

WENDOVER ARM NEWS

Newsletter of the Wendover Arm Trust

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Wendover Arm Trust

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Vice Chairman's Report

You would be right to wonder why there has been such a long time since the appearance of the last newsletter. Indeed although the Trust's Memorandum of Association does not specifically give a publication frequency, each newsletter so far has indicated that it is published quarterly.

In fact, the reason for the non-appearance of this periodical is purely pressure of work, linked to other claims on the Editor's time (e.g. Festival). The software bugs encountered didn't help either ...

This is not merely an excuse - a serious point is raised here. A glance at the Trust contacts on the inside cover will show that three important functions on Trust Council are not being looked after by any one person.

It is fruitless to try to decide which is the most important (and hence which vacancy is most harmful to the Trust). It is enough to know that the other Council members are not able to properly 'cover' for the missing officers.

Without a **Fundraising Officer**, the Trust is not able to pursue the various grants which may be available, nor actively seek to influence the decision-makers in possible future funding sources.

You might quite rightly consider that the influencing of interested parties is the job of a **Chairman**. We don't have one of those, either ...

The lack of a **Publicity Officer** is showing itself in a scarcity of press releases, updated leaflets, and articles (at a time when the restoration work on the ground is finally underway).

All is not doom and gloom, however. You as an ordinary Trust member have the opportunity to put matters right. The AGM is announced within this issue. Put yourself forward, (or suggest someone else, if you like) to help, out as an ordinary Council member, or to take responsibility for one of the vacant positions.

You will need to be ready to give up one or two evenings a month, as well as any extra time you want to volunteer. You don't need to have experience of 'being on a committee', nor do you need to know any of the Council members already. There is no joining fee.

Although Council can 'co-opt' a new member at any time, the opportunity is there at the AGM for anyone to be voted onto Council. All that is needed is a note (letter, fax, e-mail) to any of the existing Trust councillors that you want to be considered. As a Trust Director you are not super-glued to your Council seat. If things don't work out you can revert to being a regular Wendover Arm Trust member at any time.

Why not give it a go? You will be very welcome, and you will be doing something well worthwhile



Bob Wheal



W.A.T.



ASTON CLINTON SPORTS & SOCIAL CLUB



Annual



WED 28TH OCTOBER 1998



GENERAL



7.30 P.M. FOR 8.00



MEETING



Annual Report

Audited Accounts

Council Elections

CLUB 100 Draw

After the formal stuff, a Ploughman's Supper will be available (small donation)

James Griffin, Director of Wyvern Shipping will give a presentation on 'Down the Severn & Across the Wash', followed by a Restoration Update from Roger Leishman, Wendover Arm Trust Restoration Director

Supervised Parking

Bar open 7.30 p.m.

See back cover

It's Blindingly Simple !

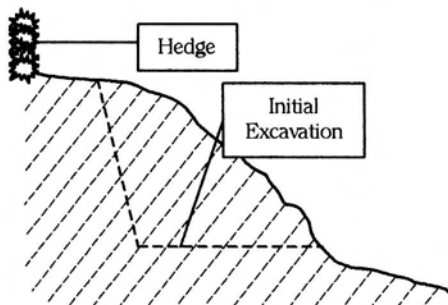
If you were able to visit the site just past Little Tring Bridge over the Festival weekend, or if you have been there since, you will have seen a long shelf-like excavation being dug.

It doesn't look much like a canal structure, so what's going on?

Roger Leishman explains:

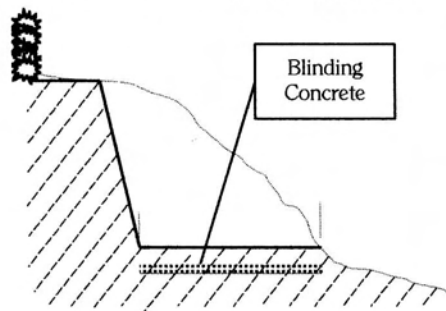
'The present bank along the dry-bed section is first machine excavated to the profile shown in (1).

We do this with diggers and excavators which have to be hired on a commercial basis, so the work parties have to be well planned in advance.



1: The Initial Excavation

The bottom of this excavation is deliberately left at a level well above the final level of excavation so that the ground surface is not swollen or shrunk by extremes of weather while we prepare for the next step.

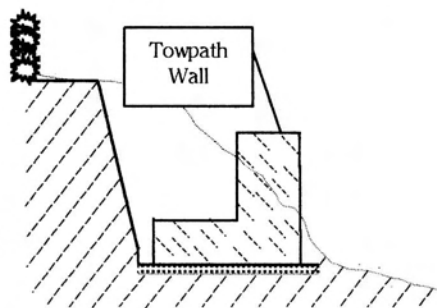


2: Adding Blinding

Next it is excavated by hand to 2" below the base of the new towpath wall. The same day, 2" of blinding concrete is laid to protect (or 'blind') the surface from the weather. If this weren't done, the result could be an unstable base for the wall. The blinding also provides a firm base for the shuttering for the towpath wall.

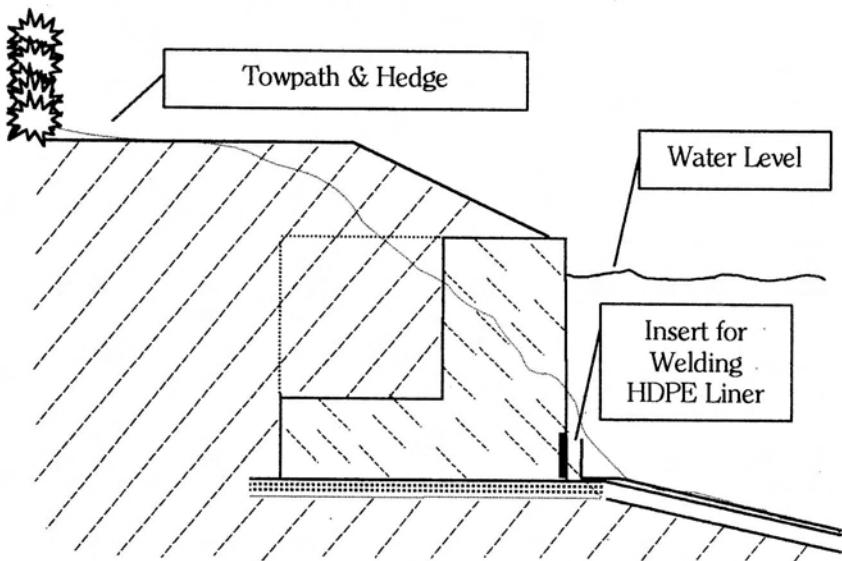
The wall is shown as an 'L' shaped reinforced concrete construction, but BW and we are considering the possibility of a mass concrete, non-reinforced wall, rectangular in section, i.e. more concrete but no reinforcement, and poured as one casting. The 'L' shaped wall on the other hand is formed from two pours, with a water bar inserted between the two.

It is a question of balancing material costs against speed and ease of construction by our volunteer labour.



3: The 'L' Shaped Wall

Whichever way we construct the wall, we will need to erect shuttering for the wall. Again there is a choice to be made; we could get steel shuttering which is expensive but used over and over (and could probably be sold again afterwards), or we could use wooden shuttering, which takes time to erect, and imposes a strict timetable for knockdown after the concrete has set. Ron Pittaway is researching the shuttering options.

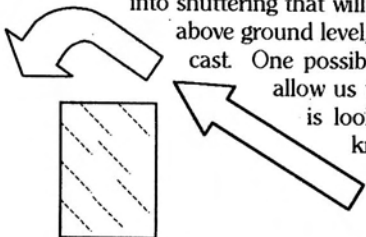


4: The Finished Towpath

When concrete for the wall is poured into the shuttering, a plastic insert is cast into the bottom face of the wall to which the plastic liner of the canal will eventually be welded. Ray Orth is obtaining off-cuts of plastic sheeting which will be used to protect this insert until we start lining the canal bed.

In due course (but as soon as practicable), the bank and towpath will be restored as shown in fig 4, using excavated material from the works.

One problem that has been exercising my mind is the best way to pour concrete into shuttering that will be about 1.5 metres (that's 4'6" in real money) above ground level, and place the fill behind the wall after the it is cast. One possibility is to obtain a small elevator (conveyor) to allow us to lift the materials mechanically. Eddy Evans is looking out for something suitable, but if you know where we can obtain one at reasonable cost, please let me know.



Roger Leishman

Restoration Stages

In conjunction with the previous article, Roger Leishman explains the sequence (stages) of the restoration of the Arm around Little Tring Bridge, collectively called Phase 1. The stages follow a logical sequence, taking account of access and engineering requirements. Please note that these plans are constantly reviewed, and may change to take account of future circumstances.

Refer to the drawing to identify the location of each stage.

1998/1999

Stage 1 Construct the towpath wall from the end of the tip infill to a point clear of the bridge contractor's working area west of Little Tring Bridge and restore towpath.

NB. The end of the construction will have to be clear of the winding hole and go at least 50ft past it to enable a temporary bund to be constructed within the new channel prior to re-watering.

Stage 2 Construct the offside wall at the winding hole to match Stage 1.

Stage 3 Drain the stop lock and create a bund, using the unused lock gate recesses at the west end of the lock for stop planks, and refill the lock. The bund to be used as an access to keep the footpath and towpath open as required during towpath/footpath wall construction. The bund should also have a pipe/duct and valve/sluice gate for controlled filling of the restored section of canal when completed.

At this point reconstruction of Little Tring bridge must be completed!

1999/2000

Stage 4 Complete towpath/offside walls west of the bridge to connect with the 14ft bridge channel.

Stage 5 Construct the towpath wall from the bridge to the stop lock during which towpath and footpath users will both use the footpath route from the stop lock to the bridge. *(See previous article - Ed.)*

Stage 6 Construct the footpath wall from the bridge to the stop lock during which towpath and footpath users will both use the towpath route from the stop lock to the bridge.

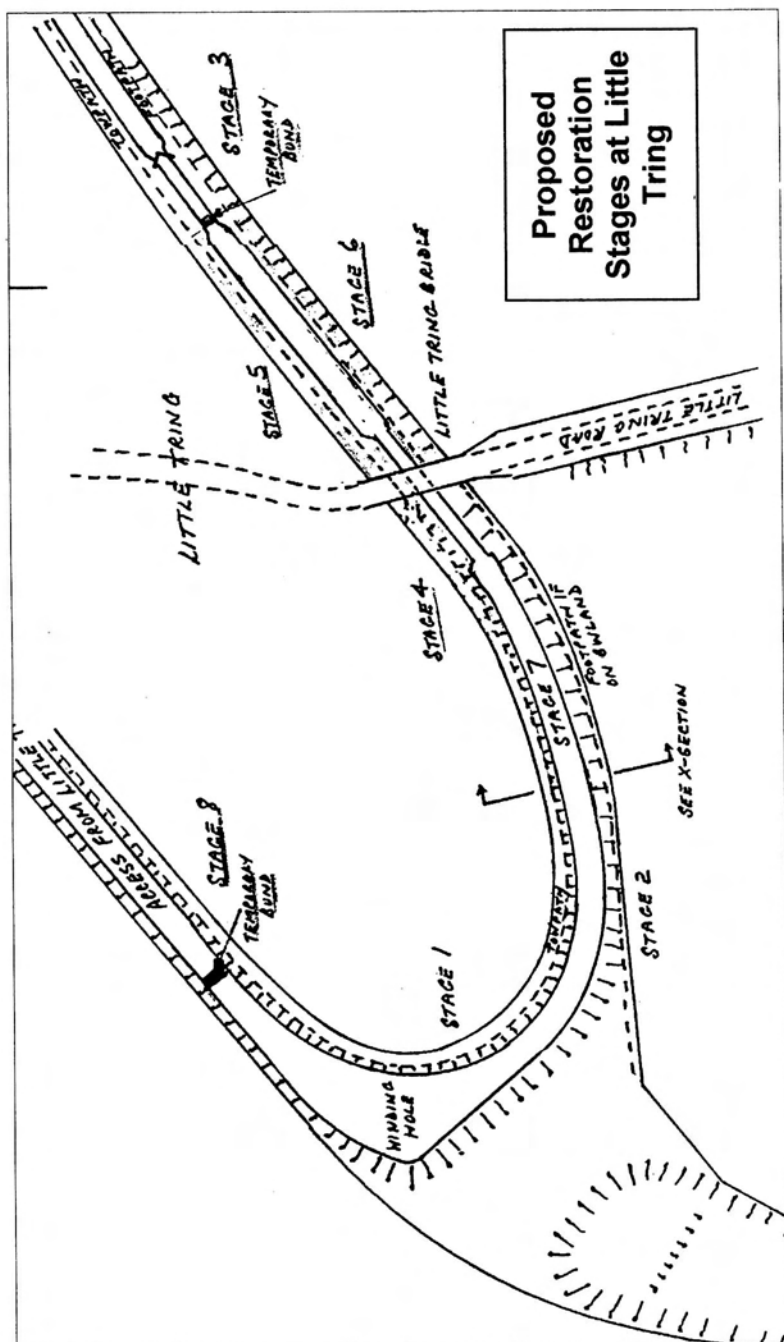
Stage 7 Lay granular fill, HDPE liner and concrete overlay starting at, and working away from, the stop lock all the way through to the end of the new walls past the winding hole.

Stage 8 Construct a bund wall in the end of the new construction leaving the ends clear for eventual connection to further reconstruction.

Stage 9 Re-water the restored canal and when satisfied with the integrity of the new construction, remove the bund in the stop lock leaving the existing gates as an emergency stop.

Stage 10 Throw a big party.

(Sorry, I couldn't resist adding the last stage - Ed.)



Letter of Support

During the Wendover Arm Trust Festival in May, the British Waterways Chief Executive, Dr David Fletcher visited the Trust stand and showed great interest in the display of restoration work. His encouraging comments prompted our Vice President Roger Lewis to write to Dr Fletcher, asking for his support to be confirmed in writing.

Here is his reply:



15 July 1998

Mr Roger Lewis
Vice President
Wendover Arm Trust
Hastoe Hill
Tring, Herts. HP23 6LU

Dear Roger

Thank you for your letter dated 27 June. I am pleased to confirm our intention to get the Wendover Arm restored for navigation and water supply. We recognise that to succeed we need the help of other organisations, especially the Wendover Arm Trust. We are most grateful for the support and encouragement that the Trust have given for so long.

We are sensitive to the local issues and will follow a step-by-step and opportunistic approach to restoration. I think high profile, grand plans can sometimes be counter productive.

We enjoyed our day at the recent Festival and I will continue to keep a close eye on developments.

Thank you for the special part you and the Trust members continue to play.

Yours sincerely

D J FLETCHER
Chief Executive



1998 Festival Winners

Who won at the last festival? In a sense we all did. The weather wasn't too unkind, (although a little more Blue than Grey in the sky would have been more welcome), and the crowds came. They had a good time, the Traders and Crafters were generally busy, more people were introduced to the Arm, and the Trust made a healthy profit, again. In fact, the 'excess of income over expenditure' i.e. cash we made for restoration purposes was more than £20,000.

Some adverse comment was received concerning rowdiness and general behaviour of a minority, and some minor damage was sustained to one of the marquees. These matters will be taken into account by next year's Festival Committee, to make sure that the event remains a family affair, and one that the Trust can justifiably be proud of.

Whether in fact there will be a Festival in 1999 depends on:

- a) The availability of the site, (the field is designated as set-aside).
- b) The generosity of the site owner Mr Brown.
- c) You.

As Richard House explains in the following letter, the Festival is in danger of being lost unless more volunteers are found to help run it.

Festival Fact

108 boats attended the 1998 Festival, with a total length of 5,186 feet!

Grand Draw Winners 1998

Winners, with winning ticket numbers for the 1998 Festival Grand Draw:

<i>1st prize</i>	<i>Canal Holiday</i>
Mrs Marian Jackson	00546
<i>2nd Prize:</i>	<i>Balloon Flight</i>
Mr Ron Wem	14455
<i>3rd Prize:</i>	<i>£100</i>
Linsey Fairfax	07114
<i>4th Prize</i>	<i>Litre Whisky</i>
Mr D Monk	13478
<i>5th Prize:</i>	<i>Litre Gin</i>
Mrs Sara Abbott	04489
<i>6th Prize:</i>	<i>Canal Book</i>
Mr Bob Wheal	14497
<i>7th Prize:</i>	<i>Half Bottle. Cointreau</i>
R Lane	13113
<i>8th Prize:</i>	<i>Beach Towel</i>
Mrs D Murray	04245
<i>9th Prize:</i>	<i>Half Bottle Whisky</i>
Mrs Fenton	13976
<i>10th Prize:</i>	<i>Briefcase</i>
Mrs Norris	07503

Thanks to John & Renee Hopkins for organising the Draw.

Do you want another Festival?

No, it's not really such a frivolous question as it might seem. The team who have raised so much money through the last 9 years are tired! Pressures of work, personal life, etc. mean that there are just not enough people left to run the event again.....

SO - WE HAVE A PROBLEM

The Trust needs as much money as can be raised from each Festival to carry on the restoration work which has now been started. Demands on funds is going to be very high over the next couple of years as Little Tring bridge is restored. The Aston Clinton bypass is still on the Government books, and the Trust needs to have funds available when work on that starts in order to maximise the value of the new profile work which will be done.....

SO - WE NEED THE MONEY

Please, can you give up a bit of time to help? If we can get a reasonable team, nobody has to do too much. If we do not get sufficient volunteers, and the press gang is not successful, then we will have to either abandon the 1999 Festival, or perhaps share it with another charity - and that means a serious dent in our income.....

SO - WE NEED YOUR HELP

Now it is down to you. Obviously some of you live too far away to be able to attend monthly meetings, but you can still help on the weekend - after all one of our stalwarts comes from Wales every year. Benefits of helping organise include prime moorings, and the pleasure of knowing you've done a good job and helped your Trust.....

SO - THERE IS NO EXCUSE

I am determined that all the hard work of the past 9 Festivals, and the high level of awareness with the public, should not just be lost. Our Festivals are the envy of every other Canal Society in the country - we are always asked how we manage to raise so much money. The answer is that it has not happened overnight - but it could all be lost overnight. If we let it go, it will take years to build up again to the size and profitability we now manage.

SO - ARE YOU WITH ME?

PLEASE - give me a call on 01296 748036 (home), or 0370 423454 (mobile), or e-mail to 'rhouse@buckscg.gov.uk' and volunteer to help. It really is good fun, and with the right management it need not be too much work for anybody. I look forward to having too many people to cope with!

Richard House, 1998 Festival Chairman

Poet's Corner

This poem has to be attributed to 'Anon'. All that is known is that it was written by a schoolgirl. If you know the author, please let us know.

§

To the canal we got - boats dead, no people.
Over the locks we walked, up the tow-path, we talked.

Ah! Here comes a boat.

Back to the locks we ran as quick as a flash.
Quick, pull the lock open. It felt as heavy as a lorry load of
bricks.

Open it went like a rudder on a boat.

We shut the lock with a BANG !

A man with a windlass got off, turned the windlass.

It sounded like a rusty nail.

The paddles began to open on the other lock,
The water gushed out. It was as dirty as mud.

The boat went up, the boat went down.

It must have been as shaky as the North Sea.

The boat came out, on we walked.

A heron soared through the air like a Jumbo Jet
It landed on it's nest.

§

If your child has a poem about the canal, why not send it to the editor?



Where On the Arm?

A simple photo quiz; for a clue, see a previous issue. This is a prominent feature from the Wendover Arm. Can you identify it? Answers by any means you like (phone, back of envelope, etc.) to the Editor.

Last Issue's Photo:

Correctly identified by
Mrs Jean de
Selincourt of Pitstone.
Leighton Buzzard as
'where the water stops
and goes
underground near
Drayton Beauchamp'
(known as the Sump).



Diggin' in Tring

Previous issues of Wendover Arm News have reported on the legacy of bottles buried in the tip section of the canal, just past Little Tring Bridge.

These bottles are the tangible remains of the domestic refuse which was deposited in the bed of the canal in the early years of this century. The bulk of the tip remains as ash, which is relatively easily dug, with the bottles scattered throughout the tip volume.

Earlier this year, two Bottle Clubs joined forces and (after suitable negotiation) were given the exclusive digging rights to the site.

A report on the dig by Joan Barrett Lennard subsequently appeared in the British Bottle Review (issue 77) and is reproduced here (by kind permission).

The Norwich and District Antique Bottle Club joined forces again with the Northamptonshire Bottle Club to this time tackle a canal site at Tring.

Though not quite as productive or exciting as the last dig it did nevertheless complete another useful chapter in inter-club co-operation. Some felt it did not live up to expectations, but in reality a good convivial lime was had by all, some fresh material surfaced, and along with it came a few exciting rarities like the multi-coloured Dewars Perth coaster (sold for £180 in the February 25th Club auction). Another half of one also surfaced, but despite valiant attempts the other half remains ... somewhere else!

The first half hour of digging was allotted to items entered into the Club auction to assist club funds. At the

end of the day this amounted to around £300. Also of note in the auction was a large dolls head 'Hannah' which managed a respectable £50.

But, back to the dig itself which consisted primarily of 250 yards of canal banking. First World War Period material, guesstimated at around 1912 to 1915-ish, around 7 feet deep.

Amongst the bulk was literally hundreds of 10oz and 6oz aqua North and Randall coddles, certainly plenty of them to go round.

Coloured coddles - 2 green North & Randall pints, plus 3 broken. A real sickener was the half pint dark green H Lee, Berkhamsted. Previously only one had been found. From this site popped another - sadly rather bent and burnt - very much the worse for wear. However, a rare pub jug from this firm was a particularly fine local discovery.

Whilst coddles were plentiful beers were noticeable by their absence!

There were some 50 to 60 pot lids found. Surprisingly no Boots or Woods examples. A square red print cherries pictorial was one of the best, plus a square and an oblong White Rose Toothpaste, not to forget mentioning a local Tring Pomade.

Not a complaint but one of the continuous revelations of this site was buckets full, every hour, of blue poisons. A blues nightmare! Counting the hundreds and hundreds which came out was nigh on impossible - all 'bread and butter' material for the persistent diggers though.

We've already mentioned the giant 'Hannah' doll's head but there were also lots of shoulder type dolls heads, and lots of marmalade pots. Of the gingers the best of the bunch had to be the rare Knights of Tring - just 2 whole examples. plus one with a damaged top.

The Club have a few more sites on their hit list so, as the saying goes, watch this space

Joan Barrett Lennard

Ed: In the same that the terms 'puddling clay', 'winding hole', and 'paddle' may not be readily understood by non-canal-enthusiasts, several terms in the above article may need clarifying for non-bottle-diggers. Are there any combined bottle-canal enthusiasts out there who can instruct the rest of us?

Animal Vegetable or Mineral?

Codd:

Hannah:

Boots & Woods:

White Rose Toothpaste:

Tring Pomade:

Blue Poison:

Gingers:

Knights of Tring:

Bridge Dimensions

BW are assuming the following dimensions in their design for the rebuilt Little Tring Bridge:

➤ Arch Width	3.1 metres
➤ Air draught	2.5 metres
➤ Water Depth	1.2 metres
➤ Towpath	1.0 metre

A Millennium of Man Hours

During this year alone, more than 1,000 man-hours have been clocked up by volunteers working at the restoration site, or on scrub clearance during work parties. These hours are doubly valuable because often when a grant is made by a public body, the monetary equivalent of the volunteer labour is often used to calculate matching funding.

Towpath Timetable

Excellent progress with excavation and blinding work on the Little Tring Towpath site to date should ensure that the work is complete by the end of the year.

So far, over 75 metres have been excavated with about half that length blinded.

Roger Leishman reports that members of his work parties often put in more than a full day's work and have to be persuaded to stop!

Water Level

The water level at Little Tring is exactly 119.092 metres above datum.

Work Party Dates

Dates for the work parties in October, November and December are:

Saturday 31st October and Sunday 1st November. - 10.00am

Saturday 5th December and Sunday 6th December. - 10.00am

Planned work includes excavating the towpath wall and placing blinding concrete, and strimming the canal bed at Drayton Beauchamp.

Letters

Dear Sir,

Just in case anyone feels the Trust may have spent some funds somewhat frivolously by replacing milepost 55 (issue No 28), as the organiser and fundraiser for the 'Milepost Campaign' in 1993 may I reassure everyone that Trust funds were most definitely NOT used to replace the milepost.

The money was actually raised during the Festival of that year - with Council's permission - using the 'mainline' of pennies, personalised boat scrolls and T-shirts. This was a campaign to celebrate the bi-centenary of the G.J.C.Co. and as such Wendover Arm Trust now has a tangible reminder of this particular historic 'milepost' and has pertinent and ongoing publicity on the main line.

Other replaced mileposts with Wendover Arm Trust connections are 42, 45, 46, 52, 56, 62, 66, 68, 74, & 79, and range from Rickmansworth to past Leighton Buzzard, but you'll have to walk along the towpath to find out who or what replaced them.

With best wishes

Jennifer (Milepost) Thomas
Hertford

Ed: I am indebted to Jennifer for the following additional information:

The Milepost Campaign raised over £4,000 to replace or repair mileposts along the line of the Grand Union. The new mileposts were transported from Stoke Bruerne to Marsworth by a working pair. The original idea to replace the milestones came from the Grand. Union. Canal. Society. The

Northants branch of the IWA started off by replacing the posts on the Northampton Arm, since when the Main Line and the Leicester section have been completed. As regards the original finish, WRG did the Hammerite™ session in November 1993, and that was a very wet and windy session indeed !

Dear Sir,

I am currently involved in a piece of research at the University of Hertfordshire, centred on the impact of the canal on the village of Marsworth. I have followed the obvious documentary routes at the Record Offices in Aylesbury and Hertford as well as the PRO at Kew, but it occurred to me that your membership might possess a human story I have so far missed.

I should be grateful if you would draw my quest to the attention of your members and invite them to contact me as soon as possible with anything they have, no matter how trivial they may think it to be.

Thanking you in anticipation.

Yours sincerely
Michael Mussell. BA [Hons], SDES Oxon.
Mancroft House
Wambrook
Chard, Somerset
TA20 3ED

Tel:01460 64636

Ed: You may contact Mr Mussell at the above address, or I will be happy to pass on any information.

Letters Cont.

Dear Sir

I am an Open University student currently carrying out a local environmental project, part of which includes investigating the reasons for the de-watering of the 1 3/4 mile stretch of the Wendover arm of the Grand Union Canal, from Little Tring Bridge through to the west of Drayton Beauchamp.

From my research I read that during phase 1 of the restoration in October 1997, a trial trench was dug to the West of Little Tring Bridge. Apparently from this excavation it was clearly evident that puddling clay had not been used to line the original canal bed and sides prior to the laying of an asphalt lining. This raises several questions to which you may be able to provide some of the answers, if not could you please advise me of any other interested parties who may be able to assist.

1. Are detailed plans available which specify the original requirements for the construction of the Wendover Arm?
2. Have any records been kept or obtained which identify the Company(ies) originally contracted to build the Wendover Arm?
3. If so, who were these Companies, are they still in existence today, and where are they located?
4. Are there any books available which may be able to further assist my research?

I hope that you will look upon this letter favourably and are able to assist me in my endeavours, I wish to thank

you for your time and hope to hear from you soon.

Yours Faithfully
Paul Hayward
4 Delamere Close
Aylesbury, Bucks
HP202BG

Tel: 01296 420

Ed: You may contact Mr Hayward at the above address, or I will be happy to pass on any information.

Membership report

As of Wed. 16th September, the number of Trust members stood at 472, based on total memberships as follows:-

No. of Memberships:

Single	130
Family	162
Corporate	14
Honorary	6 (2 Family)

Total Memberships	309
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One family membership has declined to renew.

Three memberships have changed from Single to Family.

We warmly welcome all the new members listed below who have joined the Trust since the last report:

Miss D Edwards	Watford
Mr & Mrs D Higgins	Teddington
Mr S Hughes &	
Ms V Phillips	Charlton
Mr & Mrs P Marsh	Tring
Mr & Mrs H Matraives	Stevenage
Mr A Reid	Harlow
Mr P Saunders	Chesham
Mr G Sleeman	Penn
Mr C Underwood	Bordon

Council Matters

December

- Planning permission will be sought for the rebuilding of Little Tring Bridge, even though it is not legally necessary.
- BW will produce an outline bridge design before proceeding to detailed design and costings.
- A draft of the Thame Valley Local Environmental Agency Plan (LEAP) was discussed in relation to footpaths crossing the Arm.
- John Hopkins was co-opted onto Council.
- The suggestion was discussed to 'headhunt' a Chairman from outside the Trust.

January

- John Hopkins accepted the post of Secretary.
- John Brooman accepted the post of Treasurer, effective after the end of the financial year.
- The second Club 100 draw was held.

1st	Mr R W.Naulls	£60.00
2nd	Miss H.M.Biggs	£25.00
3rd	Mr M.D.Caldicote	£10.00

- A donation was received from the Norwich Bottle Club for the digging rights at Little Tring.
- An anonymous query was raised with the Environmental Health Officer concerning possible health risks from Anthrax in the in-filled canal. The EHO was fully satisfied with the documentary evidence produced by the Trust.

February

- No Trust Council meeting was held in February.

March

- Further discussion took place regarding possible candidates for the post of Trust Chairman.
- The Trust Auditor confirmed there was no current requirement for the Trust to register the Festival for VAT.
- As many as possible of the Trust Directors will be present for the first Forum meeting with local authorities on Jan 30th.
- Roger Leishman and other Trust members visited the K&A Canal to view restoration construction details.
- Festival Directors will each wear a Trust T Shirt or Sweatshirt at the event, each to be issued on a sale or return basis.
- 5 years Trust membership is to be offered to the donor of the Trust Site Hut, Mr John Owen of Wendover.
- Beryl Martin accepted the post of Trust Sales from April 5th.

April

- Approaches to various individuals to accept the post of Chairman were not successful.
- A Health and Safety Policy for the Festival was approved by Council.
- The 3rd Club 100 draw was held.

1st	Mrs J Wheal	£61.20
2nd	Mr R.W.Naulls	£25.50
3rd	Mr M.J.Bray	£10.20
- A volunteer at a recent work party had his parked car damaged in a theft attempt.

- Basic Little Tring Bridge dimensions were discussed and proposals agreed.
- The latest draft of the Thame Valley LEAP was discussed, with responses co-ordinated via the IWA.

May

No Trust Council meeting in May

June

- Bitumen recovered from the bed of the restored Arm may have a commercial value.
- Profits from the recent Festival were estimated at £20,000
- The Trust is asked to contribute to the BWE Canal Character Project.
- It was noted that this was the Trust's 100th Council Meeting

July

No Trust Council meeting in July

August

- Roger Lewis, Wendover Arm Trust Vice President has attended the BW Character meeting
- An invitation to attend the Slough Festival was declined due to lack of resources.
- BW have been asked by Wendover Arm Trust to cost a full environmental survey.
- Further, final, discussion took place concerning the Thame LEAP and the IWA responses.
- The final un-audited profit was declared from the 1998 Festival.
- The 4th Club 100 draw was held.

1st Mr R.Lewis £61.20

2nd Mr.J.Aston £25.50

3rd Mr.R.Squires £10.20

- A weekend work party had to be postponed due to objections being lodged with Dacorum Council that amateur work was taking place without planning permission. Wendover Arm Trust and BW were able to satisfy the Council that permission was not needed.
- The Trust has the use of a small dumper at work parties.
- A total of 75-80yds of towpath have been excavated and blinded.
- The date for the AGM was set for 28th October.
- John Brooman has attended the inaugural meeting of the Wendover Review body.

Forum Notes

Representatives from Parish, Borough, and County Councils met with Wendover Arm Trust Council on 30th March to be updated on restoration status and plans.

The Trust has sufficient funds to commence Phase 1, including the rebuilding of Little Tring Bridge.

Questions were answered concerning:

- Moorings at Little Tring.
- Time scale for Phase 2 (LT to A41).
- Cost estimates for Phase 2.
- Effect of work on local residents.
- Effect of scrub clearance on wildlife.
- Pipeline renewal options.
- Car parking proposals
- What commercial interest BW has in the restoration proposal

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 of course any aspect of the restoration project.

Letters or articles can be in any format, and accompanied by photographs or sketches/drawings if possible. All material will be returned if requested.

Disclaimer

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

**Wendover Arm Trust A.G.M.
Wednesday 28th October 1998, 8.00 pm**

