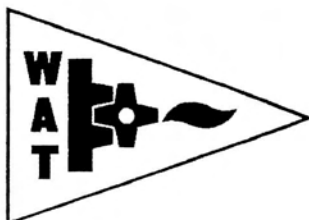


# WENDOVER ARM NEWS



The newsletter of the Wendover Arm Trust

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# THE WENDOVER ARM TRUST

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**Elizabeth Payne**

# CHAIRMAN'S REPORT

The attendance at the AGM in October was again a record. It was good to see so many of you turnout for this meeting.

I am very pleased to welcome Roger Leishman and Elizabeth (Liz) Payne onto our Council. Roger is a retired Civil Engineer who has spent a lot of his life in the highway development business which means that reverting to an earlier form of transport will not be too difficult for him. He is also one of the most regular attenders at our monthly "jungle bashing" sessions and he has agreed to take over the role of "Work Party Organiser". Liz Payne is the Chairman of the Grand Junction Region of the I.W.A. and replaces Alan Swaizland who has served with us for 4 years as the I.W.A. representative on the Council - thank you, Alan, for all of your help during that time. Alan will still keep in touch with the Trust as he is preparing a new Amenity Document to replace "Waterway to Wendover".

I am very sorry to say goodbye to Ian Packe as a Council Member. Until he retired at the AGM Ian was, together with Barry Martin and myself, one of the only three remaining members of the Council who were Founder Members of the Trust. We will sadly miss his intimate knowledge of the Trust and the Arm itself.

This was the first AGM that, when I asked if anyone had any matters to discuss after the usual subjects had been dealt with, there was a lengthy discussion as to whether we should go immediately into the restoration of the Little Tring Bridge and a Mooring Basin there or whether it would be better to wait for a while to see if our latest application to the Millennium Fund is successful so that we can restore the whole of the Arm at one fell swoop. Although the only

people to speak were in favour of starting at Little Tring a.s.a.p. the opinion of the majority, when I asked for a show of hands, seemed to be in favour of going for the whole restoration as a single project.

Mike Chessher and Terry Kemp, have been working relentlessly during the past few weeks to prepare our latest bid for Millennium Funds. They have produced a very impressive application document. Terry has joined Chris Mitchell's team on the G.U. Canal (South) as Recreational Manager in place of Carol Hauck and comes here after having spent 3 years on the K & A where his task was that of raising funds for restoration. Obviously he is just the person that we need to help us.

Looking forward to next year, plans for the Festival are well in hand, bookings for the Craft Fair were coming in strongly well before we had our first Festival Committee meeting. We will have the North London Caravan Club in attendance this year but, if we are going to equal or exceed the total of £28,800 which we raised at the last Festival we shall need all of their help together with the help of all of our members.

Lastly, can I make amends to Roger Davis for failing to thank him for his help in printing the last 8 issues of this Newsletter and also to thank David and Caroline Clark for taking over - at no cost to the Trust.

I hope that you all have a very Happy Christmas and Prosperous New Year.

Yours sincerely

*Roger Lewis*

# MEMBERSHIP REPORT

The Wendover Arm Trust's membership continues to increase and now stands at 491.

Listed below are the members who have joined the Trust since the last report.

We welcome :

Mr P Coyne . . . . . Hemel Hempstead  
Mr & Mrs R J Glenister . . . . . Harrow  
Mr & Mrs D W Irons . . . . . Great Brickhill  
Mr T Kemp. . . . . Pewsey  
Mr R S Moulster . . . . . Luton  
Mr & Mrs J A Raven . . . . . Barnehurst  
Mr R Swan. . . . . Wendover

*Barry Martin*  
*Membership Secretary*

## SITUATIONS VACANT

Overworked Festival Tea Tent Team urgently require  
a person to join them on Monday 27th May 1996,  
10 a.m. to 5 p.m..

**Contact Judith Chessher on 01442 865398**

## IAN PACKE

I first met Ian in a bedroom in the Rose & Crown Hotel in Tring in December 1985 together with a total of 25 representatives from about a dozen other organisations who were interested in forming a group to restore the Wendover Arm. It was at that meeting that the Wendover Arm Group was formed.

From that night onwards Ian has dedicated countless hours of his spare time to the Wendover Arm and it's restoration. During the years that Janet, his wife, was Secretary of the Group and then of the Trust Ian took on much of the secretarial work. When Janet retired last year he then took on all of the duties as Secretary of the Trust.

His presentation at the Aston Clinton By-pass Inquiry in 1990, together with that of Michael Hanfords' certainly convinced the Inspector of the advantage of maintaining the course of the Arm when a new roadway is eventually built. His knowledge of Company Law has been a tremendous asset to the Trust and, for my part, I am deeply indebted to him for the help and advice that he has given me over the last ten years. I know that Beryl Martin has also had reason to be grateful to him for the assistance that he has given her in preparing the accounts for audit each year.

His retirement means that, of the original 9 sponsors of the Trust, Barry Martin and I are the only two now left on the Trust Council.

Although Ian has resigned his Directorship he will still support the Trust by editing the Newsletter next year and by continuing to serve on the Festival Committee.

Thank you, Ian for all of the assistance that you have given to all of us in the past. I hope that you can still call on you for help when I need it in the future.

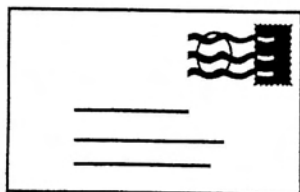
*Roger Lewis*



Once again, the Festival Committee is hard at work, trying to outdo previous years with inventive thinking and audacious planning (this is beginning to sound like "The Good Old Days" - sorry!). The event is still at an early stage, but be warned - in the next issue there will be news about the Grand Draw which concerns YOU and your wealth -

**DON'T MISS IT**





# LETTERS



Dear Barry,

... With regards restoration of the Wendover Arm the Trust must begin to show a more visible sign of progress or we feel you will start to lose support especially from long serving members.

To talk now of full restoration, which of course is ideal, and of another study this may delay any work and therefore reduce the impact of the Trust over the immediate future.

To access through Little Tring Bridge with winding hole etc. would be superb publicity to local authority, businesses and public and of course increase use of the Arm.

Whilst we can understand the need for raising funds through the Festival this event does seem to dominate the Trust's thinking, time and space in newsletter.

We were involved in the Basingstoke Canal restoration and their biggest mistake was not to open canal from Wey Navigation early on, with the result that the waterway was usable but boats could not access the canal. The result was lock gates falling to pieces and of course the infamous S.S.S.I..

If the committee is not careful it will run out of steam and members before achieving any practical and visual progress.

This letter is meant in all sincerity and can be published and discussed.

Yours sincerely

**Muriel and Roy Smith,**

**Bugbrooke**

*Now this is the sort of correspondence I have been hoping for for 4 years whilst I have been editing this newsletter.*

*The Committee have discussed the points brought up here (indeed they are central to most policy decisions one way or another). However, rather than setting out the 'official' line here, it would be far more valuable to get more feedback from members first.*

*What do YOU think? Should we concentrate on a small section first, or try for total funding? Is local publicity broad enough, and would opening Little Tring Bridge make a large or a small difference to local support and possible finance? Is the Festival assuming too much importance in our calendar?*

*Let's have your views. In the next issue, the Committee will put their arguments for the actions that have been taken, but please let's hear what you have to say first without any bias. Don't be afraid - criticism can always be constructive.*

**Dear Mr Lewis**

TH'OWD BRID

For a number of years, my husband and I have been interested in the Wendover Arm, having taken our narrowboat along to the winding hole on several occasions and attending your Annual Rally by car or from a weekend mooring at 'lbourne and walking along.

We had intended to join the Trust but unfortunately did not do so.

My husband died suddenly early in September and instead of flowers, our family asked for donations to two canal charities.

I am pleased to enclose cheques value £100 which we hope will help in your endeavours to re-open the Arm towards Wendover.

Yours sincerely

**Thelma Wright (Mrs),**

**High Wycombe**

*We extend our sympathy and condolences to Mrs Wright on her sad loss, and a very big thank you for such a kind gesture.*

# The Dry Section

## - A Personal View

Having only fairly recently discovered the scenic, unnavigable but walkable section of the Arm known as the Dry Section, I thought my experiences might encourage anyone who hasn't walked it already to give it a try. and who knows, you might then be encouraged to join the few who meet monthly to clear the dereliction.

If I tell you it's only just outside Tring, and it's a derelict canal, you might imagine an unlovely section of muddy polluted urban mess. Let me assure you, nothing could be further from the

case. Tring is nearby, but is hidden behind a hill, and is in any case not urban. And the canal itself is clean, attractive, and almost quite literally dry. Admittedly I usually wear wellies when I'm able to go on the working parties, but if any part of the canal is muddy, it's usually the well-used towpath. Even this is well drained, as the canal winds along a hillside above the reservoirs (and nature reserve): indeed this was always the problem, because far too much water escaped from the canal and ran away.

✂

*continued over*

## The Dry Section (cont.)

The main part of the Dry Section is not much more than a mile according to my map, but it seems longer if you're carrying equipment. The only road access is from Little Tring bridge on Little Tring Road at one end, and Drayton Beauchamp bridge (on a road called The Holloway) at the other end. These are unclassified roads running between the B488 Icknield Way (the one that passes the Bulbourne workshops), and the B489 Lower Icknield Way (that goes over the bottom of Marsworth Locks) - there are probably footpaths from these B roads to the middle of the Dry Section, but I don't know where.

The reason that the Dry Section is so dry now, is that the puddle clay was apparently pierced when a pipeline was laid at canal bed level. The pipeline was laid about 80 years ago to carry feed water from Wendover to the reservoirs feeding the main line of the Grand Union; and a few spare pipes, and evidence of past attempts to seal the bed with something like bitumen, can still be seen in the bed. But I hear that the pipeline's just about had it, and it would be a tragedy to spend money replacing it without reinstating the channel.

The profile of the canal looks - well, pretty canal-like and unsilted, except for places where the pipeline has left

spoil to one side of where it must be. From the bridges at each end you can see a cleared canal bed, with most or all of the tree roots removed to prevent regrowth. But soon you see stumps awaiting removal, and eventually (in the middle of the Dry Section) you can see what the whole length must have been like: a jungle of scrubby hawthorn, blackberry and wild rose, and quite a few large trees, down in the bed where the boats should be, underneath which the bed is so dark that only moss grows. Personally I prefer taking a bowsaw and a long-handled pruner to the jungle, but the working party also needs people to keep clearing the smaller regrowth, and people to work on the smaller stumps and roots, and pyromaniacs to burn the lot (bring your own used oil!).

One last thing - if you're new to the Dry Section, don't do what I did, and set off from the head of navigation or (nearby) Little Tring Bridge, down a short distance of derelict bed, then wonder where it goes. In fact it loops round the back of the farm almost back to the road, then off again, so the starting point is from the end of a short track a short distance towards Lower Icknield Way. And in any case, the working party is at the other end now - I will see you some time, won't I?

*Clive Johnson*



# FUNDING THE FUTURE

*I had always intended delivering our refocussed application to the Millennium Commission by hand on the closing day - 30th November. As things turned out, I didn't have much choice as the completed documents arrived from the photo copiers long after the last post on the 29th. But to begin at the beginning....*

In the last Newsletter, I wrote that we still intended aiming at restoration as far as Green Park, but no sooner had I posted off my floppy disc to the editor, than a letter arrived from the Commission, inviting me to a meeting of all the "B" listed applicants. It seemed a good idea to get a second opinion, as they say, so Chris Mitchell went along instead of me. He came back and convinced us all that they wanted us to refocus on Wendover and adopt a wider, more tourist oriented strategy and that's what we've done.

It was now essential to get the additional survey work moving as quickly as possible and it was agreed that this would be jointly funded by BW and the Trust. Chris engaged Mike Dunn as project engineer to work with Colin Perkins from BWs' regional office. Their first task was to carry out a level survey all the way to Wendover and provide us with costings and engineering designs to support the application. As well as the engineering input there was also to be an environmental

impact study, and a landscape appraisal carried out by the relevant BW specialist departments.

October was now slipping by and I was very grateful to accept BW help with compiling the 20 pages of A4 to support our application. We were fortunate at this time to have Terry Kemp join the staff at Marsworth as Recreation Manager, whilst Carol Hauck is on maternity leave. Terry arrived from the K&A where he was not only responsible for seeing the canal through to its royal opening, but more recently for putting together the bid to the Heritage Fund for money for back pumping and bringing the waterway up to cruising standard.

## Reclaiming Our Inheritance

It was clear that, if we were to get money for this very expensive bit of canal restoration, we must make much of the benefits to the whole community and not just a few boaters. The Millennium Commission has already put money into a network of cycle ways. It's even "greener" to encourage people to **walk** so emphasis has been placed on the canal as the centre piece of a sensitive tourist development and a link with existing reservoirs, nature trails and walks.

✿ *continued over*

## Funding The Future (continued)

The application also emphasises a number of strong points in our favour. All the local authorities support us. All the "track" is owned by BW who will manage and maintain the restored canal. Restoration will save energy through not having to pump the Wendover water and most importantly, money saved by not having to pump will cover maintenance costs and the project will not require revenue funding. I can't imagine many projects, canal or otherwise, which will be completely self-funding on completion, regardless of the number of visitors or users

### Counting the cost

The bad news arrived in the form of a spreadsheet of engineering costs. I must admit I nearly gave up when I saw it. Instead, I went and screamed and shouted at the engineers, who lopped a bit off it - they are on our side after all - but the Commission would rather know the worst now than find out later and there's no point in pretending it's going to cost three million if the real figure is - well er - £7.8 million.

Why so much more? Well, I can assure you, I've taken the figures apart

and asked all the questions on your behalf. Firstly, the cost of £2.9 million to Green Park in our previous application only included design and contract supervision on bridge works, whilst the new figures assume all work will be carried out by contractors. Secondly, we seem to have underestimated bridge costs -the new figures are based on a BW data base of the actual cost of similar work. Thirdly, there is a huge increase in the cost of removing the spoil, compared to our previous costings for this, which were based on the figures in the Atkins Report.

### In For A Penny.....

We have also added in other costs not included last time, such as management costs and environmental monitoring and the grand total comes to £8.028 million. The replacement cost of the pipeline has also increased and the BW contribution has risen from £200,000 to £300,000. The Trust also aims to raise an additional £100,000 from commercial sponsorship.

### Double Your Money

One question raised at the A.G.M. was "Why aren't we doing Little Tring bridge and the winding hole?"

The short answer is we tried last year and failed to get the money. This year, the goal posts have been moved and the Environmental Action Fund requires that we, the Trust, put up 50% of the capital. Money from BW or the local authorities won't count and English Partnerships will not fund this work. If our Millennium bid is successful, we will have put up £300,000 and got £8 million of restoration but if we fail, we'll still have to put £250,000 into half a million pounds worth of restoration and the aged pipeline will still be there. Of course, without lottery money we will have little option but to apply to the EAF next year but far from being a spur to further restoration, it will exhaust the Trusts' funds.

## Demand Analysis

One area in which our new application has been greatly strengthened is by being able to provide much better information on the number of people likely to use the re-opened canal and the economic benefits of restoration. Tim Herbert, a research executive from BW head office joined us to produce this analysis. This has shown that the project will generate nearly 50 temporary jobs over the 4 year construction period and the equivalent of

58 full time jobs on completion. This latter figure is based on the "economic spend generation" after 5 years of use.

4.6 million people live within one hours drive of the canal and 22 million within 2 hours, so we must balance the difficulty of funding restoration in south east England against the huge numbers who live close enough to enjoy the end product.

Talking of end product, I'm very pleased with the application and hope the Commissioners are too. Even if they are, we've still got a long way to go before they give us any money. I must have convinced someone though, and I'd like to welcome Terry Kemp as a member of the Trust.

\*Channel construction proposed is using a 2.5 mm HDPE liner with an underlay of fine granular material and a concrete over layer 150 mm thick. There will be a vertical concrete wall on the towpath side. On the off side, an environmentally friendly shallow area is proposed with an edging of porcupine blocks

**Mike Chessher**

# COMMITTEE MATTERS

Brief notes of relevant matters which have been discussed by your Committee.

Meetings were held on 5th September, 11th October and 15th November. Next meetings are on 13th December and 17th January

## September

Chris Mitchell had attended a Millennium Commission workshop; a re-focused application might be submitted in November, 6 months earlier than expected. Most of the meeting was thus dedicated to discussion on the implications of this.

Agreed to commission a study of the whole length of the Arm to update and extend the original Atkins study, as the basis of funding applications.

The 'mini public enquiry' had worked out very well - the land to divert the canal under the new A41 road will be obtained as part of the road scheme, and not left until canal restoration.

Sales stand to attend the annual Slough Festival, as usual, on 10 September.

## October

Millennium Commission have agreed that an application covering the whole Arm would qualify as a re-focussing. The deadline is 30 November - very tight. Application will be drawn up in partnership with British Waterways - their knowledge and experience will be of immense value.

Dates to be arranged with the 4 local authorities to present a 'Restoration Roadshow' as soon as possible as part of the partnership drive.

Messrs. Brown & Merry (Tring Market Auctions) have kindly funded a reprint of the "Waterway to Wendover" amenity document.

BITM WRG have asked to spend a weekend working on the Arm on February 9th - 11th. Agreed that the Trust workparty will be moved to that weekend to swell the numbers, and show our own commitment.

IWA Chiltern Branch have offered their participation at the 1996 Festival - gratefully accepted.

Chairman had talked to Chesham WI and Wendover WI on consecutive days

## Committee Matters (continued)

### October (continued)

Invitation to join 1996 Lord Mayor's Show discussed. Agreed that we should seek help at AGM as dilution of Committee effort could endanger their commitments to restoration work.

Jennifer Thomas is arranging a 'duck race' on the Arm on 20th July next year. Trust will attend with sales stand.

Waterways World article (June 1995) on Arm to be used as basis of a publicity/support census - discussed how this could be done most cost-effectively.

### November

Officers elected: Chairman (Roger Lewis) and Treasurer (Beryl Martin) remain in post. Bob Wheel elected Vice-Chairman and Richard House Secretary. Other changes to posts: Ian Packe to edit newsletter after December issue, and Roger Leishman to take over as workparty organiser.

Ron Pittaway has agreed to co-ordinate the Lord Mayor's Show project. Meeting of helpers arranged for 28th November to start planning (see article on page 11).

Provisional dates booked for Restoration Roadshows at Aylesbury Vale DC (Jan 9th) and Bucks CC (Feb 19th).

Wendover Beavers handed over £165 which they had raised. Photo and article featured in local paper.

Roger Lewis and Mike Chessher attended October Southern Canals meeting at Gravesend. Trust has had considerable publicity for its Millennium Commission bid, and all wished us well.

Public survey based on Waterways World article to proceed in the New Year

As usual, considerable time was spent on the Millennium Fund application. Some limited information was available from the engineering study - further meetings with BW and the contracted engineer needed to clarify some points. Whilst overall cost higher than expected, revenue funding (i.e. ongoing maintenance costs offset by income) was lower.

### Disclaimer

The views expressed in this newsletter are not necessarily those of the  
Wendover Arm Trust.



# (BEFORE) THE LORD MAYOR'S SHOW



As you may have heard, the Trust has been invited to enter a float in the Lord Mayor's Show next November. This is a great honour for us, and a very important opportunity to spread the message to a very large number of people, as the show is watched by tens of thousands lining the route, and by millions on television.

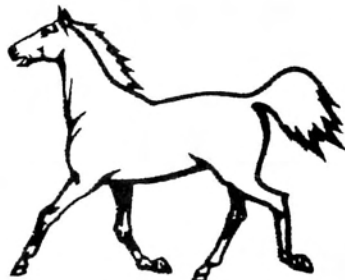
It may seem a long way off, but we have to start planning early as proper scale drawings of the float must be presented by May (when of course we have another small distraction at New Mill to cope with!). A team has been set up, under the leadership of Ron Pittaway, to plan, design and build our entry. The first meeting has already taken place, and ideas were there in abundance, so the general idea is in place - now it needs fine tuning and drawing up.

The really hard work probably begins next autumn, when the idea is turned into reality. This will involve carpenters, painters, and all sorts of other craftspeople - so if you have a skill which could help, please let Ron know.

It is essential that this entry looks as professional as possible, and costs as little as possible! We are therefore looking for sponsors - either in the form of cash, or donations of materials such as plywood, paint, banners, costumes etc. Again, if you can help, please let Ron know as soon as possible.

Contact Ron Pittaway on 01296 630968

if you can help this project in any way.



# TOWPATH TALK

- Ⓡ I've threatened it before, but this time it really is true. This is my last Wendover Arm News as editor, and I must apologise for it being rather thinner than usual. I had intended to go out with a flourish, but circumstances forced that plan out the window. Anyway, thank you for reading all my waffling for the past 16 issues (if you read any of it that is!) - next time you will have the educated musings of Ian Packe - together with his skill at production.
- Ⓡ In the last issue, we challenged you to work out the relevance of Jennifer Thomas's lottery numbers. Nobody solved it! The answer was: £3 to get in to the 6th Festival, on the 28th and 29th May. the letters of WAT add up to 44 and the Festival is on the B488. So now you know.
- Ⓡ From the Daily Mail comes the story of Old Billy the horse. Born in 1760 near Aintree, he had none of the luxury of Red Rum, but worked as a canal horse in Warrington, Cheshire. Tugging coal barges to earn his oats, he managed to live to the age of 62, whereas poor pampered Red Rum only managed 30. Who says hard work isn't good for you?
- Ⓡ I am always trying to add to my database from which I book the entertainers and amusements at the Festival each year. I would rather not repeat too many things or the public will stop coming, so it is important to keep finding new acts. Please, if you know of anything at all, let me know - even just a phone number - so I can stop pulling out what's left of my hair.



Have a very Merry  
Christmas, and a  
Prosperous and  
Happy New Year



# WORKPARTIES

It is no coincidence that this feature appears on the back cover - we want you to read it!

Roger Leishman has taken over co-ordinating the workparty programme, but he can get lonely. He wants

## YOU

to join him one Sunday on the Arm, at Drayton Beauchamp. The days to put in the new 1996 diary are:

January 7th

February 10th and 11th

March 3rd

April 14th

The February date coincides with the WRG visit, so please make every effort to join them then - they are doing this for us and can get very disheartened if the host Trust don't turn out to help.