

WENDOVER ARM NEWS

Newsletter of the Wendover Arm Trust

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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

Should be an easy issue of Wendover Arm News to put together, this time!

There's the Bridge to report on; how Priory and BWE had a challenge making the bricks fit, how rain stopped play, and how the water under the ground held up the work, how marvellous it looks, and how proud we can be of this achievement.

Mustn't let the new bridgework overshadow the completion of the towpath wall, either. Quiet, concrete progress is now visible to all, and a testament to the skills and hard work of the restoration team.


Then there's the Tim Wilkinson Award, and how the Trust plans to spend the grant in the coming months and years.

Not forgetting the next Festival; now with a new title, new chair(wo)man, new joint management, and combined events with BW.

WAT is also involved with the IWA National Waterways Festival & Inland Boat Show, at Milton Keynes in August. Look inside to find out how you can help.

It feels a bit like waiting for a bus – nothing seems to happen for ages, then a whole clutch appears at once.

Enjoy this issue!

 **Bob Wheel**


Membership Status (as at 17th January 2001)

Number of Memberships			
Single	131	Special Single	1
Family	166	Special Family	1
Corporate	13		
Honorary Single	2	Total Memberships	318
Honorary Family	4	Total Members	489

'special memberships' are for a defined period

There are 3 new single and one family memberships:

Mr J Burnell	Tring
Mr C P Haslam	Stanstead Abbots
Mr G Seward	Tring
Mr & Mrs C A Pollard	Aston Clinton

48 members have been deleted from the membership list, as they have not responded to repeated renewal requests.  **Barry Martin**

Bridge Nears Completion

By the time this is printed, the rebuilding of Little Tring Bridge will be completed!

After so many years of public and private meetings, fund raising, planning, scrub bashing (that's clearing

project is 'Funded by the Wendover Arm Trust who are Restoring the Canal'.

Priory Construction is the contractor, and one of their first tasks was to establish the precise line of existing services. It was quickly discovered that the gas pipe was not in its expected position, and would have to be moved.

Thanks to prompt action by Transco (at their own cost!) the pipe was quickly diverted with a minimum of delay, due partly to the need for water-quality checks to be carried out. Unfortunately the same spirit of co-operation was not



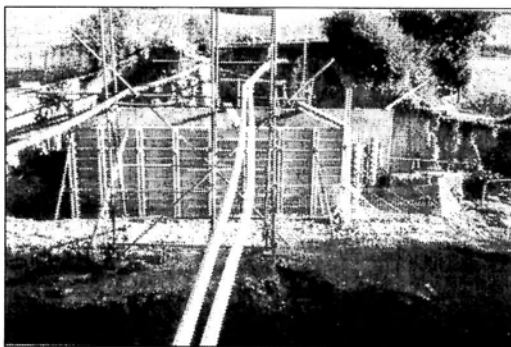
on-site information board

vegetation from the dry bed), organising Festivals, and writing News Letters, it almost seems an anti-climax to know that the money earned is finally being put to good use.

A tremendous amount of interest has been generated at the site in Little Tring. Weather permitting, weekends see an almost continuous stream of walkers and cyclists passing by the site. Almost all stop to view the progress, and comment on the quality of the work. The footpath leads straight through the workings, and it is not every day that one gets a chance to see the details of such a construction at such close quarters.

A prominent feature erected early on in the construction is the usual on-site information sign giving the constructors as British Waterways and declaring that the

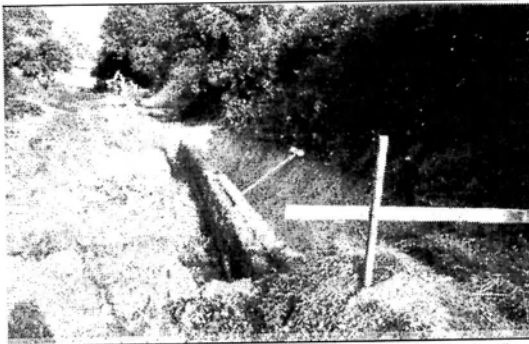
evident from British Telecom, whose cables (in three pipe ducts) cross the bridge along the line of the road. Extensive efforts by Trust Council and other parties refused to budge BT from their stated position that WAT would have to pay to have the cables temporarily moved. The delay and



*BT cable ducts cross the bridge construction**

cost that this would have entailed prompted the decision to leave the

cable ducts in position, and for the contractor to 'work round them'. This obviously caused a certain delay while scaffolding was erected, and a constant restriction to plant access under and through the line of the new bridge works. In construction terms



*original towpath wall, adjacent to the bridge**

this results in additional cost, and the Trust will have to find this unplanned amount when the final account is rendered. Thank you BT (not).

A milestone in the rebuilding work was reached when the embankment was broken through, and immediately some interesting long-buried features came to light.

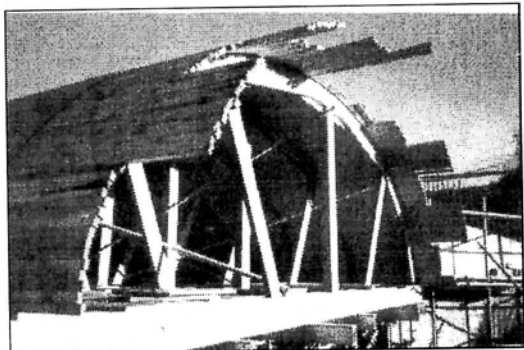
The actual base of the bridge was in fact in such good condition that it was briefly considered whether it could be incorporated into the new bridge foundations. But modern engineering and construction methods dictate otherwise, and the bricks were unearthed, and promptly scavenged by the 'Steptoes' of WAT's Restoration team.

Likewise, the in-fill of the arch proved to be an ideal material for back filling the newly restored towpath wall. A classic case of recycling at it's best.

The deep holes dug for the concrete foundations were transformed by the wet weather in November into impromptu diving ponds. There weren't many brave or foolhardy enough to try though...

An original length of the South canal wall on the East (Bulbourne) side of the Arm was also uncovered during the excavation works, close to the bridge. The wall is in surprisingly good condition after (probably) 200 years since it was built. At the time of writing it is not clear

whether the length can be included in the rebuilt plans. However, the original length is dead straight,



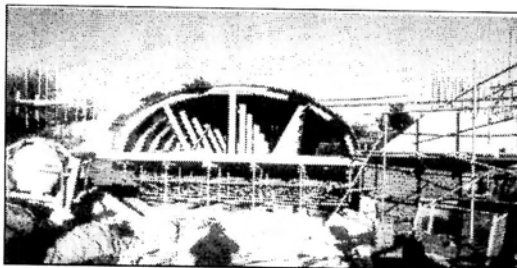
bridge formwork being built

whereas the current plans call for a slight curve to the replaced wall. There are also different leak tightness and foundation requirements to

consider, so the likelihood is that the wall will have to be replaced.

Once the massive bridge foundations had been poured and set, the wooden former for the bridge arch was constructed.

This is visually one of the more interesting construction activities, as the actual arch shape of the bridge can be seen for the first time, and the



bridge former nearly finished

construction actually begins to resemble the finished article. It is certainly one of the more time consuming steps in the rebuilding work, involving true modern engineering and traditional brick-building skills.

Bricks were first fitted using ties set into the curved concrete bays of the bridge buttresses. This provided a steep learning curve for the bricklayers in the handling and application of the hand-built bricks.

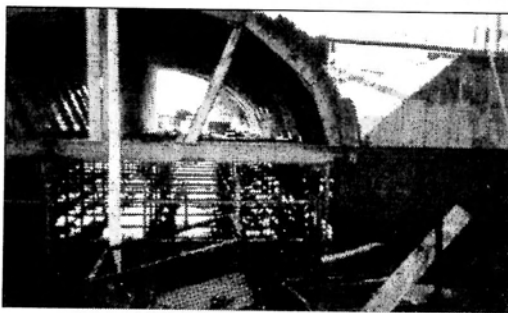
Meanwhile a former was constructed from timber and ply, onto which the hand-made bricks could be placed forming the bridge arch.

The bricks were placed in serried rows, angled a few degrees to the line of the bridge. This is because the bridge has a slight skew. The ply former supports the brick arch until the key bricks are inserted in the crown of the structure. In theory the bricks are then self-supporting. The next step is to pour the concrete deck, with appropriate shuttering, until the bridge crossing is

essentially complete. Finally the former can be removed to reveal the bricks under the bridge in an attractive reveal.

Poor weather and other delays have meant that the construction project is 3 to 4 weeks behind, but the work is proceeding well and an end is in sight for around the middle of February.

The road will then be re-opened and the residents of Little Tring will swap the sound of the construction vehicles



*former with first bricks laid**

for that of traffic speeding once more through their hamlet. ▶▶ Bob Wheel

(* photos courtesy E Cavanagh, Tring)

Phase Update

Go visit the new bridge at Little Tring, and see how well it fits into its surroundings. The bridge was completed within 6 months by sustained work by contractors, Priory Construction Ltd.

As you look around, notice how the restoration of the canal towpath wall has been steadily progressing. Notice also the preparation for the retaining wall on the other side of the canal. See also the length of original wall unearthed during the bridge construction.

All this work is not haphazard – it is being carried out to a carefully planned programme involving three phases, divided into manageable stages..

So what is the status of the various phases and stages, and what exactly are they?

Below is a table reproduced from the December's Working Party News, circulated by Roger to WAT's restoration workers every two-months.

As agreed by the AGM in 1997, restoration effort is to be concentrated at the Little Tring end of the Arm, with the focus shifting towards Wendover as the work progresses.

Thus Phase One is from the stop lock at Little Tring to a winding hole 250 yards beyond the new bridge. Phase One is subdivided into 8 logical Stages.

Phase One

<i>where</i>	<i>length</i>	<i>description</i>	<i>status</i>
Bulbourne to Stop Lock	1m 440yds	Navigable	Shallow, limited turning possible
Stop Lock to Little Tring Bridge	92yds	Stage3- bund in stop lock Stage 5- 75m towpath wall Stage 6- 75m footpath wall Stage 7- 800 sq m lining	Oct 2000 Jan-Dec 2001 Jan-Dec 2001 Jan-Dec 2001
Little Tring Bridge (bridge No. 3)		Bridge rebuilt Stage4- 40m towpath wall	Feb 2001 Jan-Jun 2001
Bridge to past new winding hole	271 yds	Stage 1- 215 towpath wall Stage 2- 80m wall to road 153 metres offside wall 65 metres reed bed Stage 7- 4,200 sq m lining Stage 8- Bund past w. hole	Complete except for path Jan-Dec 2001 Apr2001-Dec 2002 Jan-Jun 2003 Jan 2002-Mar 2004 April 2004

Phase Two starts from the winding hole and runs nearly 3,030 yards to a point just beyond the new A41 bypass

Phase Two

<i>where</i>	<i>length</i>	<i>description</i>	<i>status</i>
End of Phase 1 to HCC track entrance	294 yds	Canal length with ash infill used for hardcore etc and storage.	Requires annual strimming of weeds
HCC Track to Whitehouses footpath (was Bridge 4)	623 yds	Length cleared in 1999 and 2000 with temp road for access. Banks to be levelled and ash laid on road.	2001 as convenient. Will need annual weed strimming.
Whitehouses to Herts/Bucks border	799 yds	Length requires clearance from scratch and provision of temporary roadway.	As and when resources are available.
CC boundary to manhole east of Drayton bridge (No.5)	555 yds	Length already cleared	Requires annual strimming of weeds
Manhole to end of Aston Clinton by-pass diversion	216 yds	Length already cleared. BW will reline this length in conjunction with by-pass diversion.	2001 - 2003?
Aston Clinton by-pass diversion	542 yds	Canal diversion for Aston Clinton by-pass by Highways Authority	2001 - 2003?

Phase Three then stretches nearly three miles to the terminus basin at Wendover. This section remains a long term restoration aim for the Trust. Until Phases One and Two have been completed, detailed stages have not been worked out.

Phase Three

<i>where</i>	<i>length</i>	<i>description</i>	<i>status</i>
New winding hole		To be built by Highways Authority, but extra cost vs a channel to be met by WAT	2001 - 2003?
Winding Hole to Wendover Basin	3miles 1,040 yds	Length in water but not to navigable depth. Bridge obstructions at Aston Clinton and Halton.	?

Even a casual glance shows how much work remains to be done. If you want to join a work party and help, Roger Leishman would love to hear from you. He can be reached on 01442 874536 or via e-mail at rleishman@ukgateway.net if you prefer.



Bob Wheel

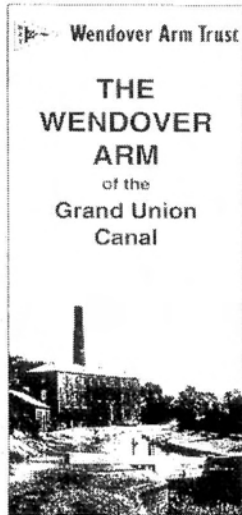
Information Leaflet Revamped

For the last few years the Trust has relied on an information leaflet which includes a map of the Arm showing key features.

The leaflet includes a concise history of the Wendover Arm, and an explanation of more up to date events.

Over time the facts detailed in the 'More Recent Developments' section became

more and more out of date, as restoration moves got underway.



Our new Publicity director, John Savage took on the task of updating the original leaflet, assisted by Barry Martin, and John's wife Shelley.

The original leaflet format was retained, along with the historical section, but the recent developments section was extensively rewritten to bring the information bang up to date. Amongst other facts, mention is made of the rebuilding of Little Tring Bridge by Priory Construction Ltd.

When approached by John, Priory were happy to sponsor the production of the leaflet, 2000 copies of which have

now been printed and are available from John Savage, or any Council Member.

Two Festivals, not One!

Much of the space in this Newsletter is (rightly) devoted to the Tring Canal Festival. But the Trust is also involved with the 'other' Festival, the National Waterways Festival which this year is on our doorstep, at Milton Keynes.

The Trust has been asked to help at the 'National' by looking after the various 'Loos' during the event. Not the most sought after job, perhaps, but nevertheless necessary.

If you can spare time for a short stint to join the 'lavender mob', Ray Orth would be happy to hear from you. Ray can be contacted on 01494 786868.



Tim Wilkinson Legacy

As Trust Council we had heard in November that the IWA had met and decided on the project to award the Tim Wilkinson Legacy award of nearly £100,000 to. The IWA kept their decision confidential for some weeks,

content ensured that staff and customers alike were treated to a more than customarily cheerful response that day.

As reported elsewhere, the IWA has awarded the Wendover Arm Trust the exact sum it requested, namely £92,127. This will ensure the timely completion of phase one of the restoration project – the canal through Little

We are delighted to inform you that the Association is willing to offer the Trust the Tim Wilkinson Award...

wanting to finalise certain details and to choose the timing of the announcement for maximum publicity. We didn't therefore know whether the Trust's application had been successful. We knew that we had made it through the first round, from some 20 or so projects to a shortlist of 8. Our application had been carefully prepared and we felt we met most, perhaps even all, of the criteria laid down by the IWA for applicants.

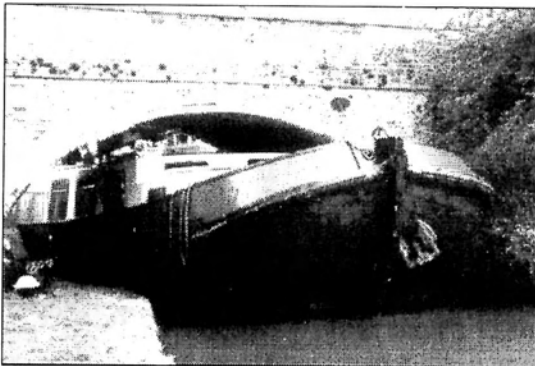
We had not applied for the award to fund the rebuilding of Little Tring Bridge, because although it would be finished quickly (a key criterion), to do so would have delayed the work unacceptably. Instead we asked for the award so that water could be reintroduced under the newly built bridge, as far as a winding hole 300 yards beyond the bridge.

The phone call came as I was driving to work one November morning. Could I confirm my fax number so that an important message could be sent by IWA? On my arrival the all-important fax was waiting, and it's

Tring with it's associated winding point.

This represents about 400 yards from the present head of navigation. The work will be completed largely by the Trust's own volunteer force, which has worked on the Canal since the 1980's, and is planned to be completed in 2004.

For the first time in many years full-length boats will be able to navigate the Arm, turn and return without reversing for nearly $\frac{1}{4}$ mile from the feeder near Little Tring Flour Mill.



... full-length boats will be able to navigate the Arm, turn and return ...

Through raising the public profile of the Canal, the Trust hopes that additional funding agencies will be

encouraged to contribute to the cost of restoring the remainder of the Arm.


General jubilation broke out at the Council meeting immediately prior to the public announcement, and it was generally agreed that the IWA had got it right! In the Trust's press release following the IWA's announcement, Roger Leishman, WAT Restoration Director, said:

"I am honoured and delighted that the Trust has been chosen as the recipient of the grant. The award of the grant also represents a much-appreciated recognition of the many hours of voluntary time and labour invested in the restoration work by Trust members to date. Fundraising will continue so that plans for further restoration can be put into action beyond Little Tring to Aston Clinton".

With the announcement of the award from the IWA was a statement from

Tony Harrison, IWA Restoration Committee Chairman stating:

"The quality of applications for the Tim Wilkinson Award was very high, but IWA feels that it has made the right choice in giving the award to the Wendover Arm Trust. The Trust has worked extremely hard at fundraising in recent years, but has not been eligible for grants from several funding agencies because of its geographic location. IWA is pleased to be able to support the restoration of this section of the Arm, which will provide lasting public benefits within a few years. Moreover, the Wendover arm was well known to Tim Wilkinson, whose formative years were spent in nearby Berkhamsted, so the restoration project is a very appropriate and tangible memorial to him".

 Bob Wheal


Tim Wilkinson

Tim Wilkinson captained a pair of working narrow boats with his wife, for the Grand Union Canal Carrying Company in the late 1940's. Unusually for the time he had no previous experience of canals, apart from being brought up near the Canal in Berkhamsted. However, Tim took the job after a chance meeting in a pub. As skipper Tim would have passed the entrance to the Arm on his way from London to the Midlands, and must have been reminded of his youthful forays into the Arm. A recurring injury forced his retirement from boating and he became the landlord of a Cornish Inn. His interest in waterways remained, and he wrote a book '*Hold*

on a Minute' about his time on the canals. His book was published with the encouragement of IWA founder Tom Rolt, and copyright to the book has been left to the IWA.

Tim Wilkinson died in August 1999, and left a sizeable legacy to the IWA for a 'restoration project in the South of England'. This legacy forms the basis of the recent award by the IWA to the Wendover Arm Trust.

On completion of the work, the Trust will erect a cast iron plaque by the restored section as a permanent memorial to Tim Wilkinson.

 Bob Wheal

Making Your Own Bequest

The grant from the IWA is based on a legacy in Tim Wilkinson's Will.

Many of us do not put will making as a high priority, choosing instead to put off or even to actively avoid the task.

However, a consequence of non-action could be that the things you leave behind would be distributed by Law and not necessarily according to the way you would like. This include any money you have in your Bank, as well as your home and possessions.

Consider the following:


- *You want to ensure that everything you own and have worked hard for ends up in the right hands.*

- *Add up all that you are worth- the total is likely to be much more than you think.*

- *Without a Will, you can't assume that everything will automatically go to your partner.*

- *A Will is important if you have children, to ensure their welfare.*

- *You need to limit any tax on your estate.*

This and more information about making a Will is available from the Trust in a concise and helpful leaflet, available from Barry Martin (01908 312239) or from the Trust stand at any event WAT attends.  Bob Wheal

Where on the Arm?

Where was this photo taken?

Well, of course the photo was of a feature in the restoration work of the towpath wall at Little Tring. Perhaps a more relevant query would be: 'What on the Arm'.

Our photo shows a setting-out peg for the curve on the wall, similar in some respects to a survey point.



Have You Got Yours?

There is a thriving business in old Festival Badges. Some people religiously keep theirs in the back of a drawer, never to see the light of day. Others seem keen to have a full set, to the point of offering to trade. One '96 for a '94 and a '97 seems a fair exchange. However, old badges do have the potential for earning the Trust money. When the time comes to auction the Teddy, Doll, Monkey or whatever is on offer at the Boater's Raffle, it is clear that if it is adorned with a series of Festival Badges, boaters seem to bid more generously. This year, a complete set of badges is available to decorate the headgear of whatever creature is on offer - apart that is for 1995. If you have a 1995 Festival Badge mouldering away somewhere, please give Johanna a call on 01525 381614.

 Bob Wheal

Tring Canal Festival

The final profit for the Festival in May 2000 was in excess (just) of £12,000. In view of the appalling weather and site conditions, all those involved with the event can be justifiably proud of their achievement.

In 2001 the Festival will be held on it's usual site over the late May holiday 2001, i.e. with Public Festival days Sunday 27th May and Monday 28th May.

skills in repairing and making lock gates. The BW event also included a mini-festival with side stalls, trade and charity marquees, etc, along with attendance by a number of visiting boats. However the Bulbourne site is limited in scope and with restricted parking available.

BW wants a wider appreciation of the heritage aspects of their work and facilities. They proposed to

combine the Bulbourne Open Day with our Wendover Canal Festival at Tring.

The Festival objective will remain the same, i.e. to raise awareness and income for the Restoration of the Arm, and also include a new objective of bringing heritage aspects of Canals to a wider audience than possible up to now.

The benefits of a joint event include the provision to the visiting public of a wider range of canal attractions (Bulbourne Workshops and Tringford Pumping Station), as well as a pooling of skills,

expertise, and support between WAT and BW.

After discussions between BW and the WAT Festival committee and within WAT Council, and after certain safeguards were included,

Tring Canal Festival Entry Fees

Public festival

Adult £3

Children £1

Concessions £2

Rally

Each Boat £6

Tent £6

Caravan (incl. 2 adults) £12

Each Adult £3

Festival Plaque each £9

Barbecue Pack each £5

In November British Waterways approached the Trust with a view to co-operating with the running of the Festival.

In recent years each Summer BW have opened the workshops at Bulbourne, showing the traditional

the proposal was accepted, and an agreement drawn up.

Key points of the agreement include:

- The BW sites will concentrate purely on heritage. Any trades, charities, etc will be located in with the Festival site.
- Visitors will be transported by bus (and possibly boat) between the Festival and Bulbourne.
- Entrance fee to the Festival will include entrance to Bulbourne and/or Tringford.
- BW will meet all costs associated with their sites, and all BW staff costs.
- BW will make a contribution to agreed joint costs such as publicity, public entertainment, etc.
- All profit from the enlarged Festival will go toward WAT for the restoration of the Arm, as before.

Festival Chair

As further evidence of partnership, Liz Kelly (BW Waterway Development Manager) based at Marsworth has agreed to be Festival Chairman. Sue Burley (last year's Chairman) continues to assist.

Liz has pointed out that although most of the event jobs have been allocated, the Festival organising committee would still like to hear from anyone who can help in any way preparing the site, or during the event. In particular, volunteers are always welcome to help with selling tickets at the gate. A full list of Festival Officers is shown in

the panel below, with contact numbers.

Tring Canal Festival

An early decision of the enlarged Festival team is to re-name the event as the Tring Canal Festival.

This is more relevant to the location of the Festival, and is less likely to confuse any visitors who do not necessarily know the geography of the canal.

Mr Brown the site owner has already stated that the Trust may use the field as before, so all is set for a bigger and better Festival, in May.

BW's Bulbourne workshops will be open with demonstrations of traditional and specialist lock-gate building. Access will be by bus, boat or foot from the Festival.

The canal theme is maintained by the welcome re-appearance at the Festival of the Leighton Buzzard Youth Theatre, with their award winning presentation of "Once the Cut". LBYT appeared at the Festival a few years ago, and were a popular addition to the attractions on offer.

The theatre group will be appearing on both public days, so if you miss them on Sunday, you can always come back on Monday. One guest, who is bound to be especially popular with the younger visitor, is **Bob The Builder**. This well known TV character will be making several appearances on both of the Festival days, and will no doubt keep many children

Tring Canal Festival Officers

Licensed Bar	Lionhearts Cruising Club	
Barbecue	Members of Herts. IWA	
Bookings	Barry Martin	01908 312239
Boater's Raffle	Johanna Wheal	01525 381614
Car Park	WRG (BITM)	
External Catering	Bob Wheal	07860 286155
Teas, Refreshments	Greg/Theresa Bisgrove	01442 233937
Charities	Bob Wheal	07860 286155
Crafts	Greg/Theresa Bisgrove	01442 233937
Booking Evening	Richard House	
Entertainment		
Booking Public	Sue Burley	01442 825938
Entertainment		
Grand Draw	Jo Leeson	01234 750898
Harbour Master	Dave Leeson	01234 750898
Meeting Minutes	Valerie Clarke	
Personnel	Graeme Lockhart	07801 280426
Plaques/Badges	Barry Martin	01908 312239
Programme Adverts	Roger Lewis	01442 823378
Programme		
Publicity	John Savage	01442 827702
Road Signs	John Brooman/John Savage	01296 623542
Site Safety	Graeme Lockhart	07801 280426
Sponsorship	Bob Wheal	07860 286155
Trade Stands	Bob Wheal	07860 286155
Treasury	John Brooman	01296 623542
Trust Info/Sales Stand	Barry/Beryl Martin	01908 312239

entertained. Also, if we need help with the restoration, can he fix it? Yes he can! (If you don't have small children or grandchildren that last comment won't mean much!

Every year since the Festival was first held, there has been an informal barbecue on the Sunday evening, from about 7.00pm. You may not realise it, but the barbecue is open to all Trust members, not just those attending the Festival.

You can get your barbecue pack by buying a BBQ ticket in advance from Barry Martin, or as a member just turn up with your own food to cook and join in with the rest of the crowd.

The same is true for both the Sat and Sun. evening's entertainment, including the licensed bar. This is because the event is classed as a private function, open to badge holders and Trust members.

 RLW

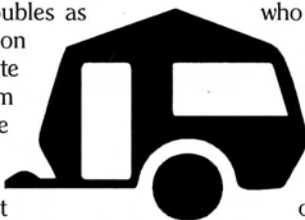
Wanted (1)

Each year at the Festival, the Public Address comes to you from a small caravan, near the centre of the site.

At night the caravan doubles as temporary accommodation for one or two of our site officials, who travel from miles away to be at the event.

Not this year.


Last year, in August some low-life decided the Trust caravan would be better owned by someone else, and it was taken from



its compound near Aylesbury, never to be seen again.

So, if you have, or know of someone who has, a caravan that you would be prepared to loan to the Trust for the duration of the Festival in May, please let me know.

It needn't be the biggest or the best 'van; any offer would be welcome. Your van will be looked after and insured, and will be put to good use.

 **Bob Wheal**

Wanted (2)

Once again, with this issue of the Newsletter you will find Grand Draw Tickets.


Also once again, if you don't believe in a Grand Draw and the inclusion of the tickets causes you offence, WAT apologises; we do not have the resources to separate out those members who do not want to receive them.

Please do take the time to sell your Grand Draw Tickets to your family, friends, acquaintances, and colleagues. Every £ is another brick in the wall!

Without realising it you probably know 50 people who could buy tickets, or sell them on your behalf.

Each year the Grand Draw raises several hundred pounds for the restoration; let's make 2001 a record year.

Remember to fill out the contact details on the stubs, which should be returned to Jo Leeson via any Council member, or directly during the Festival. Thank you in advance for your help.

 **Bob Wheal**

Raffle!

We were very excited to be given a gift of a holiday on one of The Wyvern Shipping Company's narrow boats along the Grand Union Canal. My Auntie Ellen had won the prize (*Grand Draw Prize at the Canal Festival – Ed*). She and her family had emigrated to Australia so they kindly donated

the prize to us. We couldn't believe our luck!!! We soon after negotiated a long weekend break on Ruby one of the Company's larger boats. It was one of their 6-berth boats so we could all easily sleep in it. It was very nice inside; two of the bedrooms were 'en suite' (well, they had a sink!)

The adventure started on a Friday afternoon, when Mum and Dad, Ben, Lizzie, Katy and I, assorted luggage, beanie babies etc. boarded the boat. Jim from the boatyard assisted us getting going. As we started to move Mum got to grips with the stove and supper



Lizzie, Becky, Ben, and Katy

was slowly on its way. After helping us negotiate the first lock, Jim wished us well and left us with a mobile phone contact number, just in case! We didn't really know where we were going, but were aiming to get as far on Saturday as we could and then turning round, ready for Sunday. We all had a turn at steering on Saturday, some more successful than others! I think all in all we only crashed badly once - Dad! We were calmly boating along a very wide stretch of the canal, then, following my instructions to gently turn very slightly left too see us through the next bridge, Dad made quite a sharp turn into the bank! Mum

was on the front deck painting hairbrushes at the time, totally unaware that in a few seconds she and the front deck would be completely covered in twigs, brambles, and leaves.

We had great fun that day. Everyone was very eager to help out with the locks, getting 'unstuck' etc.

We were told to tie up before it got dark so we found a nice place and tied up for the night. We had a nice meal then all went to bed after a hard day's work. We all slept well - apart from Dad, who was continuously checking that we were still tied on to the bank and not

adrift in the middle of the canal. He even got out to tighten up the ropes!!! We were woken up by various cows and sheep and decided to make an early start. We had already turned the boat round on Saturday so we only had to go back to base. At 11 o'clock it started raining. You could see it coming, the big black clouds coming towards us. So everyone decided to go into the warm boat and leave me outside for 4 hours with the provided waterproofs and a hot cup-a-soup! It was cold and wet but very fun! We had to do quite a few locks in the rain but John came down to help us and Ben was keen to join in. We got

back to the boatyard at about 6.00pm and tied up. We collected our stuff, loaded the car and set off. We know we will be buying

lots of raffle tickets next year, for the chance to win this exciting holiday experience.

Becky Lloyd (13)

Forum Meeting

Representatives from WAT Council met with Local Authority Council Members in a Local Forum meeting, on site at Little Tring Bridge on Sunday 8th October.

Bob Wheal introduced members of the Trust Council to the Councillors, and welcomed newly elected Councillors.

Roger Leishman then presented plans of the restoration on display in the Pumping Station. The party then proceeded to view works in progress commencing at the site of Little Tring Bridge, under construction at the time.

Roger Leishman explained the size and construction of the new bridge where the south abutment had already been cast. Although the core of the bridge is reinforced concrete, the external face of the bridge will be in brickwork throughout and the selected brick can be seen as the right hand panel of brickwork samples adjacent to the lock. He also explained the problems over diversion of services that cross the canal - Thames Water and Transco having

been very co-operative, however, British Telecom has been extremely uncooperative and are demanding that all their costs be met by the Trust.

After viewing the original canal wall, uncovered by the excavation work, the party proceeded on to view the new 220-metre long reinforced concrete



Forum members inspect the towpath wall

towpath wall. This has now been completed as far as possible up to the new bridge, except for the completion of the towpath and hedge to be planted in Autumn 2001.

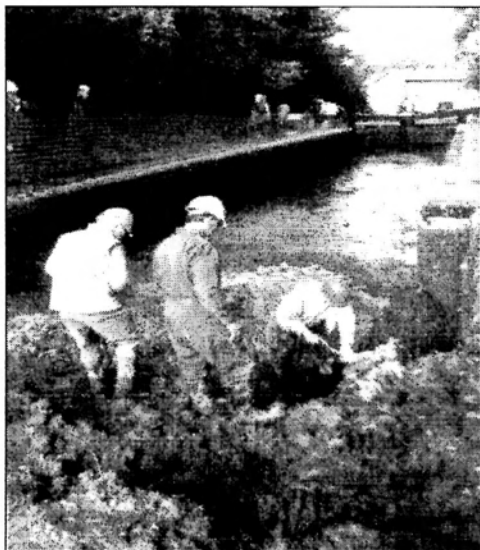
Next stop was at the end of the rubbish tip section where beneath the bed is the pipeline carrying water to the summit of the Grand Union Canal. Roger Leishman explained that the small trees and scrub are being

removed along this section to Drayton Beauchamp in preparation for restoration, and also to prevent further damage to the 90 year old earthenware pipes below by the roots. Roger explained that even if the canal were not restored, the bed would have to be cleared for renewal of the pipeline.

The Trust has commissioned the BW Environmental & Scientific Services at Gloucester to prepare an environmental impact survey as far as Aston Clinton. In discussions with

towards Little Tring, so that the water can drop by gravity into the pipeline. By the time Phase 11 commences, the Highway Authority will have completed work on the canal diversion, including a bridge under the new Aston Clinton by-pass and BW are extending this work past Drayton Beauchamp bridge in an endeavour to avert leakage in this area


On the walk back to the Pumping Station the works in progress at the stop lock were viewed where the channel was being excavated for the



plastic lining for the new bund (or dam) across the end of the lock. Roger demonstrated the lock stop planks and explained the construction of the bund required to give a causeway for the footpath and towpath when the respective supporting walls are under construction and being joined to the end of the lock.

Back at the Pumping Station Roger Leishman explained about the lack of funds, currently £ 100,000 out of a total of £395,000 for Phase 1, and of the application for grants in process. If funds are forthcoming, the Trust hope to complete Phase 1 restoration in 2004.

It was agreed to call another Forum meeting in about one year's time, unless anything arises that requires an earlier meeting. The meeting ended at 4.30pm.

 Margaret Leishman

Restoration Committee Secretary

excavation at the Stop Lock conservation bodies it was apparent that there were "pluses and minuses" to the conservation aspect, but it is anticipated that the net result will be beneficial. When this work (Phase 11) commences, construction will start from Drayton Beauchamp and work



CLUB 100

DRAW RESULTS

Held at the January 2001 Council Meeting

Autumn 2000	1st	Mrs P J Giddings	£121.20
Drawn Oct 18 th	2nd	Mr R Pittaway	£50.50
101 CLUB 100 Members	3rd	Mr M W Wright	£20.20

Winter 2000/2001	1st	Mrs R E Payne	£124.80
Drawn Jan 17th	2nd	Mrs O Shaw	£52.00
104 CLUB 100 Members*	3rd	Mr J P Martin	£20.80

*would have been 108 if all annual renewal letters had been answered

Finance Report

Total subscribed	£3,592.50
Less total prize money	£1,820.20
Expenses	None
To WAT Restoration Funds	£1,772.30



Next CLUB 100 draw will be at the April 2001 Council Meeting


GIFT AID REPORT

The Gift Aid Declaration Form was distributed to all members with the last issue of Wendover Arm News.

Of the 304 memberships eligible for Gift Aid scheme,
139 signed forms have been returned (Jan 2001).

Originally we had 100 Deeds of Covenant.
55 of these have now signed Gift Aid Declarations.

Duplicate Gift aid Forms have been received from 12 members.

 Barry Martin

Donations

Many donations are made to WAT by organisations and individuals, wanting to support and contribute to general restoration. Hopefully, these are accompanied by a Gift Aid Declaration so the Trust can reclaim the Income

Tax already paid by the donor. Usually significant donations are acknowledged with a letter of thanks. In a recent meeting of Council it was felt that the donations should also be recorded and declared in the subsequent Newsletter. Much discussion ensued about what would constitute a

'significant donation', and in the interests of keeping admin to a minimum it was agreed that donations of £50 or more would be published in this way.

This is the point at which the Trust hastens to add that all

donations are very gratefully received, and are all totally channelled to the restoration aims of the Trust.

The following is a list of donations received by the Trust since the 6th April 2000

Donations 2000

£1,534-58	Grand Union Canal Society
£2,000-00	IWA Northampton Branch
£95-00	Mr P.J. Andrews
£95-00	Mr J.E. Smith
£50-00	Mrs S.F. Bailey
£500-00	Mr A.H. Faulkner
£145-00	Mr & Mrs Leeson
£180-00	Mr D. Nethercleft
£50-00	Roger and Sara Davies
£200-00	Sir Roger Cork
£1,000-00	IWA Herts Branch
£100-00	IWA Lichfield Branch

Unless a donor indicates otherwise, their donation will be published in future editions of Wendover Arm News.



Council Matters

July

- Roger Lewis has collected the frame tent donated by Brian Downs.
- WAT's preliminary application to the IWA for the Tim Wilkinson Award is in a shortlist of 8 out of 22 received.
- Barry and Beryl have attended a seminar on Gift Aid donations.

➤ The WAT information (map) leaflet is to be updated and reprinted.

➤ Bricks and granular in-fill from the bridge excavation are being retained for WAT restoration use.

➤ The AGM will be on Wednesday 18th October.

August

- Transco were asked to help with re-routing the gas pipe at Little Tring
- The WAT application for the Tim Wilkinson Award was discussed. A draft application will be prepared for the next meeting.
- A design and build contract tender invitation is imminent for the Aston Clinton bypass.
- The work party on Oct 7-8th will include draining the stop lock for bund work.

September

- WAT has been asked to host an IWA Restoration meeting in January.
- Bernard Banfield will be offered honorary life membership of WAT.
- The WAT presence at the IWA National Festival was well received.
- The WAT submission to IWA for the Tim Wilkinson Award was proofed and accepted by Council.
- The bridgework is approx. 3 weeks behind schedule.

October

- The initial Committee meeting has been held for the WAT Festival in 2001. Most posts have been filled.
- The towpath wall is now complete as far as the bridge. Authority was given to Roger Leishman to proceed with phases 3,5, and 6.
- Ray Orth will seek election to Council at the AGM.

- A Local Forum meeting had been held, and was deemed successful.

November

- The IWA have written to advise that WAT is the recipient of the Tim Wilkinson Award.
- Donation of £50 or more to WAT will be acknowledged in the Newsletter.
- A BW proposal for co-operation in running the Festival was discussed and agreed in principle.
- Roger Leishman was given authority to go ahead with Restoration Stage 2 and a budget of £10,000.
- Ron Pittaway and Shelley Savage were co-opted onto WAT Council
- WAT have been asked by IWA to be responsible for lavatories at the National Festival over the August Bank Holiday. Agreed in principle.

December

- Bob Wheal was re-elected as Vice Chairman, John Hopkins as Hon. Sec., and John Brooman as Treasurer.
- Arrangements were discussed for the IWA Restoration Committee meeting in January, hosted by WAT.
- An agreement with BW has been reached concerning joint organisation of the 2001 Festival.
- Most of the tree stumps in the dry bed have now been removed.
- The bridge construction is expected to be completed mid January.
- A mechanical grass mower has been acquired, and is being refurbished by Eddie Evans.

Wendover Arm Trust

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WANTED !

**Visitors to a Canalside Attraction on the late May
Bank Holiday**

Must be prepared to enjoy themselves

If you aren't keen on being in the Fresh Air, seeing Clowns, Boats, Bob the Builder,
Licensed Bar, Music, Youth Theatre, Funfair Rides, then **PLEASE STAY AWAY !**

*Apply in person to Icknield Way, Tring, alongside the
Wendover Arm. Bring your wallet. Preference given to
anyone who can guarantee sunshine.*