

# WENDOVER ARM NEWS

Newsletter of the Wendover Arm Trust

*In this issue:*

◆ **IWA legacy**

*WAT Applies for Bequest ..*

◆ **Where on the Arm?**

*Photo Quiz*

◆ **Bridge Work Started**

*Rebuilding work begins*

◆ **Aston Clinton Too !**

*Update on the A41 crossing*

◆ **Brick Choice**

*Which brick for Little Tring*

◆ **Connect A to B**

*DIY guide to Restoration*

◆ **Gift Aid**

*Maximise your donation*

◆ **C.A.F.**

*Trust joins the scheme*

◆ **Transco Responds**

*Gas pipe problem resolved*

◆ **Festival 2000**

*Reports from on site*

◆ **CLUB 100**

*Results and Winners*

◆ **Council Matters**

*Council Minutes Summary*

### **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.

Send any contributions %WAT News Editor  
467 Bideford Green  
Linslade, LU7 7TZ

#### **Disclaimer**

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



### Vice Chairman's Comment

Last issue I asked the question "*Is this it? Is this the year that Little Tring Bridge finally gets rebuilt, with boats going under it and a decent place for them to turn?*"

Well the bridge rebuilding work has started and, barring unforeseen circumstance, will be complete by November. As this is written, the old embankment is being broken through, and construction work proper is taking place.

The contract is scheduled to take up to 20 weeks, so BW can expect an early Christmas present in the form of a brand new bridge, built entirely from Wendover Arm Trust funds.

Recent publicity (or 'spin' ?) from Government Departments and Ministries has been misunderstood by some, who gained the entirely false impression that the Wendover Arm is now awash with funds. Pictures of the Little Tring area were used to illustrate the various announcements in the media. In fact nothing is further from the truth. The Trust continues to lobby for external funding from various sources but in the meantime we are on our own. The rebuilding of Little Tring Bridge will use up practically all existing Trust funds.

Of course it is enormously helpful that BW is very supportive of the restoration. In fact it is probable that the bridge would not be being rebuilt right now without that support.. We are grateful to BW and we should not begrudge BW making the most of any publicity and promotion the rebuilding project offers, providing always that recognition is given to those who made it happen – ie you the members of WAT.



Bob Wheal

### Membership Status (as at 19<sup>th</sup> July 2000)

Number of Memberships			
Single	131	Special Single	1
Family	179	Special Family	2
Corporate	14		
Honorary Single	2	Total Memberships	332
Honorary Family	3	Total Members	516

'special memberships' are for a defined period for services rendered.


### In Memoriam

We were sorry to hear that Tony Bailey, a Trust member since 1995, died on 19th April 2000.

The Baileys had been on their boat to Aylesbury where Tony began to feel unwell. Shortly after returning to their mooring at Lionhearts Cruising Club in Milton Keynes, Tony was taken to Hospital, where he died.

Mr Bailey was a previous Commodore of Lionhearts and both Mr & Mrs Bailey were regular attendees at the Wendover Canal Festivals on their narrow boat Peggotty, and will be greatly missed.

We send our condolences to Mrs Bailey and her family.

 Barry Martin

### IWA Legacy

The Inland Waterways Association is administering two bequests from lovers of the waterways. In particular, the Tim Wilkinson bequest is to the value of £100,000 to be spent on a restoration project in the South of England. A number of criteria have been laid down for projects to be considered. These are sensible and are designed to ensure the maximum early return on the donation. In practice this means, amongst other criteria, that the funds should result in an early completion of a navigation-related project.

WAT Council believe that the work at Little Tring is especially qualified. Not

least this is because an investment in a short section (West of the bridge) will make it possible for full length boats to fully cruise the 1½ mile section joined to the main line. The legacy applied for will go a long way to fund completion of phase one, including a winding hole,

West of the new bridge.

In excess of 20 initial applications were received by the IWA, and the WAT application was selected along with 7 others for further consideration.

The project(s) chosen to benefit from Tim Wilkinson's legacy will be announced by the end of this year.

 Greg Bisgrove


### Trust Marquee

In May, Brian Downs mentioned that he had a frame tent the Trust could have. Brian is a regular visitor to the Festival with his children's fair ground and rides. Roger Lewis collected the tent and on a warm evening in June, three Trust members accepted the challenge to put it together (Brian had said the tent could be put together by one person, with care).

The tent is fine condition, and at approximately 24ft x 18ft is large enough to house a good selection of WAT members.

The tent has a sectioned Aluminium frame and is of heavy duty canvas, complete with windows, vents, and a zipped entrance.

Thank you Brian.

 Bob Wheel


### Membership Renewal Reminders

Would members please check your sideboards, or wherever else your incoming letters come to rest, to see if you have a membership renewal letter in the pile.

We are still awaiting the following renewals – 2 for April – 7 for May – 24 for June, and 12 for July.

We would be grateful to receive these membership subscriptions – preferably with a Gift Aid Declaration please !

If you don't wish to renew your membership then we would still like to hear from you – thank you

 Barry Martin

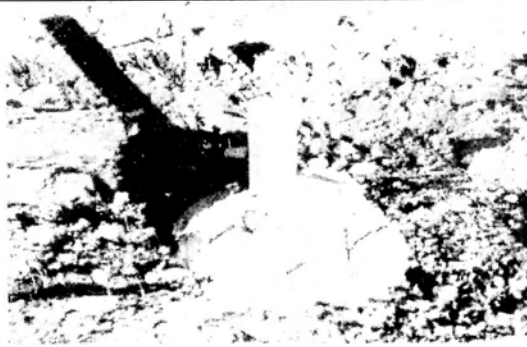
### Where on the Arm?:

Where on the Arm was this photo taken?

What is it?

There may be a clue in the picture.

If you have a photograph you think may intrigue, send it to the Editor for inclusion in the next issue (photos will of course be returned).



The clue to last issue's picture lies in the just-visible house roof in the background. There are similar signs at the ends of the Arm, but this one is the sign board erected at Aston Clinton, just as the Arm emerges from the (soon-to-be-bypassed) A41. As can be confirmed from the dates on the sign, it was put up as part of BW's celebration of 200 years of the Grand Union Canal.

### Display Boards Refurbished

Bridges aren't the only thing which get rebuilt.

Thanks to detailed efforts by members Bert and Val Matraives, our display boards now tell a concise but comprehensive 'story'. The boards were getting in a somewhat dog-eared and tired state. After the makeover, they now show an expanded map of the Arm, illustrated by articles and photographs in an interesting and informative way.

Thanks to you both!



### Bridge Work Started

On Wednesday 21st June 2000 Trust Council voted unanimously to contribute costs to British Waterways for the rebuilding Little Tring Bridge. In July, a



says it all really . . .

5 months contract, was let and work started to rebuild the bridge. Of course, work has been taking place for many years, when you count the many fundraising events and efforts, but on 24<sup>th</sup> July the road was officially closed for the construction work to begin.

The initial task was to place the various site huts in place (on the dry bed of the canal) and fence off the site for safety reasons.

Next, trial pits were dug to reveal the line of the various services.

The photo (shown soon after the embankment was broken through) shows the telephone ducting and water supply pipe supported by scaffolding.

The gas pipe was discovered to be closer to the works than previously thought, and in a potentially dangerous position. However, thanks to a prompt and very welcome decision by Transco, the pipes have already been diverted at no cost to the Trust.

Transco's decision was welcome, not least because the Trusts current funds will barely cover the costs of the bridge work.. After allowing for the complete of Stage 1, the environmental impact survey, restoration admin. costs, 'ring fencing' the money donated by Herts Branch, IWA for the length between the lock

and the bridge and allowing for re-routing BT fibre optic cables the trust is short of around £10,000 for the cost of the bridge (£220,00 + £25,000 already spent on design and contract work). This



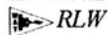
Work underway at Little Tring

means we cannot start Stages 3, 4, 5 & 6 (under the bridge to the stop lock) until the bridge is completed at the end of the year to give access to the site. Overall

£90,000 is still required to complete Phase I, in round figures £10,00 for the bridge, £20,000 for Stage 2 and £60,000 for the lining west of the bridge.

The Trust has applied for external funding from more than one source (see

IWA legacy – this issue), but if these bids are unsuccessful further work will be severely slowed and delayed.



### **Aston Clinton Too !**

With all the excitement of work starting at Little Tring, let's not forget the (bigger) project where the Arm crosses the A41 at Aston Clinton.

*Roger Leishman reports:*

i. The Highway Authority will be asking for tenders for a design and build contract at the end of August with a view to appointing a successful contractor by the end of the year. Work is likely to commence on site in Spring 2001.

ii. BW has asked for a navigable channel, 8 metres wide with a maximum depth of 1.25 metres over 5.4 metres width (to allow a narrow and a wide boat to pass each other as agreed for the restoration). Whether there will be walls and/or sloping sides awaits the design contract.

iii. The bridge will include a minimum 14' 6" navigable channel with a 3 metre air draught and a 2 metre wide towpath.


iv. The bridge will be brick faced but in a later style than Little Tring Bridge, having a flat deck not an arch. It is felt that a brick in keeping with bridges of a later era than the old canal bridges will be more suitable.

v. The Highway Authority is diverting and lining 470 metres of canal at their own expense. At the Trust's request (via BW) they are constructing a winding hole at the start of the diversion at the West end but will expect the Trust to pay the extra cost over a straight canal as this was not in the original agreement for the diversion.

vi. BW will be extending the navigable channel through Drayton Beauchamp Bridge as far as the manhole opposite the farm as essential maintenance (because of flooding) at their expense. This means well over half a kilometre of restored canal - a great 'kick start' for Phase 2 of the restoration plan.

vii. It is proposed to use the abandoned canal west of the by-pass as a conservation area, possibly wetlands. The length east of the by-pass is to be used to erect an embankment to screen the bypass from the residents of Drayton Beauchamp.

viii. As the canal diversion will now cut into higher ground the south cutting face is going to be quite high and spectacular.

 *Roger Leishman*

## Brick Choice

To gauge opinion of the differing types of brick finish available for the rebuilt bridge at Little Tring, BW constructed three sample panels of brick, each about one metre square, near the Stop Lock.. Each was made from local brick hand-built or hand-finished. An explanatory handout from BW describes them as follows:

### 1. *Ember Blend*

*This brick has been used in various locations along the Grand Union Canal. Most recently Bridge 13 at Broughton on the Aylesbury Arm was rebuilt using this brick. It is a good to work with, has a high crushing strength and a good frost resistance. The variation in colour gives a soft visual appearance to the new brickwork and for this reason it is included in the selection.*



... the brick of choice ..

### 2. *Matthews Dark Multi*

*These bricks from Matthews Brickworks at Bellingdon near Chesham represent bricks made from clay which is found locally. Similar bricks were likely to have been used in the original construction of the structures along the Wendover Arm.*

### 3. *Hadleigh Red*

*These handmade bricks have been put forward to match the colour of the terraced cottages in Little Tring. A similar red brick can be seen in the*

*arches of adjacent bridges along the Wendover Arm, namely Gamnel Bridge and Stable Bridge at Green Park.'*

*British Waterways now uses lime mortars which were traditionally used until the introduction of cement mortars at the beginning of the 20th century. Lime mortar consists of an hydraulic lime putty, sands and a coarser aggregate. It has an initial chemical set but taken many years to harden. It retains a degree of flexibility and allows the brickwork to 'breathe' i.e. any water trapped behind the brickwork is allowed to evaporate though the lime mortar.*

*A range of aggregates in the mix gives stability, improves strength and texture. Tamping the surface with a stiff brush gives the distinctive finish to the mortar*

Unfortunately, in their eagerness to consult, BW forgot to label which panel was which, or why they were there. That hasn't prevented a consensus being reached that Ember Blend is the most suitable. The panels will probably disappear when the canal towpath is reinstated near the lock, so if you want to see the brick for yourself go along soon.

Alternatively wait a couple of months and see the real thing!

 RLW



## Connect A to B

How do you build 200 or 300 yards of concrete towpath wall? You need lots of string to mark it out, a spirit level, lengths of wood to make up shuttering to stop the wet concrete spreading all over the place, a couple of shovels, a pickaxe if you are unlucky and the ground is hard, a bucket, and a trowel.

Not quite.

Amongst the items you really need are 400mm x 25mm dowel bars, expansion and contraction stop end bars, back boards, front boards, formers, 'H' pieces for the kicker, 1154mm length water stop, and spacer blocks, not to mention the poker vibrators.

These are not normally found in your local B&Q, but are only a selection from the checklist listing the 'ingredients' of an 8.8 metre length of standard towpath wall

base. We know this because it's all detailed in the excellent Wendover Arm Trust Restoration Handbook. This is the official guide to Safety and Work Instructions when working on the towpath wall at the Little Tring site, and was prepared by Roger Leishman and others, including Ray Orth and Joyce Smith.

The guide is in two main sections. The first deals with Health and Safety matters and defines responsibilities and duties under current Health and Safety

legislation as well as emergency arrangements and procedures.

Certain tools and equipment may only be used by trained and certified operators, and risk assessments are carried out and recorded for each substantially new operation. The location of first aid boxes is given, as well as contact

numbers for local police, ambulance and hospitals.


The second part of the Handbook is a bit like a grown-up set of instructions from a flat pack furniture kit. 'Bolt F1 and B1 to the rubber cones ... using 40mm M12 bolts', and 'install the 'H' pieces for the kicker bar .. starting with No.1'. There are 42 detailed instructions for the construction of a length of towpath



wall base alone.

The whole is complemented by the inclusion of the equally extensive but more generalised Volunteers' Health and Safety Guide from Waterway Recovery Group, to which several of our own restoration volunteers belong.

The expertise displayed by the publication is mirrored in the actual work itself; the Trust can rest assured that although funds may be short, when the job is done it is done properly.

 RLW

## Gift Aid

As you may be aware new legislation, called Gift Aid, came into force in April 2000 regarding donations made to Charities.

The existing Deed of Covenant scheme had several disadvantages.

1. It was tied to a specific annual sum of money and tax couldn't be claimed on additional donations.
2. The covenant had a finite time limit depending on the wording.
3. There was no provision for any extra unscheduled donations.

The new Gift Aid scheme offers far greater flexibility.

A single declaration covers all subscriptions and donations whatever the amount.

The declaration covers the period starting from 6th April 2000 without any specific future time limit.

Anyone, member or non-member, may make unscheduled donations at any time. e.g. Someone raising funds for restoration by giving talks, or running a fund raising stall (book stall, pick-a-nail, tombola, etc.), or anyone who wishes to make a donation may send the money

collected as a Gift Aid donation by signing a single Gift Aid Declaration.

The Trust can reclaim the tax on all membership subscriptions, donations and CLUB 100 subscriptions.

As a Registered Charity, the Wendover Arm Trust can reclaim the tax on any donation you make (providing you're a UK taxpayer) and increases its value by about 28%, (based on current tax rates), without costing you a penny.

If you are a higher-rate taxpayer a Charity may only reclaim at the basic rate. (The donor may however claim the difference on their Tax Return.)

The Trust will of course keep records of payments and donations to provide an "audit trail" in case the Inland Revenue auditors decide to do a "spot check" of payments.

We would ask all members to sign up for Gift Aid to help us use your money more effectively, and to make sure it is increased at no extra cost to you.

Finally thanks to members who have already returned the Gift Aid Declarations which were included in their recent membership renewal letters.

 Barry

Martin

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## Charities Aid Foundation

The Trust is applying for membership to the Charity Aid Foundation (the CAF). This will mean that donors who belong to the CAF can make one-off or regular donations to WAT via their CAF 'charge card' or via CAF Gift Aid Cheques. As related in the above article, all such donations are increased by the tax

already paid by the donor, but at no extra cost to the donor. The difference is that the Trust does not have to claim the tax back; the funds are paid (less a small handling charge) directly into the Trust account by the CAF.



RLW

### Thank You Mr Long !

One of the first jobs the BW contractor carried out at the Little Tring Bridge restoration site was to check the line and position of the various services which cross the bridge. From BW archives it was clear that the electricity, water, and telephone services ran in the roadway and would need to be temporarily re-routed while the bridge was constructed. The gas pipe posed no problem as it ran well away from the excavation, and was deep enough under the canal bed not to pose any problem to restoration and re-watering..

There would be no need to invoke the general 'Lift and Shift' agreement which BW has with each of the utility companies. 'Lift and Shift' means that when BW need to have a utility moved so that work can be done (such as repair work to a structure) the cable or pipe or whatever is moved and replaced at the utility company's expense.

It was not to be.

Trial digs showed that the 18 inch gas main ran only 5 feet away from where the foundation would be – too close for safety. Also, the pipe was not where it was shown, and also not at the depth it was thought to be.

No problem – the good news is that BW has a lift and shift agreement with Transco. The bad news is that a 2 year notice is needed to sort out the legalities and make arrangements invoking the agreement.

Of course, such a delay would be unthinkable now that the contractor had started, let alone the costs which would be charged.

The Trust is already short of funds to both finish the bridge and put water under it, so an unexpected bill of several thousand pounds to carry out emergency pipeline diversion was bad news indeed.

Time for an appropriately worded letter to Transco asking for help !

We have all had dealings with large corporations and we can all relate

examples of bureaucratic delay and obfuscation in dealing with even the simplest things. It was therefore with a heavy dollop of scepticism and without any expectation of a positive reaction that the letter to the Estates Manager at Transco was posted on 26<sup>th</sup> July (we didn't even have a name to write to).

Imagine then the reaction when a reply thudded through the letter box less than a week later. The letter contained the magic phrase '*this is to confirm that Transco will carry out diversionary work at the above location at its own cost*', and was signed by Mr H Long.

Whether you were instrumental in helping the process along or whether you were simply confirming someone else's decision, thank you Mr Long


# Transco

## Festival 2000

From a weather point of view the Festival this year is best forgotten. At one point on Bank Holiday Sunday our event was the only one in the South of England which remained open. Maybe we were just too daft not to know when to stop. To those brave souls who ventured out and who managed against all odds to get onto the car park (with

more than a little help from WRG), a big thank you.

The next two articles capture the flavour of the weekend, and are reproduced from the June issue of Chiltern Grapevine.

 RLW

## Wendover in Wellingtons

### *A view from the Camp Site*

The forecast was not good so in went boots, Wellingtons, jumpers and rainwear. But that did not mean that I expected to "wear" Wellingtons for the next 72 hours.

John and I arrived at the sodden field on Saturday morning, we knew that the site conditions were soft because our advance party had already informed us they were towing the caravans onto the site with the tractor. Our camping team had already decided that if they set up camp at the bottom of the bill, they might never get back up. The showers continued all day, but we managed to get all the tents up in the camping area.

We then drove down to the festival site to erect our Chiltern tent. This should have been put on video. Despite an enthusiastic team of 8 it became a battle against the elements. Our friend Jed, being an experienced scout master, shook his head and said even if we managed to get it up, it was in serious danger of blowing down. At this point we were all putting the sides up, but they turned into sails. You could lean against them the wind was so strong.

John decided to speak to the Trust organisers, and they found us a place in the marquee. It was the best decision made all that weekend.

Up went the Chiltern Banner and the tables were quickly laid out with the "Boat Jumble". And it was "dry".

The entertainment was good in the evening although we all danced in wellies and boots. Overnight (having removed the wellies to get in the sleeping bag) we laid and listened to the non stop rain. Next morning, one small tent was found in the trees, I am not sure where the occupants went, and the British Waterways marquee was found destroyed 3 fields away. The entrance to the festival was in a dire state, but luckily one of the trust organisers brings his tractor, this was used to remove the top foot of liquid mud and hardcore was laid. This with the help of a few beefy WRG members, enabled the participants of the Festival to gain access.

But the rain continued, who wants to venture out on a day like that? Apparently during the first 2 hours only 4 entrance tickets were sold. I was helping on the tea Narrow Boat, but as the only teas made during the morning was for the work party, I helped put up the trust tent and arranged the bottles.

The BBQ was great, the marquee was full and Mr Kite (the group) was as always fantastic. And it had stopped raining!

Monday dawned fine, the crowds poured in and the festival was a success. It then became apparent that a number of other festivals in the vicinity including the Hertfordshire Show had been cancelled. This benefited the Wendover Festival because by this time on a Bank Holiday Weekend everyone wanted to get out of their houses and go somewhere.

No precise details of the amount taken at the show are known as yet, but despite everything it turned into a successful fundraising weekend. The boat jumble run by Ray Joyner, Ron Probert their wives and other IWA Chiltern Branch helpers took approximately £150 for branch funds during the 2 days, presumably because the boat owners came on the Sunday.

The Trust tent manned by Adrian and his friends sold most of the Wendover bottles and also managed to get the public to dig deep in their pockets for donations. This area becomes

increasingly popular at each festival, with many people walking along the boats, visiting the Trust tent for the latest news on the restoration, visiting the site for a tour and then returning for a cup of tea and home made cakes.

It is a year since I visited the restoration site and the work is impressive. It always amazes me that this has all been completed by volunteers, mind you if you speak to them they do not seem to find time to go to work. The bridge will be rebuilt soon, but everyone asks when the rest will be completed, well as usual it comes down to money. Although the festival will have increased the coffers, the Sunday weather will have had an impact.

Overall, despite the mud we all enjoyed ourselves, and you have to remember this was a Bank Holiday Weekend in Britain!

*Jenny Brice*



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### **In Spite of it all!**

This year's Festival must go down in the records as the wettest - and muddiest and this will no doubt be reflected in the profits.

Boats started arriving over the previous weekend but the serious work of site preparation began on Thursday when the restoration work party were able to put fence posts round the site in dry weather conditions. Contractors were erecting the bridge over the Arm and putting up the marquees. On Friday from 9 am to 6 we had to put up the chestnut fencing in continuous wet weather but, by the end day, the main work was done leaving the host of other tasks to the Festival Committee volunteers and Waterways Recovery Group (Bit in the Middle) on Saturday.

On Saturday morning the restoration work party poured ready-mix concrete, a section of wall and the last section of base for Stage 1 at Little Tring bringing us up to the site of the soon to be rebuilt Little Tring Bridge.

After lunch, Eddy Evans, who had been visiting the main site reported that the entrance to the Festival Site was a sea of mud and, if we did nothing about it, no visitors would be able to get in on the Sunday and Monday.


Fortunately, BW had an excavator and driver, Gavin Hyde, licensed to go on the highway and there was a supply of roadstone on the restoration site. The mud was scraped off and the roadstone transported and spread. Although this was soon covered in mud again it gave

us a solid base for vehicles to cross until they could get on 'virgin' grass for parking. The exit was at the bottom of a slope so there were no serious problems and there was a tractor on site. One driver on Saturday called the AA - the tractor had to pull the AA vehicle out of the mud as well!

It poured with rain all Saturday night and some of the Chiltern Branch members who were camping were nearly blown away. I understand from John Brice that

the tumble driers in the Berkhamsted launderette were doing brisk business!

Sunday was wet but unlike the Herts Show, the Luton Carnival, the Bedford Boat Gathering and the Windsor Horse Show, the Trust did not shut the gates and close down. Remarkably, we made enough money to cover expenses. Monday was a great improvement with sun and some showers but we will be lucky if the profit goes into five figures this year.

 Roger Leishman

### Grand Draw 2000 Winners

The Festival in May saw the following Grand Draw winners announced:

	<i>Prize</i>	<i>Ticket Number</i>	<i>Winner</i>
1	<b>Canal Holiday</b> , sponsored by Wyvern Shipping, Linslade	02560	E. Clare SE22 9BG
2	<b>Antique Auction Voucher</b> Brown & Merry Auctions, Tring	00290	J & J Birch HP4 3XN
3	<b>Hot Air Balloon Flight</b>	02728	N Norman BN14 7BJ
4	<b>£50- Voucher</b>	01465	S Savage HP23 5HN
5	<b>Express Coffee Maker</b>	01378	P Welch % Eaglet
6	<b>Portable Radio</b>	01058	P Smith MK13 7QT
7	<b>Champagne</b>	130777	M Banks nb Maelstrom

# CLUB 100

## DRAW RESULTS



**Spring 2000**  
Drawn April 11<sup>th</sup>  
75 CLUB 100 Members

**1st** Mr L R N Lewis  
**2nd** Mrs J Orth  
**3rd** Mrs D Squires

**Summer 2000**  
Drawn July 19<sup>th</sup>  
94 CLUB 100 Members

**1st** Mr L R N Lewis  
**2nd** Mr J Fortune  
**3rd** Mrs J Jeffries

## FINANCE REPORT

Total subscribed	£2,823.75
Less total prize money	£1,430.70
Expenses	None
To WAT Restoration Funds	£1,393.05



## CLUB 100 - some facts

You can have as many £15 shares in CLUB100 as you like.

You don't have to be a WAT member.

Each share is allocated a separate number and is eligible for four consecutive quarterly Prize Draws.

50.7% of the subscription money is paid out as prizes.

To be included in the next prize draw we will need to have your CLUB100 Application Form by early October.

The 13<sup>th</sup> CLUB100 Draw will take place at the Annual General Meeting on Wednesday 18<sup>th</sup> October.

**If we can increase CLUB 100 membership to more than 100 – we are nearly there - the financial contribution to our restoration funds will be very worthwhile - especially now that the bridge at Little Tring is about to be being rebuilt.**

**GO ON - JOIN CLUB 100 NOW!**

## Letters

*Roger Lewis was invited by Trust Council to be its representative at the Annual Meeting of British Waterways, when BW's accounts and future plans were presented 28th July 2000.*

*Following the meeting, Roger has written as follows:*

Dear Bob,

Thank you for inviting me to attend the Annual Meeting of British Waterways.

It was an interesting and useful experience and gave me an up to date insight into the workings of this body.

I was particularly pleased to be introduced to two of the senior figures in Messrs Priory Construction, the firm which has gained the contract to reconstruct Little Tring bridge. During the course of my conversation with these two gentlemen I discovered that they had been told that BW are going to give this reconstruction "Flagship" status and intend to bring many interested parties to see how "their" restoration work is progressing.

Whilst I think that the idea of letting as many people see the work which is in progress as is possible is an excellent idea, I do feel that BW will be gaining a lot of kudos from this exercise. The Trust, naturally, must also get maximum publicity from the work and I feel that too much emphasis cannot be given to the fact that all of the finance for the work is being paid for by the Trust, including fees which will be paid to BW's staff for the preparation of the plans and putting the operation together.

I do not wish to see the executive of BW offended in any way, because there may be a change of heart in the financing of "Remainder waterways", but I think that information boards should be erected on the site stating, in no uncertain terms,

that this project has been instigated, formulated and "PAID FOR" by the Wendover Arm Trust from voluntary contributions raised by it's members.

Yours sincerely,

Roger Lewis

Vice President, Wendover Arm Trust .

*Roger's letter was discussed at the August Council meeting. Matthew Routledge, Waterway Manager, Grand Union Canal – South was present, and he has responded as follows:*

24 August 2000

Dear Bob

I understand that Roger Lewis has expressed a little concern that proper recognition be given in any press coverage to the sterling efforts of the Wendover Arm Trust in not only raising the funds for the reconstruction of Little Tring Bridge but also raising the profile of the project to enable it to happen. Likewise, I was concerned at the last Council meeting to hear that the impression created by some of the press coverage was that British Waterways is responsible for this project. I am very grateful for the hard work put in by very many members of the Trust and feel honoured to be involved in your work.

It has never been our intention to in any way sideline the work of the Wendover Arm Trust in this project. However, to ensure that such an oversight does not happen again, I have stressed to our Press Office the importance of the Wendover Arm Trust in making this project happen for which British Waterways has been a very willing partner. Indeed, our Press Office and John Savage (the Trust's Press Officer) will now be liaising on future press



releases to ensure maximum benefit for both the Trust and BW in raising the profile of the project and, hopefully, securing additional funding and support for further stages.

I was on site today and very pleased to see that the embankment has now all but gone and is very easy to imagine boats passing along the restored channel in the not too distant future.

With very best wishes.

Yours sincerely

Matthew Routledge

Waterway Manager, GU Canal – South

### Postscript

As a direct consequence of Roger's letter, and also from opinions expressed

by members of the restoration work parties, it has been agreed between WAT and BW that a sign board will be erected at the site.

It is usual for sign boards to state the various contractors involved.

At Little Tring Bridge the sign will state that the project is managed by British Waterways, carried out by Priory Construction (the contractor), and '*funded by the Wendover Arm Trust from voluntary donations.*'

Contact numbers are given for each organisation.



### Summer Barbecue Success

Picture the scene. It's June 17<sup>th</sup> and a pleasant Summer's day. On the dry section of the Arm smoke is rising. There is a buzz of conversation.

Yes, it's Summer Barbecue time again!

Despite the clash with the England-Germany football match, more than 26 members and friends brought their steaks, burgers, etc to cook.. John Hopkins started the burners, despite his trusty gas torch running out after 30 seconds. It's amazing what rubbing two sticks together can achieve.

Renee Hopkins provided a comprehensive Salad Bar, and a convivial time was enjoyed by all.



alfresco in the dry section

RLW

This may be one of the last occasions the BBQ can be held on the dry section, as hopefully it will be in water before long!

As if on cue, a light shower brought the event to a natural close at the right time.



## Council Matters

### January

- Negotiations continue over the acquisition of 15 square metres of land for the Little Tring Bridge abutments.
- Sue Burley (BW) will be asked to co-ordinate the Festival, following Richard House's resignation.
- GUCS has been disbanded, and residual funds will be distributed.
- John Savage was co-opted onto Council.

### February

- BW will remove the 3 mile marker for safekeeping during the Aston Clinton bypass construction.
- The Trust has received a Countryside Trust grant of £500 towards the Festival setting up costs.
- Tring Environmental Forum has expressed strong support for the Trust.

### March

- Peter Cleasby has resigned from Trust Council to avoid potential conflict with his work with MAFF.
- John Savage has accepted the post of Publicity Officer for the Trust.
- £1500 would be presented at the Festival from the disbanded GUCS.

### April

- The Trust has requested information about applying to the IWA for a bequest of up to £100,000.
- It was agreed that WAT would register with the Charities Aid

Foundation and become a recognised recipient of donations.

- A donation of £500 has been received from Herts IWA.
- Planning approval is being sought for the work at Little Tring.

### May

- The Vice Chairman reported on a recent meeting with the Little Tring and Miswell Society.
- The preliminary application for the Tim Wilkinson Award has been written and will be sent to IWA.
- Proceeds from IWA Northampton boat gathering will be donated to the Trust., along with a £ for £ matching donation from Barclays Bank.
- Tony Manning has donated £40 received as a result of giving a talk.

### June

- A large frame tent has been offered to the Trust by Mr Brian Downs, Trust member and trader at the Festival.
- The Summer Barbecue raised £50.
- The regular WAT Council meeting was combined with a meeting of the Restoration Committee.
- Restoration Director Roger Leishman presented a detailed restoration budget for the complete restoration of Little Tring Bridge.
- The budgetary proposals were accepted unanimously by Council, authorising BW to proceed with the work, funded entirely from Trust funds.

# Wendover Arm Trust

Reg. Office: 3 Brampton Court, Bradville, Milton Keynes, MK13 7HR  
A non-profit distributing company limited by guarantee. Registered in England number 2353392  
Incorporated 1989. Registered charity number 801190



President

Sir Roger Cork FCA FICM FIPA

Vice President

Mr Roger Lewis

## Chairman

Situation Vacant

## Secretary

John Hopkins  
3 Brampton Court  
Bradville,  
Milton Keynes  
MK13 7HR  
☎: 01908 311521

## Publicity Officer

John Savage  
16 Lakeside  
Tring  
Herts.  
HP23 5HN  
☎: 01442 827702

## Council Member

Matthew Routledge  
% GU Canal South  
Watery Lane  
Marsworth, Tring  
Herts. HP23 4LZ  
☎: 01442 825938

## Vice Chairman

Bob Wheal  
467 Bideford Green  
Leighton Buzzard  
Beds. LU7 7TZ  
☎: 01525 381614

## Restoration Director

Roger Leishman  
7 Hall Park  
Berkhamsted,  
Herts.  
HP4 2NU  
☎: 01442 874536

## Trust Sales

Beryl Martin  
12 Chipperfield Close,  
New Bradwell,  
Milton Keynes,  
MK13 OEP  
☎: 01908 312239

## Council Member

John Rowe  
Fox Meadow  
Water end Lane  
Potten End  
Herts. HP4 2SH  
☎: 01442 862619

## Treasurer

John Brooman  
66 Bryants Acre,  
Aylesbury Road,  
Wendover, Bucks.  
☎: 01296 623542

## Membership Secretary

Barry Martin  
12 Chipperfield Close,  
New Bradwell,  
Milton Keynes,  
MK13 OEP  
☎: 01908 312239

## Grants Officer

Gregg Bisgrove  
100 St Agnells Lane  
Hemel Hempstead  
Herts  
HP2 6LH  
☎: 01923 233937

## IWA Nominee

Elizabeth Payne  
23 Hoping Hill Gdns  
Duston  
Northants.  
NN5 6PF  
☎: 01604 587125

## Minutes Secretary

Rene Hopkins  
3 Brampton Court  
Bradville,  
Milton Keynes  
MK13 7HR  
☎: 01908 311521

Editor: Bob Wheal

☎: 01525 381614

bob.wheal@btinternet.com

# Wendover Arm Trust A.G.M.

## Wednesday 18th October 2000, 8.00 pm

