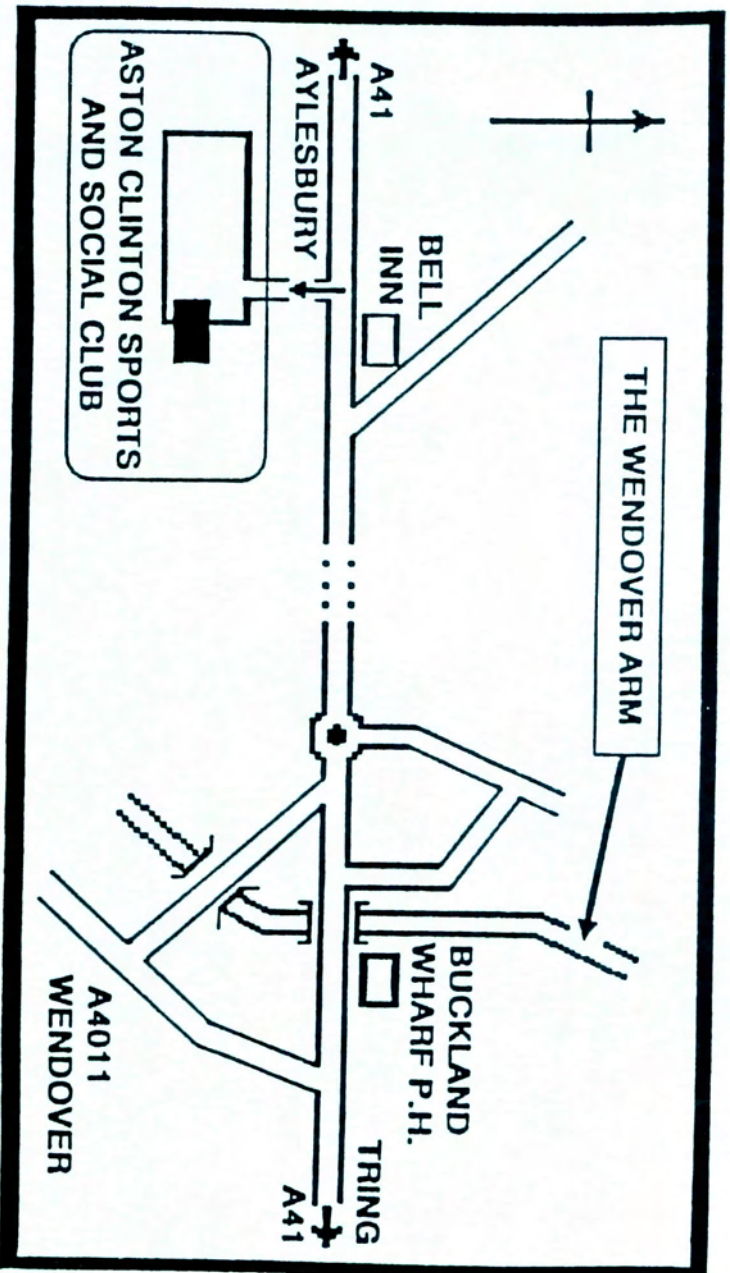
Both the above items can be obtained from the Trust Secretary - Janet Packe - 2, The Driveway, Anchor Lane, Boxmoor, Hemel Hempstead, Herts. HP1 1NT.

### OUT & ABOUT

The Trust's Sales Stand and Display Boards have been taken to the Linford Waterways Festival, the Lionhearts Cruising Club open day and the Aston Clinton Horticultural Show.

Sales of literature and goods together with the proceeds from a "pick-a-nail" board borrowed from the West Herts & South Bucks IWA produced a healthy profit for Trust funds.

Thanks to all the Committee Members who volunteered to help at these events.



## WENDOVER ARM TRUST - AUTUMN SOCIAL EVENING

