

WENDOVER ARM NEWS

Newsletter of the Wendover Arm Trust



SUNDAY 12 SEPTEMBER 2004

A Sponsored Walk

- FOR FAMILIES • FOR INDIVIDUAL WALKERS
- FOR ORGANISATIONS • FREE ENTRY
- ENJOY A DAY OUT IN THE COUNTRY • BRING A PICNIC
- SEE HOW THE WENDOVER ARM RESTORATION IS PROGRESSING
- TALK TO THOSE DOING THE WORK

Issue No. 44
August 2004

Price £1
Free to members

From the Wendover Arm Trust Articles of Association:

To promote the restoration of the Wendover Arm of the Grand Union Canal linking the town of Wendover in Buckinghamshire to the Grand Union Canal at Bulbourne Hertfordshire (hereinafter called 'The Waterway' which shall include all waterways, buildings, works and structures associated therewith) to good and navigable order and to maintain and improve The Waterway for the use and benefit of the public.

To promote the fullest use of The Waterway by all forms of waterborne traffic and for all forms of local amenity, tourist and recreational and water-related activities for the benefit of the public

To promote, and educate the public in, the history, use and associated wildlife of canals and inland waterways generally and of The Waterway in particular.

To restore, reconstruct, preserve and maintain canals and inland waterways and works and buildings auxiliary thereto generally provided that such objects shall be carried out in a manner beneficial to the public and recognised by the law of England as charitable.

Contributions to Wendover Arm News

Contributions are welcome on any topic related to the Wendover Arm, its construction, history, wildlife and restoration.

Letters, articles, photographs, drawings and maps are acceptable; all material will be acknowledged, credited if used and returned.

Please send any contributions to:

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Disclaimer

Views expressed in this newsletter are not necessarily those of the Wendover Arm Trust

EDITORIAL

Our Festival in May once again broke all records, and the event is a tremendous credit to all those who give so much time and effort to make it the success that it is. Of course, the busier the Festival the harder is the work for those involved. This is beginning to create a potential problem for the future; unless we can increase our volunteer numbers there is the risk that we may overstretch our limited resources. Anyway, for now the money raised keeps the Trust firmly on course to continue with restoration work as planned - good news indeed.

Thanks are also due to all our members and supporters who came to the Festival, encouraged others to do so and bought Grand Draw tickets in increased numbers.

An important development is the publication of British Waterways' "Waterways 2025". This document sets out the restoration projects BW will support over the coming 20 years, grouped into Priority One, Priority Two and Priority Three. The Wendover Arm is included in the Priority Two group. British Waterways cannot of course directly fund our restoration, but we hope that its inclusion will ensure BW's continuing support for the Trust in every way possible.

Restoration work continues, with impressive progress to report. The completion, and re-watering, of Phase 1 is now firmly in sight.

Our forthcoming major new venture is the 'Walk an Arms Length' event on Sunday 12th September. Our aim is to raise a four figure sum and to increase awareness, interest and support for our Canal. We hope that many of our members, together with their friends and families, will come along to support the event and help make it a success. It promises to be a interesting and fun day out.

Full details of the Festival, restoration, "Waterways 2025" and 'Walk an Arms Length' appear in this edition.

JOHN SAVAGE

Footnote: due to a technical hitch in the photographic department, pictures of the August working week and the 'zero' milepost installed at Bulbourne Junction have had to be held over until the next edition - apologies for this.

WALKING THE ARM'S LENGTH

This is the challenge: walk the whole length of the Wendover Arm Canal in one day. Not just for the exercise, but to find out how well you know it. When you read about the restoration Phases, do you know where they begin and end? And the proposed new footbridges – where they will be? We'll have signs on the towpath showing these. If you are familiar with the improvements to the enclosure around the water gauge at Wendover, but not with the changes that have happened at Little Tring, you will be amazed, and vice versa.

An easier challenge is to walk just a little bit further than you usually do, starting and finishing at any bridge. Our Trust Patron, David Suchet, is planning to lead the walk, work commitments permitting, and we will try and get publicity for this. Take your own photos!

The walk takes place between 10 am and 5 pm, in either direction. A pack giving details about parking, toilets, refreshment stops and possibly a minibus, will be sent to you when you send in your registration form. We enclose a leaflet, with the form on the back. This can be photocopied, or more can be picked up at Tring and Wendover Information Offices, Tring Library, or contact us by phone or e-mail.

The restoration team have especially arranged a working party on 12th September, and will make it possible to walk along the new towpath, instead of on the road, at Little Tring, for that day only. This is a fund-raising exercise, of course, and sponsorship forms are included in the pack. We know a couple who have so far been promised £125.... it can be done. Or, we are asking for simple donations from those walkers who find it harder to raise sponsorship.

Initial funding to get the publicity leaflets printed has very kindly been donated by splendid local companies: Dayla, Heygates, Motts Travel, Ramblers of Aylesbury and the new Mela Restaurant in Aston Clinton. The organisers of this new event would be so encouraged to receive your registration form, soon.

Judith Watsham and Shelley Savage

FESTIVAL 2004

Well, what a success! The crowds flocked to the Festival on both days, with attendance at well over 10,000 people.

Last year's record profit of £37,000 was spectacularly beaten by another new record of at least £47,000! No that's not a misprint, we exceeded last years record profit by an additional £10,000.

Every penny of this will of course go towards further restoration, and the amount raised keeps the Trust's plan to have the remaining dry section restored by 2010 firmly on course.

The Festival was warmly praised by Cllr Denise Rance, Mayor of Tring, in the local press and Wendover Parish Council wrote to congratulate us on a splendid event.

We were no doubt helped by the weather, which was warm and pleasant despite dire forecasts of cloud wind and rain for the entire weekend; thank goodness the Met. Office got it wrong! However, our publicity together with the established nature of the event is clearly effective at attracting visitors. This is despite many other competing events over the Bank Holiday weekend, including the Hertfordshire Show and the Crick Boat Show. We attract many repeat visitors, which indicates their satisfaction with the event.

It was noticeable that the Sunday had an increased attendance, and was as busy as Monday, usually the better attended day. Also people were coming earlier in the day; the car park was virtually full by lunchtime whereas in previous years the number of visitors arriving in the morning has been rather sparse. Although we didn't have to turn people away the car park, sizeable though it is, filled to capacity on both days.

So, where do we go from here?

With such a well established event, providing the principal source of funding for restoration, clearly we must continue the Festival.

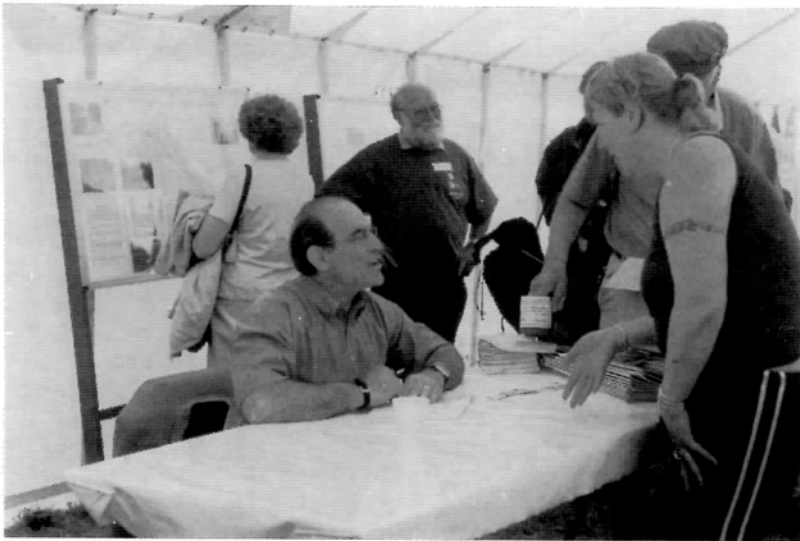
However, there are challenges facing the Festival Committee, for example:

- the event is at capacity
- the numbers attending are placing our volunteer resource under strain. The bar is a good example, where our friends from the

FESTIVAL 2004



The Festival was crowded throughout, as this typical view shows.



Our Patron, David Suchet, signs programmes to raise funds for the Trust.

Lionhearts Club are faced with a relentless tide of customers all day and evening, making it sheer hard work. They sold 28 eighteen gallon barrels of Tring Brewery beer alone which gives an idea of how busy they were.

- British Waterways has provided valuable help in recent years; we would be under considerable extra strain were they be unable for any reason to continue the present level of support.

- although the basics of the event remain fixed, some original entertainment is essential to maintain interest.

- from next year the restoration site will be divorced from the Festival, with the main activity at Drayton Beauchamp. At present visitors include a look at the restoration activity which is an attractive part of the Festival package.

We are certainly going to need more volunteers to help, so please do consider whether you could do something, either in the advance organisation or at the Festival in 2005.

For now, however, let us celebrate the success of 2004 and give hearty thanks to those who serve on the Festival Committee, and the volunteers who exhaust themselves on the day at the Festival. Yes, it's wonderful to have that £47,000 but it comes through the countless hours and toil put in by our band of volunteer unpaid labourers and our friends at British Waterways.

FESTIVAL GRAND DRAW

The first prize (Week's Canal Holiday) was won by Wendy Sutters of Hemel Hempstead, second prize (Flying Experience) by Dave Proir of Fenny Stratford, Milton Keynes and third prize (Day Boat Hire) by A Garner of Leighton Buzzard. There were eight other prize winners. Congratulations to them all.

FESTIVAL 2004



A popular attraction was the abseiling tower.



Visitors walk past the Pumping Station to view the restoration work.

WATERWAYS 2025

This is the title of a document recently published by British Waterways setting out their policy on restoration projects.

With over 100 such projects in various stages of progress they recognise that they do not have the resource to support them all. They have therefore used a set of criteria to prioritise those which they are able to support, one of which is the assessment of those which might realistically be achieved within the 20 year time scale.

These are then further categorised into priorities one, two and three, with those in three being the ones most likely to extend beyond the 20 years for completion.

The list is:

Priority One

Ashby Canal (to Measham)
Bedford & Milton Keynes Waterway
Bow Back Rivers
Cotswold Canals (Phase One)
Droitwich Canals
Fens Waterways Link
Liverpool Link
Manchester, Bolton & Bury Canal
Montgomery Canal
Northern Reaches, Lancaster Canal
River Carron Navigation (Scotland)

Priority Two

Ashby Canal (to Moira)
Cotswold Canals (Phase Two)
Grantham Canal
Lichfield Canal
Monmouthshire & Brecon Canal
River Leven (Scotland)
St Helens (Sankey) Canal
WENDOVER ARM
Wiltshire & Berkshire Canal

Priority Three

Slough - Windsor Link
Higher Avon Extension
Wey & Arun Canal

This is good news for the Trust as we remain firmly on the 'radar screen' despite the tightening of funding opportunities.

REINSTATEMENT OF THE 'ZERO' MILEPOST AT BULBOURNE JUNCTION - A TALE OF TWO REVEREND GENTLEMEN

At a short and informal ceremony on the evening of 2nd August 2004 the reinstated and restored original Grand Junction Canal Company 'zero' milepost at the junction of the Wendover Arm and the main line at Bulbourne was unveiled (actually by the removal of the black bin liner which was covering it!).

The story of how this splendid piece of Wendover Arm heritage came to be restored is a wonderful tale of chance and happy coincidence.

Nearly fifty years ago two young men, Ian Cook and Roger Davis, met at a monastic college in Nottinghamshire, training to be ordained as Anglican priests. They got to know each other well, but after ordination went their separate ways, both unbeknown to the other later developing a deep interest in the waterways.

In 1968 Ian was moored near Bulbourne Junction whilst restoring an old boat. He had a quantity of scrap metal to dispose of and went along to the BW yard at Marsworth to ask if they would mind if he added his junk to their scrap heap; they kindly agreed so he went to collect his scrap. Whilst

adding it to the heap he noticed the milepost discarded in amongst the scrap and realised where it had come from and its historical significance. He asked if he could have it, and was told he could so he said he would come back for it later, as it was rather heavy to carry! Upon being advised that it would be collected by the scrap merchant if he left it around he risked a hernia and took it away there and then.

At that stage of course there was no prospect of the Arm ever being restored and it was in a pretty sorry state. Ian therefore kept the post in his garage in the hope that, perhaps one day, the Arm's fortunes might revive and provide the opportunity to restore the post.

Moving on 23 years to 1991, Roger and his wife Sara were having a 'dream boat' built at a yard near Stretton Aqueduct on the 'Shroppie'. Whilst there discussing arrangements they got into conversation with a character who had been observing the proceedings. After the usual courtesies the penny dropped and mutual recognition ensued; it was none other than Ian. The pair had not met for nearly thirty years,

since when Roger had acquired a beard. Ian too was having a boat built at the same yard, and when they were completed Roger stayed a few nights at Ian's home at Brewood, Staffordshire to break the journey on the way back to Marsworth. Whilst at Brewood, Ian showed Roger the milepost safely tucked away in his garage awaiting resurrection.

The recent astonishing progress in restoring the Arm, with the opening of Phase I imminent, provided the catalyst for restoring the milepost. Roger had agreed to restore the post to its former glory and the Trust, and British Waterways, were delighted that it should be reinstalled at the junction.

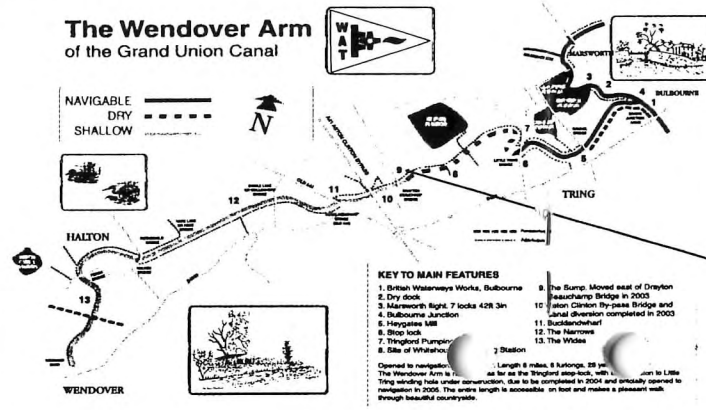
Ian and Roger attended the ceremony, and were able to see the commemorative plate attached to the milepost (in the same style) recognising their respective parts in saving and restoring it. Our grateful thanks are due to them both and may the post, proudly proclaiming 6¾ miles to Wendover, provide that extra incentive to reach the day when those 6¾ miles may once again be navigated.



CENTRE PAGES (OVERLEAF):

This is a copy of one of the Trust's splendid new information boards, designed by Ray Orth and installed by our volunteers. One is positioned by the new sump at Drayton Beauchamp; others are adjacent to the two public footpath crossings between there and Little Tring. The paths are well used by walkers, many of whom are unaware of the Trust, or indeed the canal; the boards are therefore intended to inform and educate until restoration of Phase II is complete.

The Wendover Arm of the Grand Union Canal



YOU ARE HERE

Distance to Bulbourne 4.4 km
Distance to Wendover 6.45 km

RESTORATION OF THE WENDOVER ARM BY THE WENDOVER ARM TRUST

One of the major problems facing the builders and designers of the Grand Union Canal (known originally as the Grand Junction Canal) was how to maintain a plentiful supply of water to the "Tring Summit" as the canal passed over the Chiltern hills at an altitude of 390ft. Each time a boat passes over the summit it goes through two locks, one at each end. Over 50,000 gallons of water are "lost" each time a lock is used so a continuous and plentiful supply of water was required. One of the main purposes of the Wendover Arm was to ensure that this vital supply of water to the summit level was maintained. The source of this water are the brooks and streams in Wendover and the Wendover Arm was constructed to carry this water from Wendover to the Grand Union Canal. The arm was completed in 1797, however, after a period of just over 100 years, during which time it suffered from leakage, it was closed, and in 1904 traffic ceased beyond Tringford Pumping Station. The canal was "dried" but, to ensure the supply of water was maintained, a pipeline was sunk in 1912, under the dry canal bed. At Drayton Beauchamp the water flowing from Wendover was fed into a "sump" and into the pipeline which then fed the water into the reservoirs at Tringford. That is the situation remaining to this day.

RESTORATION AND THE WENDOVER ARM TRUST

The work being carried out is part of the restoration program of the Wendover Arm Trust. Formed in 1989 the Wendover Arm Trust is a charitable body whose aim is to promote and restore this long neglected beautiful and unique Chilterns waterway. After completion the canal will once again be a fully navigable and operational canal, following its original route from its junction with the Grand Union at Bulbourne through to Wendover, a total of 6.77 miles. Apart from the new section at Aston Clinton, which was built in conjunction with the new A41 By-pass, the entire restoration is financed entirely by voluntary fundraising and all the work is carried out by unpaid volunteers.

Phase I of the restoration, at Little Tring, is due to be completed by 2005 and phase II. (the 1.25 mile dry section between Little Tring and Drayton Beauchamp) is due for completion in 2010. Phase III will be the remaining section from Wendover which remained in water since the closure of the canal, however, restoration of this section will include the modification of three bridges which were lowered after the canal was abandoned.

New members and volunteers are always welcome

For further information on the Wendover Arm Trust please see our website:-

"wendovercanal.org.uk"

or contact the following people:-

For information on becoming a volunteer contact Roger Leishman 01442 874536
For information on membership of the WENDOVER ARM TRUST contact Barry Martin 01296 630599

The Wendover Arm Trust is a registered charity No: 801190

DOWN MEMORY LANE - REMINISCENCES OF A YOUTH SPENT LIVING AT THE WENDOVER ARM'S BULBOURNE JUNCTION by Richard Price

From my birth in 1945 until I married and left to live in Luton in 1970, I lived by lock 45 (Marsworth Top Lock) at No.2, Canal Cottages, Bulbourne.

My mother's maiden name was Mercer and her parents lived at Jacks Lock, Harefield where they brought up seven children in the small bungalow. My grandfather, Harry, was a length foreman and his father and most of his sons worked on the Grand Junction Canal. One of them, George, with his wife Marjorie, lived at Jacks Lock until recently although both have now passed away.

My aunt Edith was unfortunate to have a February 29th birthday. Her husband, John Marks, was a lock keeper at Harefield and still lives at Coppermill Lock.

My mother used to cook mince pies once a month and they were sent up the canal via the bargees to Harefield for distribution around the family. Any large items of furniture were also transported in this way.

My father, Edward, was the Toll Clerk working in the Toll Office at Lock 45. His job was to gauge the depth of the loaded barges in the water to estimate the tons of coal on board. I remember as a child the telephone which he had to wind up before he could dial and get a message to his colleague at Cow Roast to warn of oncoming barges. Top Lock 45 was locked at night to prevent the passage of barges.

By 1963 there was very little traffic left on the canal and my father spent the last 5 or 6 years of his working life at Willow Grange, Watford issuing licences for the pleasure craft then increasing on the waterway. So, from just walking to work over the Wendover Arm bridge, at the age of 60 he cycled two miles to Tring Station, caught the train to Watford Junction and walked the mile or so to Willow Grange. On his retirement leaving day he had a drink too many, fell asleep on the train and finished up at Rugby. He had to hitch a lift back on a goods train to Tring but by then we were all searching the banks and hedges for him and his bike!

The Toll Office was occupied in the early days by a Mrs Sherry, and later lived in by the lock keeper, Mr. Turney and his family. They kept a Mynah Bird in the garden. Mrs Turney was a heavy smoker with a really bad throaty cough and the Mynah Bird used to mimic her. That wasn't too bad but Mr Turney had taught it to wolf whistle and the

moment it picked up human voices off it went.

The problem my father and I had was that every time people crossed the Wendover Arm bridge they could see into our garden and if we were in it and the bird whistled they thought it was me or my dad whistling at them. Sorry to disappoint all those then young girls!

Sue, the Turney's daughter, still lives in Tring.

My sisters were a lot older than me, so I had to find my own entertainment most of the time - usually fishing or kicking a tennis ball around the garden. With friends we made rafts out of wood and oil drums and had brilliant ideas of raising the sunken barges in the Wendover Arm. None of these worked of course - we normally got soaking wet.

Mother made dandelion wine every year and she normally paid us 1/- each to pick a bucketful of dandelions for this purpose. We then used to ride off to Ayres Stores at New Mill to spend it.

One day, showing off, I was riding along the towpath towards Bulbourne Workshop no-handed. The bike hit a stone and it and me finished up in the canal. I went home as if nothing had happened and never said a thing until mum found a wet chair. With the help of a dredging pole the bike was saved!

Those times I fell in the canal before I could swim must have tested mother's stress levels.

I have connections with two good films about the canal. Painted Boats - Romance of the Canals was filmed on the Grand Union at Stoke Bruerne and Braunston (VFC 43307 DB04210 An Ealing Studio Production). My grandfather appears as himself as lock keeper.

The Bargee was filmed in the early 1960s, mainly at Bulbourne and also at Berkhamsted and Hemel Hempstead. It starred Harry H Corbet (of Steptoe & Son), Eric Sykes, Howel Jones, Derek Nimmo, Julia Foster and Rooster, my cock bantam, who was included in the film to indicate dawn had broken. It was a great occasion for me, a 14 year old, meeting so many famous people.

Richard Price

- NB 1. Both films are still available at about £9.99 each on e-bay.
2. Anyone who wishes to contact Richard can do so at
Richard@tcsecurity.co.uk.

RESTORATION REPORT

As this newsletter goes to press the August full working week (that is, a nine day week!), supported by the Waterways Recovery Group "Bit in the Middle", is in full swing. It is hoped that by the end of this 'week' the Bentomat lining will be laid, and covered with concrete, all the way to the winding hole.

Also, the winding hole profiling should be complete ready for lining and the offside 'soft' section completed with shelf and gabions.

It is hoped that if progress is good there will be enough resource to assist Roger Leishman to complete the longitudinal and cross section level survey for Phase II. This will enable us to agree a trial design with British Waterways for the first 50 metres from Drayton Beauchamp and enable the financial estimate to be finalised.

The roadway along the offside bank, allowing access to the tip is complete and in use; this was necessary to allow the completion of the offside winding hole soft section.

The toe wall alongside the bridge at Little Tring will be completed, using Ember Blend bricks and lime mortar to match the bridge. Subject to the IWA Restoration Committee's design

approval a plinth for the Tim Wilkinson plaque will also be built.

Two further working weekends are scheduled, one for September 3rd to 6th and the other from October 2nd/3rd plus possibly 4th/5th, which it is hoped will see completion of construction for Phase I. The winding hole, and beyond to the end of Phase I will be lined with Bentomat and covered. Also the bund at the end of the Phase I section will be put in place.

All should then be ready to let in the water! Just when this will be done remains to be decided as there are several factors to take into account, including:

- the best time for British Waterways to release the volume of water required
- the need to plant the shallow underwater shelf on the offside of the winding hole with aquatic plants just before re-watering.

An element of Phase II which requires attention as soon as possible is the provision of footbridges for the two public footpaths which cross this section. These are necessary to allow safe access along the dry bed without the need to supply safety marshals, which we would have to do if plant

were to cross the paths on the ground.

A supplier of wooden bridges has been found, and they can make them up ready for our volunteers to erect. The illustration shows the type of bridge envisaged (the one shown is on the Welford Arm), although we may only need steps on one side due to the steep embankment on the other side. We shall also have to decide whether to have narrows at the crossing points or span the full width. The bridges will be numbered 4 and 4A, with No.4 being the Pat Saunders Bridge in recognition of his legacy to be used to fund that bridge. The cost of the bridges will be about £10,000 each.

BARTON **PETROLEUM**

WISH EVERY SUCCESS TO THE
RESTORATION OF THE WENDOVER
ARM - WE ARE PROUD TO HELP
WITH THIS ONGOING PROJECT

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NEEDS

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RESTORATION



This is the offside soft edge at the winding hole under construction. Bentomat is laid under the gabions, and the shelf above them, which will be under shallow water, will be planted with aquatic flora before Phase 1 is watered.



The opportunity is being taken to reinstate the public footpath behind the winding hole to its correct line alongside the fence. To do this an embankment of spoil is being made; the footpath currently drops into the hole on the right.

The following article on our Patron appeared in "Country Living" magazine and is reproduced with their, and David's, kind permissions.

My COUNTRY MEMORIES

DAVID SUCHET The actor shares his love of Britain's waterways and recalls his years spent travelling the country on a narrowboat

I first fell in love with the countryside when I was at Stratford-upon-Avon in the early 1970s as an understudy in my first season with the Royal Shakespeare Company. This was my big break because, fortunately for me, the person I was understudying had a back injury so I went from dressing room 12 to dressing room 1A overnight. It overlooked the river, where I could see all the boats going up and down and I thought it would be fun to get one, so I bought a little yellow rubber dinghy. My girlfriend, Sheila, now my wife, used to come and visit me and we navigated pretty much the whole of the River Avon in it.

One day, looking out of my window, I noticed a long metal boat moored up. We went over in the dinghy to take a closer look and somehow from there we found a boat builder, took out a marine mortgage and built a narrowboat, which we took delivery of in 1974. We had it for eight years and lived on it solidly for six and a half, going all round the country from rep to rep. We got the boat because we were sick and tired

of theatre digs - we were like a snail with our house on our back and went from Stratford to London, then back up to Birmingham and all over the place.



David in the 1970s in his first boat - a yellow rubber dinghy

In those days there was hardly any commercial traffic on the canals. It was that in-between time before the canals had been reborn as places for leisure and recreation. But it was at the end of what had been the great industrial revolution in this country, with all the bridges and ironworks and amazing engineers creating more canals per square mile than in any country in the world. I don't think many people are aware when they look at a canal now that these were once the veins and arteries of Britain.

I still use the canals - I can't be away from water for long. We are now converting a Dutch barge that we brought across from Belgium. It is much wider and longer than a narrowboat so it will only fit on the Thames here but I hope to explore the canals of Europe in it when I have a chance. I'm fascinated by use of water for transporting goods - not so much by sea, but how man's ingenuity has carved out trenches or ditches from the land and used gravity and machinery to move boats through the inland areas. It still happens in Europe but we've stopped in this country - maybe because we are so uphill and down dale that it would be too slow compared to other forms of transport. However, there is no reason why canal carrying couldn't come back to certain places in England - it would be much cheaper and would get some of the big lorries off the roads. It would take longer - London to Birmingham is five

days at a push.

But that's the beauty of the canals. They slow down the pace and allow me to enjoy my hobbies - photography and ornithology. I use old cameras with light meters and old-fashioned lenses. There are fantastic photo opportunities if you wake early on a crisp morning with the mist hanging over the water. You don't even need to leave the boat - the birds, often herons will land on it, unaware that you are there.

I love travelling through the countryside but I also really enjoy the canals that pass through the industrial towns of England - for years they felt a bit like ghost towns but now they are gradually being revitalised. It wasn't so long ago that canals were considered undesirable places. In the days when we lived on our boat, Gas Street Basin in Birmingham was really rough but now it has been transformed and the canalside there is alive with bars and cafes - a wonderful example of urban regeneration.

For the past three years I have been involved with fundraising for the waterways. I was part of the campaign to save the Lichfield and Hatherton Canals, which were threatened with severance by plans to build the new Birmingham Northern Relief Road (the M6 toll motorway) straight across them. Thankfully we were successful and raised enough

to build an aqueduct to take the canal above the road. It just shows what can be achieved by appeals and lobbying, but the real plaudits go to the volunteers who are out there every Saturday and Sunday with a pick and shovel. I feel very proud to have been part of that.

The sea has never really attracted me. I don't find journeys across vast stretches of open water very interesting, whereas with canals you have the fun of being on water while travelling through the most fantastic scenery that Britain has to offer. And there's great camaraderie on the waterways. The funny thing is we all think we are real sailors and have got the caps and everything - and then you fall off and the water only comes up to your waist.

Canal festival fun flowed so well



I WOULD like to congratulate the many volunteers of the Wendover Arm Trust for an exceptionally well organised canal festival last bank holiday weekend.

The entertainment and displays throughout the weekend were superb and these, combined with the numerous and varied stalls within the craft tent and the commercial stalls around the site helped to create a truly won-

derful atmosphere.

I was personally privileged to receive a guided tour of the restoration work currently being carried out and was very impressed by the results. I am aware that the Trust is continually looking for ways to raise funds in order to complete the project and am looking forward to helping them by joining their next event, a sponsored walk called 'Walk an Arms Length',

which will take place on Sunday, September 12, 2004 and hope that many of your readers will join me in this very picturesque walk, full details of which can be obtained from the Trust on 01442 827702.

Once again, thank you to all the volunteers for a spectacular event.

Cllr Denise Rance,
Mayor of Tring.

NEWS IN BRIEF

★ Bequest

We are most grateful to be the beneficiary of a bequest from John Crutchfield, who died last November. John was a popular figure amongst the waterways fraternity and enjoyed many happy times at our Festival. It seemed fitting that, at his funeral, a donation to charity be made instead of flowers and more fitting still that the Wendover Arm Trust be the recipient. The £450 received will be used to fund traditional rubbing strips for Little Tring Bridge, near where he used to moor at the Festivals.

★ Trust Membership

Further to the report in the last newsletter about the 23% increase in Trust memberships over the previous year, we have gained a further net increase of 27 to a total of 470 (703 members). Not only is Trust membership at its highest ever, but we continue to attract additional members.

★ British Waterways

The Marsworth office has now closed to the public. All local contact is now with the Milton Keynes office.

★ Parliamentary Waterways Group

The Trust now attends the meetings of this Group, which may lead to useful contacts or information being gained.

★ Flower of Gloster

We have been notified of both a book and a Talking Book Set of 4 CDRs telling the story, first published in 1911, of the epic journey by a barge around the systems of Oxfordshire, Warwickshire and Gloucestershire on the brink of closure. The book is entitled "In The Wake of the 'Flower of Gloster' ", by John Kemplay It is available direct from the publisher: Ronald Crowhurst, 5 West End Terrace, CHIPPING CAMPDEN, Glos, GL55 6AX for £12.50 including P & P.

The CDRs are £24.99 including P & P, from: A Tuddenham, Poppy Records, 88 Mount Road, BATH, BA2 1LH

★ Club 100 Draw

The lucky winners in the Summer Draw are:

First Prize (£121.20) Mr R A Easterfield

Second Prize (£50.50) Mr R D Harwick

Third Prize (£20.20) Mrs J Jeffries

Wendover Arm Trust

Registered Office: 129 High Street, Berkhamsted, Herts HP4 2DJ
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Vice President: Mr. Roger Lewis

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NOTICE OF AGM

The Trust's AGM will be held at the Aston Clinton Sports and Social Club at 8pm on Wednesday 27th October 2004.

The entrance to the Club is almost opposite the 'Duck In' in London Road (formerly the A41).

All members are warmly invited to come along and share in the significant achievements of your Trust.

Refreshments will be available, and there will be entertainment after the formal business in the form of an illustrated talk by Caroline Watcham, owner of NB 'Scyeffe' and star (?) of the recent TV programme, 'How Clean is Your House(Boat)'. Hear the real story!

WE LOOK FORWARD TO SEEING YOU THERE