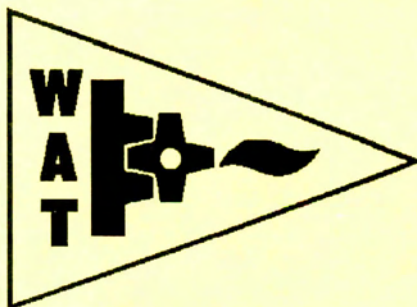


Wendover Arm News

The newsletter of the Wendover Arm Trust



Issue No. 7
Summer 1991

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

TREASURER Beryl Martin

12 Chipperfield Close, New Bradwell,

Milton Keynes, Bucks. MK13 0EP

Tel: Milton Keynes (0908) 312239

MEMBERSHIP SECRETARY Barry Martin

12 Chipperfield Close, New Bradwell,

Milton Keynes, Bucks. MK13 0EP

Tel: Milton Keynes (0908) 312239

NEWSLETTER EDITOR Richard House

'Kingsclere', Lower Icknield Way,

Aston Clinton, Aylesbury, Bucks. HP22 5JS

Tel: Aston Clinton (0296) 630317

PUBLICITY OFFICER Rod Saunders

Tel: Day - (0296) 661920; Eves - (06284) 72500

SALES OFFICER Bob Wheal

Tel: Leighton Buzzard (0525) 381614

COMMITTEE MEMBERS Bernard Banfield

Graeme Lockhart

IWA NOMINEE To be announced

CHAIRMAN'S REPORT

Dear Member

"Summer" is with us as I write these notes - the rain is hammering on my windows! The fortunes of the Trust are, at present, very much as the weather has been this year - very mixed.

In my last report, for the Spring newsletter, I said that the result of the Aston Clinton By-pass Inquiry and the W.S. Atkins survey and report should be with us long before this newsletter is published; alas, we still await both. Maybe the Trust motto should be "Festina lente".

On the plus side, didn't we have a wonderful Festival? Thanks to the very hard work of the Festival Committee for 9 months before the event and the help which so many of you gave over the weekend of May 25th - 27th the success of the whole event far exceeded my expectations. There is a full report on the Festival on pages 4 -6. As the result of both the Mayor of Dacorum and the Chairman of Aylesbury Vale District Council being present they have both instructed their Directors of Health and Leisure to contact us to arrange discussions regarding the assistance which their respective Councils can give us.

The P.S.A. working for the RAF are making progress with the refurbishment of the Rothschild Bridge at Halton but it will not be finished in time for an opening ceremony in July as was at first promised by the RAF.

Finally it is with regret that I have to announce that three members of the present Trust Council are leaving the Council. Jim Wright feels that, because of his age he is unable to give our rapidly increasing income the amount of time which it requires - Jim has been Treasurer since the inception of the W.A.G. in 1985. Ill health causes Ray Powell to resign as the Trust's Sales Officer and Ken Walsh, our Publicity Officer is moving back to his native Yorkshire. All three of these stalwarts were at the first meeting of the Wendover Arm Group and have supported the Group and the Trust diligently ever since. My sincere thanks go to each of them for the vast amount of spadework that they have put into the Trust. It is with regret that I have to say goodbye to them.

Roger Lewis

MEMBERSHIP REPORT

As at 8th July 1991, membership statistics were as follows:

No. of memberships:

Single	108
Family	122
Corporate	4
Honorary	<u>1</u>
TOTAL	<u>235</u>

Assuming that a Family membership is 2 people, this gives a total of 357 members.

Payment Method		Deeds of Covenant	
Cheque/Cash	97		13
Bankers Order	137		99
Honorary	<u>1</u>		
TOTAL	<u>235</u>		<u>112</u>

Listed below are members who have recently joined the Trust.

Mr & Mrs C BakerWendover
Mr & Mrs A J Beard Luton
Mr & Mrs J W Brice Chalfont St Peter
Mr & Mrs J BroomanWendover
Mr & Mrs D Clark.....Bulbourne
Mr & Mrs R Colledge..... Eastcote
Mr & Mrs D H Lewis Wokingham
Mr & Mrs R J Mainwaring.....Chelmsford
Mr & Mrs M Mitchell..... Tring
Mr & Mrs R R Pemberton.....Stopsley
Mrs A M Pratt..... Watford
Mr & Mrs R Stoyles..... Sunningdale
Mr N C Williams..... Aston Rowant

WELCOME TO THE TRUST

Barry Martin - Membership Secretary

£2000 FROM UK2000

As reported in the Spring newsletter, the Trust have been awarded a grant of £2000 towards the cost of the W.S.Atkins feasibility study by UK2000.



The cheque will be presented on 8th August at Little Tring Bridge - the subject of the study - during a site inspection by the consultants. The presentation will be made by Jane Leek, the UK2000 Grant Fund Manager and Sarah Jackson, the Civic Trust scheme administrator.

Receiving the cheque will be WAT Chairman Roger Lewis. Also present will be Tim Sidaway from BW and Jim Saunders, Associate Director of W.S.Atkins, along with other members of the Trust.

UK2000 is a national environmental network of voluntary organisations who combine their resources to work together in partnership with industry and government to carry out high quality environmental work. It is supported by the Department of the Environment. A principal partner in UK2000 is the Civic Trust, under the Patronage of HRH The Prince of Wales. With the aim of upholding high standards of environmental quality and management throughout the UK, the Civic Trust works with industry, government agencies, local authorities, voluntary and community organisations on a wide range of conservation and economic regeneration projects.

We are very grateful to UK2000 for this grant, the award of which recognises the significant environmental benefit that restoring the Wendover Arm will bring.

Sorry for the delay

This issue of the newsletter is a little later than intended. The result of the Aston Clinton Public Inquiry has dominated the Trust committee recently. The report and decisions arising from this Inquiry appear on pages 9 to 13.

The next issue will contain news of what the Trust and British Waterways are doing in respect of this matter. Also in the next issue will be a feature on another southern England canal restoration which makes restoring the Wendover Arm look easy.



WENDOVER CANAL FESTIVAL AT TRING 1991

In last summer's newsletter I said, as the result of the recent Festival, we all had had a reason to feel proud of our efforts. This year we knew that we had a very hard act

to follow, but follow it we did and surely we made an even greater impact. We had 148 boats present - 20 more than at the first Festival and this year the total length did exceed the "in water" length of the Arm. There were also, thanks to the Hertfordshire Branch of the Caravan Club, about 70 caravans and tents on the site over the weekend.

Boaters came from far and wide, Nottingham, Macclesfield, London, many of the boats from the Aylesbury Basin and nearly half the boats from the Dunstable and District Boat Club were there. The bar tent opened on Friday night when a group of Musical Boaters formed an impromptu band, on Saturday evening we were entertained by a 60's style dance band, Jet Stream and had a Fish and Chip supper. On Sunday we cooked our barbecue packs (Janet Packe and friends handed out 500 packs and provided salad for an equal number of people) and danced to the same disco that proved so popular last year - "Roy's Disco". Over the weekend about 8000 people are estimated to have been present - roughly 50% more than attended last year.

We again had the benefit of Mr Malcolm Miles' scaffold bridge to help make the site much more central for the many boats tied up on the towpath. British Waterways had dredged a 3'6" - 4' deep channel all the way from the Bulbourne Junction to the Tring Feeder, which made travelling for the deep draughted boats much easier.

Again, repeating my remarks of 1990, the weather, although not so perfect as last year, was certainly the best weekend we have had since Easter and this must have been a great influence on the public's response to our advertising.

At the opening ceremony at mid-day on Sunday I was very pleased to welcome Mr and Mrs John Brown of Wendover, the owners of the field to the Festival. The opening was very ably performed by The Worshipful, the Mayor of the Borough of Dacorum, Councillor Frank Seely, (his first official duty since he had taken office earlier in the week) supported by the Town Mayor of Tring, Councillor Tim Amsden, the Chairman of Aylesbury Vale District Council Bill Lapham; Councillor David Adams, the Chairman of Wendover Parish Council and Councillor Mrs Ellwood representing Halton Parish Council, (collectively referred to by the Mayor of Dacorum in his address as "the Chain Gang"), and Mr David Stevenson, the Chairman of the Inland Waterways Association.

During Sunday afternoon the public flocked onto the site - no doubt attracted by the Agfa hot-air balloon which was flying on a tether behind the craft tents. This year, thanks to the efforts of Bob and Joanne Wheal, we had more than double the number of craft stallholders. There was also a marquee (kindly loaned by British Waterways) filled with Charity stalls. The Beds & Bucks Stationary Engine Club provided a very interesting and varied collection of exhibits - there were nearly twice as many engines as last year.

British Waterways Bouncing Bridge proved to be even more popular with the children this year. They (the children) were entertained on both Sunday and Monday by two very amusing entertainers. Our thanks to Colin Rees for finding them at such short notice - we learned on Saturday night that the booked entertainer, Phil Perry, had been taken to hospital on Friday night. The children also enjoyed the swings and roundabouts, and pony-rides were again available on ponies loaned by a local riding school; in fact they were so busy that the owner had to go home and find a third pony for Monday afternoon - over 500 rides were given by these ponies.

A very festive atmosphere was given by a fairground organ and by Suzy Aikerman, who was dressed in the costume of a boatwoman, with her popular street organ, which was tried out by all and sundry - children and parents alike were seen turning the organ handle.

There was no shortage of food on the site. Mr Poole had an even larger Fish and Chip coach during the whole weekend; there were popcorn makers and doughnut makers. The Chiltern Branch of the IWA (ex South Bucks Branch) did a roaring trade in teas, sandwiches and cakes throughout the whole of the time that the site was opened to the public.

The first arena event on Sunday afternoon was a novelty Dog Show, organised again this year by Heather Alsop and Colin Rees, followed by a Karate display given by the Hemel Hempstead Karate Club. The afternoon came to a close with a parade of Classic cars which had been on display all day. Monday opened with a very popular Car Boot Sale, which again was bigger than last year's sale. Even more people came on site than the previous day. During the day the Tring School Orchestra, under the direction of Mrs Alison Gent, entertained us with some very popular classical music in two 40 minute sessions. Between these sessions Clive Knapp and Colin Rees organised a Dog Agility event in which the public were persuaded to show the obedience, or otherwise, of their canine pets. This was followed by Alan Rance again giving a commentary on the individual classic cars and tractors taking part in the parade.

The finale of the weekend was when Councillor Tim Amsden, the Mayor of Tring, drew the winning Grand Festival Draw tickets for the 1st prize of "a weeks holiday on a canal cruiser" which was very kindly donated by Grebe Canal Cruises. The complete list of the winners appears on the following page. The draw raised a total of £1250 profit after all expenses had been paid.

Once again our very grateful thanks go to Mr and Mrs John Brown for very kindly allowing us to hold the Festival on their field and for offering us the use of the same site again next year. Thanks also go to each member of the Festival Committee for their dedication and hard work during the 9 months up to the Festival and to all the people who helped during the weekend, especially the St. Johns Ambulance Brigade, the members of T.H.A.M.E.S. whose communication system helped to keep things running smoothly, especially the Harbourmaster's task, and who were very helpful with the direction of traffic into and out of the carpark, to the boaters and others who helped with the carparking and relieved the public of their money as they came through the gates, and finally to our Site Controller, Graeme Lockhart, who was responsible for the smooth working of the whole event.

In all it was a memorable and successful weekend.

Roger Lewis

GRAND FESTIVAL DRAW 1991

List of prizewinners

The winning tickets were drawn by Councillor Tim Amsden, Mayor of the Town Council of Tring, on Monday 27th May 1991.

1st Prize: Canal Boat Holiday, donated by **Grebe Canal Cruises**

Ticket No: 005334

P Newrick, N/B Moonshadow

2nd Prize: Colour Television

Ticket No: 001765

Isabelle Gilmour, Borehamwood

3rd Prize: Dinner for two

Ticket No: 000671

Mrs C Lea, N/B Wessex

4th Prize: House contents valuation, donated by **Brown & Merry**

Ticket No: 005871

Mrs R Russell, London N10

5th Prize: Food Hamper

Ticket No: 015255

Mr S J Sloan, Aylesbury

6th Prize: Teddy Bear in traditional canal costume

Ticket No: 014293

Mrs Zwartjens, Holland

7th Prize: Champagne

Ticket No: 001708

Caroline Powell, N/B Draco

8th Prize: Golf Umbrella

Ticket No: 012607

J E Aston, Rickmansworth

9th Prize: Whisky

Ticket No: 002578

Denise Cariou, Hemel Hempstead

10th Prize: Clock

Ticket No: 005936

Mr Milverton, Tring

11th Prize: Wine and Basket

Ticket No: 005245

Lynne Hamilton, Tring

12th Prize: Leather Bag

Ticket No: 015265

D Lewis, Tring

13th Prize: Canal motif "T" Shirt

Ticket No: 017279

Mr Preston, Maidenhead

LETTER TO THE EDITOR

Sir,

I would like, through the pages of our Trust magazine, to thank Rod Saunders for providing such a magnificent prize to enable us to hold a "Festival Draw".

I would also like to thank all the other generous people who donated prizes, and last but not least thank you to all the people who bought tickets.

With the help of everyone concerned we made a fantastic profit towards the restoration of the Wendover Arm of £1,275.10.

Janet Packe

LECTURES AND SLIDE PRESENTATIONS

Our thanks once again go to Jim Macdonald, and to the Chelmsford Branch of the IWA, who donated £25 to the Trust in lieu of a lecture fee when Jim gave a talk to the Branch recently.

We are always keen to publicise the canal and the work of the Trust. Wider membership helps to increase the restoration funds available, so we can reach our target of a fully navigable waterway to Wendover as soon as possible. The Trust has a large collection of slides available, and if any member is interested in arranging a lecture or presentation, please let one of the Council know and every effort will be made to assist.

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

The Editor is always pleased to receive articles, news, letters photographs, etc. for publication.

We can also advertise boats etc. for sale - a small donation to the Trust is requested for including any private advert - please contact the Editor on 0296 630317 or send copy to the address shown inside the front cover.

Copy deadline for next issue 31st October 1991

STOP PRESS

Aston Clinton By-Pass Inquiry

Since preparing this newsletter, the report of the inquiry has been published. Relevant extracts from the Inspector's report follow below - some good news, some not quite so good, but we have yet to assess the full impact on the Trust. Analysis will be included in the next issue - if anyone has any comments, please send them to the editor (remember next deadline 31st October).

11. FINDINGS OF FACT

- 11.7. There is overall a strong and authoritative balance of opinion in favour of the Published Route.

Specific Objections to the Published Route

Drayton Beauchamp and the Wendover Arm Canal

- 11.8. St Mary's Church is a beautiful Grade 1 listed Church in a unique setting which owes much to its views towards the Chiltern escarpment. The Published Route comes out of a cutting and over a bridge opposite the church to achieve minimum navigation clearance over the disused and partly de-watered Wendover Arm Canal. The worst effects of this part of the Bypass could be shielded from the Church and its surrounds by a development of DTp's (Department of Transport) current proposals; and services would not be disturbed. However the 5m high mounding would cut off the view of the Chilterns from the area, as well as the main view of the Church from the direction of Buckland Road; the uniqueness of the atmosphere surrounding the Church would be lost forever.
- 11.9. There is an active voluntary Wendover Arm Trust (WAT), supported by the British Waterways Board (BWB), relevant local authorities with varying degrees of enthusiasm, and many other organisations. The restoration of the whole length of the Canal is considered a worthwhile project, 11th to 13th in priority of national canal restoration projects, and it is feasible in engineering terms at a cost estimate of £3m less voluntary labour savings. It would not be a sensible project without increasing the clearance under the A41 and

replacing a bridge at Halton, perhaps with a swing bridge at a cost of about £0.5m. Public funding would be limited to current maintenance costs but major fund raising for canals is regularly achieved.

- 11.10. DTp consider the Canal is a “navigable watercourse” obliging them to provide reasonable navigable clearance. BWB say that it is not. Both possibilities need to be catered for. It is feasible to divert the line of the Canal into the hill slope so that the profile of the Bypass could be lowered by 2 1/2 - 3 metres. This would lead to a dramatic easing of the problem of shielding the Church, and the distant views need not be lost. The cost of diverting the Canal is about £0.4m of which £0.25m would be saved if a bridge only is provided and the diversion itself left as an additional task for any future canal reopening; expenditure on the by-passed part of the Canal would be saved. There are CPO (Compulsory Purchase Order) implications to any change to the bypass profile at Drayton Beauchamp.

12. CONCLUSIONS

What modifications?

Drayton Beauchamp Church

- 12.5. I am convinced that the profile of the Bypass must be lowered as far as is possible without impeding flood water on the line of the Wendover Canal. Landscaping should then be designed to shield the surrounds of the Church from sight of traffic and excessive noise without cutting out the view towards the Chilterns, or the view of the Church from the Buckland Road direction; the footpaths including the attractive towpath should be diverted by a footbridge over the cutting west of the Canal. This proposal would prevent the Wendover Arm Canal from ever being re-opened on its present alignment. The evidence of BWB, WAT and other authorities convinces me that a solution to that problem must be available even if, as is the more likely, the Canal is not a “navigable watercourse”. DTp’s suggested canal diversion provides the solution and the only issue is how far it would be right to go in achieving that diversion at the time the Bypass is built.

- 12.6. If the Canal is a navigable watercourse, DTp should not do anything to prevent it being re-opened for navigation, and the Bypass must at least be constructed with a bridge on the diversion line so that the road does not form a block to navigation. DTp would also presumably be responsible for acquiring the necessary land and excavating the Canal on the diverted line. I see no advantage nor obligation on DTp to undertake canal excavation unless and until Wendover Arm reconstruction starts.
- 12.7. If the Canal is not a navigable watercourse there appears to be no legal obligation to make any provision in advance for its re-opening and no such provision has been made on the A41 nor at Halton. However the climate has changed since low bridges were built there; there have been many recent successes in opening canals and there is a spirit of optimism in the voluntary bodies who seek an extension to this major field of recreation. BWB, Dacorum Borough Council and many others are giving encouragement to WAT who would feel badly let down if DTp blocks the Canal without making any further provision. I consider that DTp should construct the bridge at a cost of £0.15m as in paragraph 12.6 and be prepared to acquire the necessary land for the diversion if and when reconstruction starts. It would not be a justifiable charge on the exchequer for DTp to pay an extra £0.25m for the excavation of the diverted canal itself outside highway boundaries for a voluntary venture.
- 12.8. Minor increases in CPO areas are required to enable the Bypass profile to be lowered. I suggest that, provided it is legally permissible, draft CPOs should be published at the same time to cover the land for the diverted Canal outside highway boundaries, it being understood that they would not be implemented unless or until Canal reconstruction starts. They might never be implemented.
- 12.9. Dr Penge's fears about damage to wildlife and from intruders are not substantiated.

13. RECOMMENDATIONS

I recommend that:

- 13.2. The A41 London-Birmingham Trunk Road (Aston Clinton and Slip Roads) Side Roads Order 19 should be made as modified:
 - b. to lower the road profile in the vicinity of St Mary's Church, Drayton Beauchamp to give the minimum necessary flood water clearance on the line of the Wendover Arm Canal.
 - 13.3. The A41 London-Birmingham Trunk Road (Aston Clinton Bypass) Compulsory Purchase Order (E) 19 should be made as modified:
 - b. by such changes as are required to enable the road profile to be lowered at Drayton Beauchamp.
 - c. by such amendment as is thought appropriate for the diversion of the Wendover Arm Canal as indicated in Conclusion 12.8 above.
-

The Decisions of the Secretaries of State

The Secretaries of State for the Environment and for Transport, having received the Inspector's report and recommendations, announced the following decisions.

The Grand Union Canal - Wendover Arm

9. The Secretaries of State accept the need to minimise the impact of the new road on the environment of St Mary's Church, Drayton Beauchamp; they agree with the Inspector that mitigation can best be achieved by lowering as far as possible the profile of the bypass where it will cross the Wendover Arm Canal.
10. As the Inspector correctly concludes (paragraph 12.7), no legal requirement rests on the DTp to make provision for the possible future passage of vessels on the Wendover Arm Canal where the bypass will cross it, because no navigation rights exist over the canal. However, the Secretaries of State recognise that the Wendover Arm Trust is firmly committed to the restoration of this canal and its return to navigation;

and aim supported in principal by British Waterways. They have decided, therefore, that it is reasonable to expect that the Wendover Arm Trust will achieve its objective and that the construction of the bypass should not act as an impediment. They propose that DTp shall, when the bypass is built, lower the planned profile of the road where it will cross the present canal and construct as part of the bypass scheme a bridge that will enable, at some future date, the canal to be diverted with full navigational clearance beneath the bypass. This decision will increase marginally the scheme's cost. The Secretaries of State consider the additional expenditure worth while and acceptable, given the status of the canal restoration proposals, and when assessed against the overall environmental gain which the revised arrangements will bring. The bridge can be constructed without the need for any further land to be acquired.....

13. The Secretaries of State accept the Inspector's view (paragraph 12.7) that excavation costs associated with the future diversion of the canal are not ones to be met by the DTp. However, in so far as any extant British Waterways' private navigation rights on the canal which are removed by the Secretary of State for transport exercising the powers in the compulsory purchase order, are compensatable under the relevant legislation, then the owners of those rights will be able to submit a compensation claim. The reservation the Inspector expresses in paragraph 12.8 is also relevant; for the Secretary of State for transport to exercise the land acquisition granted to him by the highways act 1980 there would need to be a definite intention by him to built the canal diversion. It would therefore, be inappropriate and beyond his legal powers to promote a compulsory purchase order to take land for works that do not form a part of the road construction proposals. Accordingly the Secretaries of State cannot accept the recommendation set out at paragraph 13.3c of the Inspector's report. It would be for the Canal Trust or British Waterways, at the appropriate time, to obtain possession of the appropriate land through which to route the canal diversion.

NOTES ON THE EARLY HISTORY OF THE WENDOVER ARM

The Act of Parliament for "making certain navigable Cuts from the Towns of Buckingham, Aylesbury and Wendover" was passed in the reign of George III and dated 28th March 1794.

Soon after the opening of the canal a number of innovative and historical events took place. For example an experiment was made in 1799 to ascertain the comparative advantage of conveying cattle and other livestock by water instead of turnpike road to the London market.

Mr John Westcar, a celebrated Grazier of Creslow, caused a remarkably fine ox, designed for exhibition at the Smithfield Cattle Show, to be conveyed by boat on Tuesday 10th December from Wendover to London where it arrived on Thursday 12th at Blackfriars Wharf, a distance of 60 miles by water compared with 38 miles by turnpike road.

The journey was achieved in little more than half the time usually taken by road, at considerably less expense and without fatigue to the animal which, according to contemporary accounts seems to have established a preference for this new mode of transport.

The canal was also used to transport pauper families from Bledlow to seek work in the Lancashire cotton mills during the famines of the early 19th century. From letters written home they seem to have found the life to their liking, earning more than twice the amount they could expect by working on the land and even the accommodation seems better than they were used to. Of course this would only have been relative and their new life would have been extremely hard but it says as much about life on the land as it does that in the cotton towns.

There are also claims that farm workers began their journey to the New World by boat from Wendover although I have not found reference to this in any contemporary records. I suppose it is quite possible some of the Lancashire cotton workers originating from the Wendover area went on to cross the Atlantic from Liverpool. If anyone has further knowledge of this I would be interested to hear from you.

Sources: Copy of the Act of Parliament dd 28th March 1794
The History and Antiquities of the County of
Buckinghamshire Volume II - George Lipscombe (1847)
Bledlow and the Lancashire Cotton Industry

Also available:

Wendover Epiphany Session 1796 -
Map of Wharf Road Wendover
Track of Canal - 13.3 inch to mile map
Rough draught of Canal 1805 - 106.6 inch/mile map

There are other sources of information in the reference section of the County Library and also the Record Office, both in Aylesbury in adjacent buildings. Access to the record office will require a permit obtainable from the County Archivist; the reference section is available whenever the library is open.

Why not spend a few hours browsing next time you are in Aylesbury. Who knows, you may discover an important document or an unknown item concerning the history of the Wendover Arm. If you do, be sure to write and tell us about it.

Ray Powell, 116 Cressex Road, High Wycombe, Bucks HP12 4TZ



ANNO TRICESIMO QUARTO

Georgii III. Regis.

.....

C A P. XXIV.

An Act for making certain Navigable Cuts from the
Towns of *Buckingham*, *Aylesbury*, and *Wendover*,
in the County of *Buckingham*, to communicate
with the Grand Junction Navigation, authorized
to be made by an Act of the last Session of Par
liament; and for amending the said Act.

[28th March 1794.]

WANTAGE BIG DIG

WATERWAY RECOVERY GROUP LTD

WANTAGE BIG DIG '91

At the Trust's Annual General Meeting in July, Chris Davey of the Waterway Recovery Group gave a fascinating illustrated talk on the history and work of WRG. This year WRG celebrates its 21st birthday and to celebrate this achievement a really BIG DIG is to be held on the Wilts and Berks canal near Wantage.

Chris invited the Wendover Arm Trust to send a work party to join in this event. We know that a number of WAT members are just itching to get stuck in to some real physical restoration work and this is an ideal opportunity to have a go on another canal while waiting for the start of similar activities on the Wendover Arm.

Enclosed with this newsletter are details and an application form for the WRG Big Dig at Wantage.

This is a really worthwhile event, and can definitely be recommended as a fun weekend. Why not get down there on 12th -13th October and learn how it is done - after all we will need lots of experienced people in the future on the Wendover Arm!

Send off the booking form now and let's show that WAT is not just a self-interested body, but an integral part of the canal restoration movement today.



SALES GOODS

THE COMPREHENSIVE LIST OF SALES ITEMS IS AS FOLLOWS:-

- * SWEATSHIRT in a variety of colours incl. 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

SPECIAL OFFER

Sweatshirts in grey and sizes XXI, XL, L, M, S are available at the reduced price of £8.00 each

- * TEA TOWEL - printed in either blue or green on white - £2.25 each
- * BURGEE £4.00 each
- * BALL POINT PEN £0.60 each
- * AYLESBURY & WENDOVER ARMS BOOKLET £2.00 each
- * WATERWAY TO WENDOVER (Amenity Study) £1.25 each
- * POP-UP CANAL GREETINGS CARD £1.20 each

POSTAGE WILL BE CHARGED AT COST.

The above may be ordered by telephoning Bob Wheal on 0525 381614 or by writing to him at 467, Bideford Green, Linslade, Leighton Buzzard, Beds. LU7 7TZ

