



# WENDOVER ARM NEWS

Newsletter of the Wendover Arm Trust



Issue No. 50  
February 2006

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 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:

John Savage,  
WAT newsletter Editor,  
16 Lakeside,  
Tring,  
Hertfordshire,  
HP23 5HN

*Disclaimer:*

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

## EDITORIAL

A historical flavour this issue, with a major article by Trust member Professor Timothy J Peters on the fascinating story of the use of asphalt on the Arm. His research has revealed much hitherto unknown detail and is a very welcome addition to the historical knowledge of 'our' waterway. We are grateful to him for providing such a learned and entertaining account. Who would have thought that Noah could be worked into the story of the Arm!

Trust member David Beazley contributes an interesting view on wildlife on the Arm, with a follow-up from Matthew Routledge of British Waterways; these articles are an edited version of those that first appeared in 'Wendover News'.

On current issues, work is proceeding well on the footbridges between Little Tring and Drayton Beauchamp and it is hoped to have at least one of them completed in time for an official opening at the May Canal Festival; full details are in the Restoration Report.

The other major activity at the moment is the planning for this year's Canal Festival, so vital to the success of the Trust. The Festival Committee have faced the challenge of finding alternative arrangements for running the all-important bar, following the retirement of Fred Marshall (who has so ably run it for many years) and the new licencing regime. These have been overcome, and new arrangements are in place. New people also had to be found to organise several other functions, including the Trust's catering operation; again replacement volunteers have come forward, for which we are most grateful. When so many voluntary organisations struggle to find enough active people it is heartening to be able report that we have been so fortunate in receiving such support.

We look forward to another successful Festival, and in the meantime you can add your support by buying or selling those Grand Draw tickets - Jo Leeson looks forward to being inundated with your cheques and counterfoils.....

*[Cover picture: the Arm at Wendover – see Wildlife on the Arm article]*

## **RESTORATION REPORT**

It was reported in the previous issue of 'Wendover Arm News' that the method of protecting the Bentomat lining on Phase 2 was having to be reconsidered after experience found that the filling of gabions on the sloping banks proved impractical.

A range of alternative solutions have been developed, which need to take into account that the section between current and final water levels must be capable of supporting the growth of aquatic plants. For below water level, two different types of concrete block (one solid, one hollow) are to be tried and a stock of both has been ordered. Various solutions will be tested for the 'between water levels' part, all of which will need an element of soil for the plants.

Due to winter conditions preventing access to the site at Drayton Beauchamp, progress here is suspended until Spring, when the revised methods of covering the Bentomat can be trialled and the final version decided.

Work has therefore been concentrated on the two footbridges (Numbers 4 and 4a), needed to convey the public footpaths over the canal between Little Tring and Drayton Beauchamp. The timber bridges, in kit form, have been ordered. It is necessary to build 'narrows' to accommodate the bridges, because there is insufficient room on the towpath for the bases and steps. The 'narrows' are being built with reinforced concrete walls, using the same technique as the walls on the completed Phase 1 section. Work is well advanced on bridge 4, and coming along well on bridge 4a. Bridge 4, at least, should be fully completed in time for an official opening at the May Canal Festival.

Because the steps of the bridges will come down sideways, the line of the public footpaths will be altered, and it is therefore necessary to legally divert them. Normally this process would be at a cost to the instigator of some thousands of pounds, although in our case Hertfordshire County Council has kindly offered to waive the charge, for which we are most grateful.



*The 'narrows' at bridge 4 well on the way to completion. This view is from the present footpath crossing.*



*Not so advanced is bridge 4a, although the bases of the walls for the 'narrows' are in place. Again, this view is taken from the current footpath crossing.*

# Historic Asphalt: Repairs to the Wendover Arm, 1856-60

Timothy J. Peters, Ironbridge Institute, University of Birmingham

This article discusses the leakage problems of the Wendover Arm during the 19th century, the innovative use of asphalt to solve them including the nature and source of materials used, the reasons for its subsequent failure and the heritage implications of this research.

## Troublesome Leaks and their Solution

The Wendover Arm was a continual source of trouble to the Grand Junction Canal Company for most of the hundred years that it was in use. Envisaged as a feeder bringing water from the Wendover Springs to the Tring Summit it was, at a modest additional expense, built as a navigable feeder allowing the passage of lightly loaded boats to and from Wendover.

There is evidence that it was poorly constructed: Thus Hubert Thomas (Engineer and Clerk) in a Report to the Company in 1896 stated:

*"According to Mr. John Lake (Engineer) & from evidence obtained by him in 1810 from men who were employed on the Canal during the making of the arm, it would appear, that it was very badly constructed and the work carelessly done. The clay used for the puddle was obtained from the Tring Cutting and shot-in rough, and not properly formed or worked, consequently the arm has been from its earliest days ...a continual source of trouble and expense in endeavouring to stop the Leakage"*

Leakage problems requiring closure for temporary repairs occurred in 1801-4, 1821, 1829, 1840, 1845, 1851 & 1855. It was clear by the 1850s that major works would be necessary as the Arm was losing 30 locks of water, i.e. 1? million gallons, per day, there were frequent petitions from local farmers including threats of legal proceedings and claims for loss of trade from the local wharfinger were mounting. The estimated cost of repuddling was some £15,000: this equates to £1M at today's prices! The Company Engineer at that time, Mr. John Lake, was a highly innovative and effective civil engineer. For example, in 1852 he experimented with an inclined plane at Grove lock near Leighton Buzzard. In June 1856 Lake suggested that, having inspected certain reservoirs, the Arm should be repaired with asphalt.

## **Brief Account of Asphalt, Bitumen, Pitch and Tar**

Naturally-occurring bitumen has been used for at least 7,000 years for waterproofing dams and waterways, for road building and weather proofing dwellings. This was petro-bitumen seeping to the surface in oil-rich areas such as the Middle East. Noah was urged to use such bitumen, referred to as pitch, in the building of his ark: "And God said unto Noah ...Make thee an ark of gopher wood...and shalt pitch it within and without with pitch". The reservoir dam at Mohenjo Daro in the Indus Valley was lined with bitumen in 3,000 BC and remains intact today.

The famous Tar Tunnel at Coalport, Shropshire was discovered in 1786 by the ironmaster William Reynolds when driving a tunnel into the River Severn bank to link his coal mines to local water transport. The bitumen produced was used for caulking ships and for medicinal purposes but had largely dried up by 1840. The Tar Tunnel is open today and is well worth a visit. It is still seeping small amounts of bitumen and a sample was collected as part of this study of historic asphalt.

Modern usage of asphalt occurred from the early C19 with the rediscovery of rock asphalte in the Seyssel region of France. This French connection accounts for the early spelling of asphalte. A patent (No 7489) for its use for road making was granted to Richard Tappin Claridge of Salisbury Street, Strand, on 25th November 1837. This asphalt is a naturally-occurring mixture of 5% bitumen and 95% crushed limestone. It was extensively used for road making in Paris and London during the mid C19, although addition of some purified bitumen was necessary for its effective use.

Trinidad Lake Asphalt was probably discovered by Sir Walter Raleigh in 1595 and used for caulking his ships. It contains 55% bitumen in its purified state and was mixed with sand and aggregate before use. Its commercial use, mainly in North America, dates from the 1880s, but it was used, for example, in the roof of the Fort Gomer Naval Base at Gosport, Hants in 1860.

The term tar is correctly used for the pitch-like material produced during the carbonisation of coal and wood. It was extensively formed as a by-product of municipal gas works from 1820 onwards. The raw gas tar oil

was initially discarded until the commercial development of coal tar products such as creosote and a range of substances for use by the chemical and dye stuffs industry.

A patent (No 7731) for "Rendering wood...more durable, less permeable to water or less inflammable." was granted to John Bethell on 11th July 1838. The process, using coal tar creosote, was extensively used by I K Brunel for preserving sleepers in the building of the Great Western Railway. The residue after fractional distillation of the gas tar oil was termed pitch and used for a variety of purposes including road building. The first "Tar Macadam" road was built near Nottingham in 1860 and it was used extensively until the 1950s when bitumen, a by-product of the petroleum industry, was increasingly used for this purpose. Man-made asphalt consists of a mixture of tar as the binder with sand and aggregate as the filler exactly analogous to the cement, sand and aggregate in concrete.

The tar formed during the production of charcoal is referred to as wood or Stockholm Tar and was produced in Scandinavia for use as a preservative for wood, ropes, etc. and was, to a limited extent, used in road building and the production of ointments and medicines from at least the C14. Samuel Pepys as Clerk to the Admiralty records in his Diary on Monday 14th July 1662: "Up by 4 o'clock and to my arithmetique, and so to my office till 8, then to Thames Street along with old Mr. Green, among the tarr-men, and did instruct myself in the nature and prices of tarr, but could not get Stockholm for the use of the office under 10l. 15s. per last which is a great price." This corresponds to a price today of 30p per litre. Stockholm Tar is still used by vets as an antiseptic and in the manufacture of soaps and perfumes as well as a preservative. Today Samuel would have to pay £3 per litre for Stockholm Tar, which is mainly imported from China!

The use of asphalt in the restoration of the Wendover Arm in 1857 is of historical importance as the first use of the material in canal lining in Britain. The source, composition and properties of this asphalt have hitherto not been studied.



## Wendover Arm Asphalt

The Minutes of the Grand Junction Canal Company record in detail the use, including its subsequent failure, of asphalt on the Wendover Arm. John Lake suggested in July 1856; *"that about 7 mile is lined with asphalte not less than 2ins. thick with a proper facing of gravel which he considers to be more effective than clay puddle and much less expensive, estimating the cost at £200."* The work was inspected by Sir William Cubitt, Consulting Engineer and former President of the Institution of Civil Engineers, who; "reported his entire satisfaction of the mode in which it was being done and of his belief that it would effectively prevent leakage and cost considerably less than puddling." John Lake estimated that the cost of asphaltting would be about one third of that for clay puddling although later his estimate was revised upwards.

In November 1856 some 1500 tons of pitch was ordered from Messrs. Bethell & Co of Greenwich at 10s 6d per ton to be carried to Wendover by Thomas Winter of Brentford at 4s per ton. An additional 100 tons of pitch was purchased from Messrs. Parker & Co of Deptford. This was all delivered and paid for by April 1857. John Lake experimented with the composition of the proposed asphalte and proposed a mixture of; *"1 pitch, 1 sand and 1 chalk boiled together with a small quantity of raw gas tar."*

This was forwarded to Sir William Cubitt who reported in March 1857 that the new asphalte; *"was less brittle than that originally proposed to be used, which he considered an advantage and that toughness was the best quality it could possess next to its being impervious to water."* There were however subsequent discussions in May 1858 on the relative merits of lime compared to chalk in the asphalt. The Committee consulted Professor A.W. Hofmann of the Royal College of Chemistry. He was one of the most brilliant students of the famous German Chemist Liebig and held the Foundation Chair in Chemistry in what became Imperial College. He was an international expert on coal tar chemistry. He reported that the use of chalk *'to be in every respect as good as lime'*.

Details of the preparation and laying of the asphalt are not provided but it proceeded apace with nearly 4,000yds completed by November 1857. It must have been an unpleasant procedure. Contemporary accounts of the technique for preparing coal tar asphalt states that the pitch and the sand/chalk mixture were heated separately in metal trays over coal fires to

well over 100°C and whilst hot mixed together and further mixed with the raw gas oil. It then would be laid with trowels whilst still hot onto the gravel lining of the cleaned canal banks.

Initially the asphaltting was successful and the leakage rate of the asphalted section from Little Tring Bridge to Buckland Bridge decreased from 15 to 1? locks per day and no further leakage or stoppages were reported until 1870. However in July 1871, Hubert Thomas reported; *"I have made a careful examination of the Asphalte and find that more than half of it is entirely cracked and broken away at the water level and, in some places the Leakage is so great that large pieces of weed are taken away by the flow of water through the holes..."* Thus ended the first use of asphalt in canal lining.

## **Asphalt Failure**

It is of important to consider the reasons for the relative failure of the asphalt and a combination of factors appear responsible. The specification indicated that the asphalt should be not less than 2ins. thick. However measurement of the remaining pieces of asphalt sheets at Little Tring and Drayton Beauchamp gives a mean thickness of 1.4ins. (3.6cm) with a range of 0.9"- 1.7" for ten samples. Pieces of asphalt in the canal bed are often considerably thicker but show evidence of melting. The damaged asphalt was mainly at the top of the canal bank. It is therefore likely that the asphalt as laid was thinner than specified and that during the summer when the water levels were low, melting of the asphalt occurred with further loss of the material.

Examination of the meteorological records for the period indicates that hot summers occurred in 1859, 1870 and 1872. In contrast, the well-known records of the Wendover Springs do not indicate any significant decrease in flow during this decade: It was 20 years later, between 1888 and 1897, that the monthly flow from the Springs fell dramatically and the Arm was finally closed.

The Canal Company Tonnage Books indicate that the winters of 1861, 1864 & 1867 were particularly cold with the Arm closed by ice for up to one month. Meteorological records indicate that the winters of 1858 and 1870 were also especially cold. The ice and particularly the action of the icebreakers would have further damaged the asphalt lining at the water

level. It is thus likely that a combination of temperature fluctuations and mechanical damage were responsible for the asphalt damage. Studies are in progress to determine the composition of the asphalt and its physical properties. Infra red spectroscopy provides a finger print of the binder i.e. tar, component of the asphalt. Samples of Lake Trinidad, Fakenham Gas Works, Rock Asphalt, Coalport and Stockholm tars as well as the tar from the Wendover asphalt have been studied in collaboration with John Pickering of Sandberg, Consulting Engineers by this technique. The results confirm that coal tar was used in the preparation of the asphalt. We now have a library of spectra, which will allow us to identify asphalts from a variety of sources.

As in the preparation of concrete, the relative proportion of the tar binder and of filler sand and aggregate is important in determining the properties of the material. The current recommended recipe is for a binder content of 12-15%. The proportion in the Wendover Asphalt is approx. 35% and this was confirmed by analysis of samples collected at various points along the Arm. The asphalt is thus markedly over-filled and the properties of the tar dominate the material, further contributing to its susceptibility to thermal degradation. Ongoing research in collaboration with Professor Stephen Brown of the Nottingham Centre for Pavement Engineering is investigating the mechanical properties of the asphalt. Future plans include some experimental archaeology in which an attempt will be made to prepare asphalt with the methods and materials used in 1850!

The Wendover experiment in the use of asphalt for canal lining was thus a partial failure, but lessons were learnt. In 1903 the Company Engineer, Mr. Gordon Thomas reported that bitumen sheeting with a concrete covering was being used in the bed of the canal between Bulbourne Bridge and Marsworth Top Lock. Today Bentomat lining is covered with a layer of concrete in current canal restoration projects reprising the efforts of John Lake nearly 150 years ago.

**Acknowledgement.** I am grateful to members of the Wendover Arm Trust, particularly Barry Martin for assistance in the preparation of this article.

# **TRING CANAL FESTIVAL 2006**

## **BARBEQUE AND SOCIAL**

On Sunday evening a BBQ and social is held, to which Trust members are invited. If you would like to join in, please send a cheque for £7 per person (payable to 'Wendover Arm Trust') to: Shelley Savage, 16 Lakeside, TRING, Herts, HP23 5HN. PLEASE SPECIFY WHETHER MEAT OR VEGETARIAN REQUIRED. You will be sent tickets, which can be exchanged for the food on the evening.

## **CAMPING**

Following some antisocial behaviour last year by a minority of people camping on the site, camping this year will only be permitted by those WHO HAVE BOOKED IN ADVANCE. This is to ensure that we know the full identity of all those on site. If you wish to book a tent, please contact Marion & Graham Pierpoint, 5 Stonebridge Road, Steventon, ABINGDON, Oxon OX13 6AS Tel: 01235 201676.

## **WILDLIFE**

To address concerns about any potential disturbance to wildlife on the Festival site, we have this year obtained guidance from English Nature on how to prevent any problem. This will be implemented with help from the ornithologists from the 'Friends of Tring Reservoirs'.

## **GRAND DRAW**

Please note that counterfoils and cheques should be sent to Jo Leeson at 120 Bedford Road, Cranfield, BEDFORD MK43 0EP NOT to John Hopkins, whose address also appears on the tickets as the promoter.



## **HAVE YOUR NAME ON A BRIDGE LIKE THIS**

*This is your chance to contribute directly to the restoration of the Wendover Arm of the Grand Union Canal and have your name, or that of your company or organisation, permanently remembered by joining our*

## **BUY A PLANK SCHEME**

*Phase 1 of the restoration is now complete. As part of Phase 2, which will link the new winding hole at Little Tring to the already constructed section at Drayton Beauchamp it will be necessary to build two footbridges where footpaths cross the line of the canal.*

*In order to minimise inconvenience to footpath users during Phase 2 these footbridges will be built during 2006 thereby enabling continual safe access during construction work*

**For £50 you can have your chosen name placed  
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# WILDLIFE ON THE ARM

*By David Beazley*

My wife and I are fortunate to live beside the canal at Wharf Road, Wendover. We take great pleasure in it and watch it very closely. It is of huge historical interest and also a considerable benefit to wildlife. However, this year (2005) I am increasingly anxious that all is not well with the canal.

2004 was an excellent year for wildlife on the canal at the Wharf Road end. The bankside weed-growth was very healthy, mainly rushes and a cress-like plant at water level. There was also a very abundant in-water growth of a variety of ranunculus that succeeded in converging across the stream. In these weedy conditions it was clear that there was a healthy population of shrimps and sticklebacks living underneath the weed mat. As a result we were able to watch a Kingfisher almost every morning. It would perch on a frame we have placed round a waterlily we are trying to grow, spot small fish who dared put their noses outside the protection of the weed, and dive and catch them. It then went through a rather gruesome ritual of bashing them on the frame to kill them before swallowing them whole.

The larder of little fishes beneath the weed also regularly attracted a Little Grebe (Dabchick), who would up-end and swim under the weed, invariably to emerge with a small silver mouthful in its beak. Later in the season both Ma and Pa Grebe and Junior would all come and feast on sticklebacks. On another occasion a young Heron stalked the margins. Clearly sticklebacks are tasty.

But that was last year. This year the ranunculus did not appear, only the marginal weeds. So there was little hiding place for small fish and no Kingfishers or Grebes hunting them down. Now it is possible that the combined assault on the weed of umpteen Mallards, a few Coots and Moorhens, and an armada of Mute Swans could be responsible. All of these species seem to be mainly vegetarian and found the ranunculus tasty. They would munch away at it day after day. But I would argue that a plant that has obviously established itself successfully is unlikely to be eaten to extinction in one season.

I am very concerned that the culprit is a deterioration in water flow and quality. Water levels in the canal are definitely lower this year. But worse, there are definite signs of pollution in the form of nasty grey fibrous growths that indicate a chemical effect known as eutrophication - an excess of nutrients in the water that leads to algae blooms and a resultant lack of oxygen. Then things die. What the nutrients may be is for science to determine, but it is possible that domestic waste is to blame.

Less water of worse quality is always lethal for a waterway, but it is rare to see the effects so plainly in the difference between one year and the next. I hope this is being looked at by British Waterways or the Environment Agency, as major local amenity is at risk. There is no point in the Wendover Arm Trust restoring the canal unless it will enjoy an adequate quantity of clean water – the same needs as the Kingfisher that I have not seen for months.

### **Matthew Routledge of British Waterways responds:**

The canal was built to utilise the spring waters at Wendover and has continued to perform this function to this day. This feed is uncontrolled and so the quantities of water do fluctuate according to local ground water levels. Over the last 15 years the flows have fluctuated from a peak of about 25 mega (million) litres per day down to several seasons where flows were in the region of 2 mega litres per day. Current daily flows are around 4 mega litres and falling. However, these fluctuations have been recorded for more than 100 years over which period the wildlife has adapted to cope with them.

One of ecologists, Hannah Graves, has known the Arm for many years and her most recent survey (November 2005) confirms that there is still an area of Ranunculus (Water Crowfoot) in the canal near the feeder at Wendover though its extent varies from year to year. The marginal vegetation remains good and she saw no fewer submerged plants than previously noted. However, the stretch at the Wendover end is not best suited to support a wide range of aquatic plants as it is heavily shaded in places and the local population of ducks causes a localised nutrient enrichment. We have seen no evidence of algal bloom in the Summer of 2005, even though we have been monitoring it closely. (Continued ...)



## **HISTORIC ANTISOCIAL BEHAVIOUR AT DRAYTON BEAUCHAMP**

Today it is hard to think of a more tranquil spot than Drayton Beauchamp, but the following account indicates that things were perhaps not always so.....

“Drayton Beauchamp, December 26 – Stephening. There was formerly a custom in this parish called Stephening. All the parishioners used to go to the Rectory on St Stephen’s Day, and there eat as much bread and cheese, and drink as much ale as they chose, at the expense of the Rector. Finding that the custom gave rise to much rioting and drunkenness, the Rev Basil Woodd discontinued it in 1808, but gave instead an annual sum of money, in proportion to the number of claimants. Magistrate Baker had reported that one Rector hid with his housekeeper in the house, but were spied and an angry crowd climbed ladders and stripped tiles off the roof, and nearly 100 people ransacked the rectory for every crumb they could find. The population of the parish having greatly increased, and not considering himself bound to continue the practice, The Rector, in 1827, discontinued these payments. Much disgust! In 1834 the Charity Commissioners heard evidence on the subject, but could not find the origin of the usage, nor any legal obligation on the part of the Rector to continue the practice.”

(History of Bucks., J J Sheahan, 1862)

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## **WILDLIFE ON THE ARM (Continued)**

In early November Hannah noted numerous Little Grebes along the canal and Kingfishers have bred successfully on the canal nearby, as they have done since at least 2001.

We continue to check and monitor the wildlife across all our waterways and I hope that this will allay any concerns about the state of health of the Wendover Arm

## NEWS IN BRIEF

**WENDOVER VILLAGE QUIZ:** Our intrepid team (Allan and Christine Baker and Michael Cronin) made it to the final, in which they succumbed to the Wendover Society Gents. A splendid performance for which we congratulate them.

**CHILTERN'S CONSERVATION BOARD:** The Trust has been invited to join the Board's Chalk Streams Steering Group, with the Arm being recognised as 'an honorary chalk stream'. We have begun to attend their meetings and look forward to working with them, and benefiting from their expertise.

**INFORMATION BOARDS:** The new information boards, to be sited at Little Tring (funded by the Chilterns Conservation Board) and Wharf Road, Wendover (funded by the Wendover Community Trust) have been ordered and should be put up soon. We have received permission to remove the present heavily vandalised board at Wendover; ours will be placed inside the water gauge cage where it should be protected from the local graffiti vandals.

**CLUB 100:** The winners in the January draw (with a healthy 104 numbers taken) were: First Prize (£124.80) Mrs G C Wharton; Second Prize (£52.00) Mr R A Dunkley; Third Prize (£20.80) Mr H Matraves

**MOORINGS AT LITTLE TRING:** We are pleased to report that British Waterways took prompt action to remove three boats that were overstaying the 48 hour visitor moorings on the newly opened section. Trust members can help by reporting any such infringements to BW at Milton Keynes on 01908 302500.

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# Wendover Arm Trust

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# **TRING CANAL FESTIVAL 2006**

**Sunday 28 and Bank Holiday  
Monday 29 May**

**Booking forms for boats, classic vehicles, craft stands, trade stands, caravans and tents are available from the Trust website, or by telephoning John Savage on 01442 827702**

**Posters will be sent out with the next 'Wendover Arm News'**

**PLEASE REMEMBER TO BUY OR SELL YOUR GRAND  
FESTIVAL DRAW TICKETS AND SEND THE  
COUNTERFOILS AND CHEQUE TO JO LEESON AT  
HER ADDRESS ON THE TICKETS**