



# WENDOVER ARM NEWS

Newsletter of the Wendover Arm Trust



Issue No. 40  
Spring 2003

Price 50p  
Free to members

## 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 restoration.

Letters, articles, photographs, drawings and maps are acceptable; all material will be acknowledged, credited if used and returned.

Please send any contributions to:

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### Disclaimer

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

# EDITORIAL

In the last edition of "Wendover Arm News" I said that these were exciting times for the Arm and the Trust, with so much progress to report.

However, certain fundamental questions remain unanswered. How many times have I been asked "When will the restoration of navigation to Wendover be completed?", or "How much more money is required?"

Well, you will be pleased to learn that a significant announcement is to be made, by our new President Dr David Fletcher, at our forthcoming Festival. For the first time the Trust WILL have a costed plan and a date for completion of the task.

Full details will appear in the next edition of "Wendover Arm News".

Meanwhile our volunteers, assisted by the Waterways Recovery Group and the Kent & East Sussex Canal Restoration Group, have been making excellent progress at Little Tring; British Waterways have completed their rebuilt section at Drayton Beauchamp and Balfour Beatty are now constructing the diverted section at the by-pass in earnest. Full details of all these in this issue.

Our annual Festival is now almost upon us; it is vital for the Trust that the event is a success so can I ask you to deploy the enclosed posters to good effect. If you can use some more please do let me know. I hope you will come along to the Festival, and persuade all your friends, relations and neighbours to come too. Details are on the back cover of this Newsletter.

JOHN SAVAGE

*Front cover picture: Spring 2003 on the Arm. This view shows part of the short section of the Arm within the parish of Weston Turville.*

# RESTORATION NEWS

## **APRIL NINE-DAY WORKING PARTY**

This was a great success, with all the scheduled work being completed thanks to a superb attendance by volunteers and good weather. Thanks are due to Waterways Recovery Group (Bit in the Middle) and the Kent & East Sussex Canal Restoration Group who supplemented our own volunteers.

The backfilling of the towpath wall between the lock and bridge and the offside wall west of the bridge was completed. Also completed was the excavation and profiling of the channel between the lock and bridge, ready for lining.

Excavation for completion of the offside wall was finished and a start made on excavating for the towpath wall under the bridge.

Two wall and three base sections were poured, and a further section blinded. A conference on site amended the design for the end of the offside wall where it is to adjoin the reed bed to be built alongside the winding hole. Instead of the planned 45° bend in the wall into the bank, two additional wall sections are to be built as it was felt the original design would impinge too much on the adjacent public footpath.

## **SCRUB CLEARANCE**

Meanwhile, scrub clearance on the dry section has continued apace with great help from one of our volunteers, Peter Spary. The remaining length of scrub between Whitehouses and Drayton Beauchamp has been attacked from both ends (75% has now been cleared) and the previously cleared sections have been trimmed of subsequent growth. We were aided in these tasks by recruits from RAF Halton, 120 of which turned up on two weekends. Peter has had to suspend operations now for the bird nesting season but is ready to recommence in August; he aims to complete the clearance of the remaining scrub by the Spring of 2004.

## **THE TRUST'S VEHICLE**

Our ailing VW Transporter truck has been repaired, including a new (second hand) engine, at a cost of nearly £1000. Grateful thanks are due to Eddy Evans for all his work in keeping this essential piece of equipment going.

## **VOLUNTEER LABOUR HOURS**

To the end of 2002, we have accumulated 5560 volunteer labour hours valued at £211,562. This is 'money in the bank' in terms of matched funding for any grants which require it.

### **FORTHCOMING WORK**

The priority jobs are now:

1. complete the offside wall (to the old farm crossing)
2. complete excavations for and continue towpath wall under the bridge (linking the already complete sections either side).
3. commence Bentomat lining from the lock, working towards the bridge.

### **BENTONITE**

In previous newsletters I have used the word bentonite with a capital 'B', thinking mistakenly that it is a trade name. It is not; bentonite is a naturally occurring mineral, the dictionary definition being "a valuable clay, consisting of montmorillonite, widely used in industry as a bond, filler etc. [From Fort Benton, Montana, where it was found]."

There are proprietary products, for example the Bentomat we are proposing to use.

Hope this clears up any confusion!

### **DONATIONS**

Ray Orth's splendid collection boxes, put up at working parties, continue to attract donations from passers-by impressed with what we are doing. Over £420 has now been raised in this way.

## **CLUB 100 DRAW**

The 23rd draw was made on 23 April and the winners were:

First Prize (£111.60)

Mr A R Holloway

Second Prize (£46.50)

Mr J E Aston

Third Prize (£18.60)

Mr J E Long

Congratulations to the winners and a reminder that you can secure your number (or additional numbers) in the draw by contacting Barry Martin (details inside back cover).

THE CLUB IS A WONDERFUL WAY OF SUPPORTING THE RESTORATION. £3420 HAS BEEN RAISED TO DATE, WITH £3513 GOING TO MEMBERS AS PRIZES, A FAR BETTER RATE OF RETURN THAN THE NATIONAL LOTTERY!

## **FESTIVAL GRAND DRAW**

If you have not already done so, please remember to send your draw ticket counterfoils and cheque(s) to Jo Leeson, at the address given on the tickets. Many Thanks.



*The beautifully excavated and profiled channel between the stop lock and bridge, ready for lining with Bentomat. Note the neat towpath created on the right by backfilling the wall.*



*Work in progress on the final length of off-side wall, which will terminate at the white marker just beyond the walker. Apart from the missing short section of wall on the towpath side under the bridge this will complete wall building for Phase I. The off-side beyond this point, to the winding hole will have a soft edge with reed bed.*

## **FUNDRAISING MATTERS.....**

Following the request in the last issue, five members returned the questionnaire and made offers to help – this is much appreciated and this resource will be called upon shortly to help.

The strategy for the Arm's restoration continues to be developed. We ran a workshop to examine how we could further exploit our strengths and the opportunities open to us (whilst recognising the weaknesses and threats which also have to be addressed). We are now close to having a definitive timetable for completion of the restoration together with costings, thanks to Roger Leishman's detailed work.

We will make an announcement at the Festival based on the results of this work; then will follow the hard work on further fundraising. This will require bidding to possible funding authorities, organisations and other charitable trusts along with the launch of a public appeal.

On the one hand the funding task gets easier as the Trust is able to demonstrate creditability

through its excellent achievements to date. On the other hand we are working against a tide of a worsening economic situation with greater competition for whatever funds are available and a tightening of charitable giving at all levels – so every little bit counts,

One of the key areas needing our attention is to increase our membership; in recent years we have been trading water – mostly matching leavers with joiners. Membership subscriptions alone, at a modest £5 p.a., will not make much difference to our financial fortunes. However the Trust does receive considerable additional voluntary donations from Members each year and we rely on the membership for intangibles such as ideas and non-monetary support (as well as the all important restoration effort). So if you have any ideas how we can increase the Trust's membership please air them in a letter to the Editor or contact a Council member if you prefer.

Over the years the Trust has received a number of bequests – from both members and non-members. For example, completion of Phase 1 of the restoration will result from the generous bequest of the late Tim Wilkinson (via the IWA). Our Trust has produced a helpful

leaflet on the subject and it can be obtained from our Membership Secretary, Barry Martin. Because the Trust is a Registered Charity there are beneficial Inheritance Tax considerations under current legislation. When appropriate, Council will give consideration as to how the donor's contribution to the Trust's achievements will be commemorated for future generations to appreciate.

Mentioning 'generations' prompts me to restate the Trust's desire to inform the wider public about all aspects of canals including the conservation and ecological aspects. Accordingly, we have made an application to a local charity for specific funding to produce Wendover Arm related teaching material for local schools. If successful, we will be breaking new ground in fulfilling this area of Trust's aims and objectives – helping to

create the next generation of local canal enthusiasts. If this interests you then please contact Council Member Shelley Savage who will appreciate any help offered. Restoration funders and donors expect to see such complementary projects in our major bids, so this is all good and necessary work.

By the time the next edition appears we will know how much this year's Festival has contributed to the Trust's coffers. The festival is our largest source of regular funding. Our Festival is well known and admired by many of the other canal restoration trusts; many would like to replicate this highly successful fundraising event.

To all those who have given their time and effort over many months to ensure the Festival's success – a big thank you.

David Andrew



*Dr David Fletcher C.B.E  
President of the Wendover  
Arm Trust*



## Dr David J Fletcher C.B.E.

Dave Fletcher is a chartered electronics engineer who has spent most of his career working in the aerospace industry. He joined GEC in the mid-1960s to undertake research and development on high-frequency radar systems. His designs still feature in many diverse locations from ships to satellite's. He eventually became Managing Director of GEC Marconi which was at that time a successful multinational company turning over billions of pounds a year.

He retired from the aerospace industry in the mid-1990s to take up a new challenge running British Waterways. He brought a fresh and innovative approach to BW, in particular by seeking new sources of income to improve the maintenance standards of the Waterways. Backlogs of repair were slashed, and an unprecedented wave of restoration of old and new canals was undertaken at startling speed.

Innovative partnerships on the Waterways were developed with the Private Sector for property development, a national water grid, and for fibre optic telecommunications. Special attention was paid to improving relationships with Waterway users and partners. The creation of the charity The Waterway Trust and the Association of Inland Navigation Authorities (AINA) are good examples of this new approach.

David Fletcher celebrated his 60th birthday last Christmas, and retired from British Waterways. Undoubtedly the foundations he established for the modern use of the Waterways for their widest public benefit will continue, and should aid the restoration of the Wendover Arm and many other important new restorations. Dave has a wide range of interests spanning Engineering, heritage, and environmental activities. He still retains a number of directorships, and is heavily committed to the voluntary charitable sector. As a lifelong narrow boater he is now determined to spend more time on the Waterways he loves.

# TRING SEWAGE TREATMENT WORKS

## **A FEATURE OF THE ARM**

A familiar feature on the Wendover Arm is the outfall from the Tring Sewage Treatment Works (see photograph). The outfall is situated a few hundred yards east of Gammel Bridge.

Have you ever wondered what happens to the sewage before it goes into the Arm? My curiosity had certainly been aroused so, on behalf of the Trust, I invited myself along to investigate. Thames Water Utilities, who operate the site, kindly arranged a personal tour and I duly turned up to meet Ken Seabrook who took me round.

## **THE WORKS**

The plant is a modern one, to the east of Tringford Road; it replaced a former works on the other side of the road in stages about ten years ago. The old works used to discharge the treated effluent by gravity into Tringford Reservoir.

## **THE SEWAGE ARRIVES.....**

The works receives the sewage, all gravity fed, from Tring. It is an old sewer system so also takes most of the surface water (storm) drainage. This creates surges after heavy rain (it takes about 20 minutes from a downpour for it to hit the works). To avoid the system being overwhelmed, the excess goes into huge circular storm tanks, to be held for treatment

later. Being in a period of dry weather when I visited the storm tanks were empty.

## **THE SMELLY BIT**

Upon arrival, the raw sewage first goes through a coarse filter to remove rags and debris. The material removed goes through a machine which squeezes out the liquid before depositing the proceeds, which go to landfill, into a skip. How people manage to get so much of this stuff down their lavatories without blocking them or the drains beats me! This part of the process, as you can probably imagine, is seriously malodorous although Ken, many years in the trade, claimed not to be able to smell a thing!

## **THE PROCESS CONTINUES...**

From here the sewage flows into a well, contained in a pumping house. Floats in the well activate pumps, which raise the sewage into the main processing section, the oxidation ditch. This is an impressive long tank, sixteen feet deep and divided down the centre. Two powerful turbines circulate the sewage at high speed round this sort of 'race track' for up to 24 hours. The amazing thing is that although (apart from the rags mentioned earlier) the sewage is still 'complete' at this stage, it already smells sweet with just an almost perfumed aroma!

TRING SEWAGE TREATMENT WORKS



*The smelly bit! Rags, extracted by the filter and lifted by the device on the right, are deposited in a skip (after the 'juice' has been squeezed out).*



*The oxidation whirlpool tank at the heart of the process.*

Whilst mentioning detergents, the phosphates they contain have led to there being an unacceptably high level of these in the treated effluent. To overcome this a new plant is currently being installed which will introduce chemicals into the oxidisation tank to neutralise the phosphates.

Anyway, back to the process. From the oxidisation tank the sewage is pumped to a distribution chamber, which feeds three final settling tanks. These are circular, with the effluent fed into the centre. The solids settle out and the remaining clear liquid weirs over an outer rim -- the finished product! These tanks are fitted with alarms which detect foreign substances, for example an oil spillage which has entered the drainage system.

#### **INTO THE WENDOVER ARM**

The treated effluent flows from the final settlement tank into another well where floats operate the pumps which raise it into the Wendover Arm. It is regularly sampled for quality although Ken said he wouldn't actually drink it!

#### **.....APART FROM THE SOLIDS**

That leaves the solids to deal with, properly described as activated sludge. This is returned to the oxidisation ditch for another session and then, by now known as surplus activated sludge, it is ready for digestion. Tring, being a small works, does not

digest its own sludge which is piped (by gravity) to a pumping station at Wilstone, for onward transmission to Aylesbury Sewage Works. Here it is digested in what is basically an accelerated composting process. The finished product is spread on fields as fertiliser.

#### **THE EFFECT ON THE CANAL**

The works discharge an average of 220,000 gallons of treated effluent per day into the Arm, for which British Waterways receives payment. Whilst, in the summer, the water is a useful extra supply for the Tring Summit, in the winter it has to be effectively disposed of. When the summit is full and there is little or no boat movement the pumping station at Little Tring does not operate but of course the sewage outfall does. To prevent the summit becoming over full (the top locks have no by-pass weirs), a by-pass channel had to be built when the new sewage works began discharging into the Arm. This channel connects the arm, just before Bulbourne Junction, with the main line below Marsworth Top Lock. If you ever wondered why this channel is there, you now know!

*Thanks are due to Thames Water Utilities at Swindon for arranging my visit and to Ken Seabrook for his patience in showing me round and answering my questions.*

JOHN SAVAGE

TRING SEWAGE TREATMENT WORKS



*The other key process is the settling tanks; clear effluent weirs over the outside rim, leaving the activated sludge.*



*The treated effluent, an average of 220,000 gallons a day, is pumped into the Arm at the familiar outfall near Gamnel Bridge.*

## **“THOSE BENEVOLENT BEINGS”**

### **An examination of William Jessop’s Treatise on Inland Navigation, 1792.**

William Jessop (1745-1814) is justly famous as a brilliant canal engineer. A reading of his *Treatise on Inland Navigation* in the British Library shows that he was also a consummate promoter and fund-raiser.

In the extracts below, one can see how he is using all the tricks that today are called ‘marketing’. He sets out the benefits of inland waterways before discussing any of the features; he addresses different audiences: he needed to have the support of the landed gentry, but showed how important canals would be for the poor; his finance would be raised from merchants, but would benefit farmers. He includes an environmental impact, and swiftly deals with a potential objection. Finally, he suggests that the whole work is so important that the government should support it.

In these extracts, only the headings are ours; everything else is his own.

#### Introduction

“By Inland Navigation the greatest benefit arise to our trade and commerce; as it much lessens the price of carriage, opens a ready communication from one part of the kingdom to another, and from all parts to the sea; by which the products and manufactures of the kingdom, in general, may be afforded at a moderate price.”

#### Environment

“These Inland Navigations highly benefit the manufacturer where they have taken place and occasion the establishment of many new ones, in situations where the land before could be of little value and was bare of inhabitants; chearing and enlivening every district where they have been formed, and adding riches and fertility to every part through which they are extended. I say *fertility*, because it is well known that every meadow and pasture in the neighbourhood of refreshing streams, display a verdure which is not to be discovered in those dry, withered and a dust spots which do not lie near the banks of a river, or running waters. The cattle in the pastures, on the banks, are fatter, more delicious in taste, and give a better quality for the salubrious tribute which issues from the dairy. The horses are fitter for labour, and contribute more spiritedly to the sport or pleasure of their possessors. Sheep, indeed are excepted; they thrive best in a dry soil.

Trees and plants receive great nutriment, as is incontestible, from their leaves as well as their roots: the dew of the night diffuses on their leaves an humidity which they imbibe and distribute through the whole plant, the weight whereof, at such times, as Dr Hale has observed, is considerably increased. This necessary humidity is principally produced by the rivers and canals in their vicinity, exhaling from them in mists, it is transported by the winds, and descends in refreshing dews, not only on such places as are adjacent, but on such likewise as are at some miles distance: so that hence arises, from Inland Navigations, one great benefit that perhaps has not been enlarged upon before.”

#### Benefit to Commerce

“It is not to be disputed, that Inland Navigations greatly benefit also the merchants who reside at the ports where they terminate; for they are thereby enabled to export greater quantities of goods from those parts which lie at a distance from the sea, and to supply a larger tract of country with their imports from abroad”

#### Benefit to the People

“That Inland Navigations benefit greatly the landed Gentlemen, cannot be denied, as in many instances their lands have been improved to tenfold value. Without these artificial communications, corn, timber, iron, coals, lime &c.&c. are of little value to the land-owner; whereas the cheapness of carriage necessarily resulting from them enables him to transport those commodities to a profitable market. They encourage the discovery of mines and minerals, which without them would, when discovered, lie useless to the owners; they aid the cultivation of poor, barren and waste lands; they contribute to the stability and permanence of the public roads, as they prevent the burdening the roads with vast quantities of heavy carriage; and the constructing of, and working upon Inland Navigations, must of course be the means of employing vast numbers of poor, which class is greatly increased by disbanding at this time so many seamen and soldiers, many of whom are bred manufacturers and mechanics, though now turned loose on the public, without employ, or the visible means of getting an honest livelihood. It would be policy in Government to lend assistance, if wanted, to undertakings of this kind, and would prevent many wretches from suffering, perhaps an ignominious death, from a life of idleness, who, if properly employed, might be once more rendered useful to themselves and their country.

Besides, when these Navigations pass through corn countries, near collieries, &c &c the poor labourers are more readily furnished with food and fuel for their refreshment and comfort, and are better able to work at those manufactures that stand in need of their assistance: and surely, when we consider the various distresses inseparable from a state of poverty, we must own, that too much praise cannot be bestowed on those benevolent beings who, by means of these Inland Navigation, render the lives of people of that class more comfortable and happy.”

#### Deals with an Objection

“I know of only one objection that can be made to Navigable Canals (which indeed is but a poor one) that they waste or take up too great a portion of land, in the counties through which they pass: but I hope it will be a full and Cogent answer to this objection, that ONE MILE of the Duke of Bridgewater’s Navigation takes up only ONE ACRE AND HALF of ground. It would be happy therefore for this country, if private interest or prejudice, ignorance or obstinacy, were not employed to discredit those patriotic undertakings which must redound so much to the honour and welfare of the kingdom. But such is the tax always laid upon attempts for the public emolument: let them be proved ever so salutary, and urged by the most forcible reasons, some opposition will be made, flowing from natural vanity, caprice, or malevolence of mankind.”

#### Conclusion

“But surely it is full time, in the present critical circumstances of the nation, when rivals in trade and manufacture are taking every advantage of us; when our best mechanics and artificers are enticed by large rewards to emigrate; when the Empire is so deeply dismembered by the defection of the Colonies, now the Free and United States; when enormous taxes, and the advanced price of the necessaries of life, oppress our manufactures and our poor – it is full time, I say, that under such circumstances we unite as one man in promoting those designs which will contribute to raise our drooping commerce; find employment for our manufacturers, mechanics, artificers and labourers; and enable us to bear the burden of our taxes with some degree of cheerfulness and patience, once more lift up our dejected heads, and recover, in part at least, what we have lost.”

Shelley Savage



## ASTON CLINTON BY-PASS

After a pause through the winter, when ground conditions would be too wet, work has restarted in earnest on the canal. At the time of writing (end of April), the lining of the channel west of the new road crossing was almost complete and the brick facing on the eastern side of the bridge had been done.

The channel east of the bridge, connecting with the section completed by British Waterways, has been excavated and awaits lining.

Temporary pipes have been laid upstream of the old sump to carry the water through the road embankment about to be constructed across the old line of the canal (replacing the temporary Bailey bridge). These pipes allow the water to go through the paddle adjacent

to the old sump, which diverts the water into the stream through Drayton Beauchamp. This arrangement will continue until the water can be redirected via the new canal to the new sump east of Drayton Beauchamp bridge. It is anticipated that this should happen in about the middle of June. A new permanent pipe will have to be installed from the new channel (immediately west of the new road bridge) to connect with the Drayton Beauchamp stream.

Once the water has been diverted to the new line, the old section of canal west from the road crossing to the junction of the new line will have its flow direction reversed (and be planted as a reed bed) to take the road run-off.



*The temporary pipes to take the water under the new road. The old sump, blocked off, is on the left.*

ASTON CLINTON BY-PASS



*At the western end of the diversion the new channel has been lined; the coir edging can be clearly seen.*



*This is the point where the Balfour Beatty section joins British Waterways' newly reconstructed length (in the foreground) at Drayton Beauchamp. One section of lining has already been laid.*

## BRITISH WATERWAYS WORK AT DRAYTON BEAUCHAMP

Work has been completed, and very smart it looks too! The channel is edged with gabions, with stone fill above. There is a splendid new towpath and a smart new set of steps up to road level by the bridge.

A neat new sump is provided at the eastern end of the new section, a vast improvement on the ugly structure over the old sump.

The channel through the bridge hole is concrete lined with the

sides faced in attractive brick to match those on the wharf. This lies immediately to the east of the bridge and has been uncovered and repaired as an historic feature (it will not be used for mooring).

The road verges have been reinstated and the site left clean and tidy.

You will only have until about mid June to see this section without water; from then the Wendover water should be flowing to the new sump.



*The neat new sump at the eastern end of the reconstructed section at Drayton Beauchamp. The sump will be moved towards Little Tring in stages when Phase II restoration gets underway after 2004.*

BW RECONSTRUCTION AT DRAYTON BEAUCHAMP



*The newly exposed and restored wharf at Drayton Beauchamp. It is an attractive heritage feature, but will not be used for mooring when this section reopens to navigation.*



*The brick facing used through the bridge hole at Drayton Beauchamp; the bricks match those on the restored wharf.*

## Problem of the bridge at Halton

A LETTER from County Cllr. Guthrie Moir about Halton Village bridge was received at a meeting of Halton Parish Council on Tuesday. Cllr. Moir was replying to the council's request for his help in getting improvements to the bridge, and he wrote: "I certainly see your problems here and will seek an early opportunity of talking to the County Surveyor about them."

"My anxiety is that the County Council may replace the present attractive bridge with a modern horror which may harm the amenities of the village. However, we will have a try to see that both utility and amenity are served."

In his letter to Cllr. Moir, the clerk of Halton Parish Council, Mr. H. C. Mortemore, had enclosed copies of all correspondence between the Parish Council and the District Surveyor on the matter.

Cllr. W. J. Cooke reported that the Commandant of Halton, Air Commodore T. N. Coslett, entirely agreed with the Parish Council's point of view, and would take action independently.

Cllr. Cooke suggested that the Council might eventually approach its Member of Parliament for his help in this important matter. The widening of the bridge was agreed in principle after the war and yet nothing had happened.

Mr. Mortemore said that in 1939 there were proposals for widening the bridge and land had been set aside by the church for this purpose. He thought the Council should keep pushing the matter.

This cutting, from "The Bucks Herald" of 30th September 1960, gives a fascinating insight into the thinking at the time. The anxiety was well founded as, unfortunately, the 'present attractive bridge' did succumb to what could be described as 'a modern horror' before too much longer.

*Thanks are due to Jill Fowler of the Tring & District Local History & Museum Society for unearthing this cutting at the Aylesbury Local Studies Centre.*

# WENDOVER ARM TRUST

## SALES LIST      SPRING 2003

APRON	£4.00	BURGEE	£8.00
CAP	£5.00	GENTS HANKIES	£2.00
TEA TOWEL	£3.50	TIE – WAT LOGO	£10.00
PEN			0.40
CAR DECAL (WAT logo)			1.00
KEY RING			0.50
LICENCE DISC HOLDER			0.80
PENCIL			0.35
POSTCARD			0.10
POSTCARDS(12 assorted)			1.00
WAT LOGO (Large Flag)			0.40 (self adhesive)
WAT LOGO (Small Flag)			0.20 (self adhesive)
WAT LOGO (Small Flag)			
Strip of 5			1.00 (self adhesive)
SWEATSHIRTS	Royal Blue, XXL,XL,L,M & S		16.00
T-SHIRTS	Royal Blue, XXL,XL,L,M & S		8.00
Navigation Plaque (Stop Lock)			9.00
Plaque (2002 Festival – Jubilee)			10.00
“WATER FROM WENDOVER – The Story of the Wendover Arm Canal”			4.95

*Send orders to: Mrs Beryl Martin, 69 Wenwell Close, Aston Clinton  
AYLESBURY, Bucks, HP22 5LG*

*Cheques payable to “Wendover Arm Trust”.  
Please add a contribution to cover postage and packing.*

Any questions or advice on products, please telephone Beryl on  
01296 630599

# Wendover Arm Trust

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Incorporated 1989. Registered Charity No. 801190

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BERKHAMSTED, Herts  
HP4 2SH  
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# TRING/WENDOVER CANAL FESTIVAL 2003

## SUNDAY 25 & MONDAY 26 MAY

★ SUPERB NEW ENTERTAINMENT FOR ALL THE FAMILY

★ IMPORTANT ANNOUNCEMENT ON THE FUTURE OF THE CANAL FROM DAVE FLETCHER - DETAILS FROM THE TRUST STAND AT THE FESTIVAL

★ COURTESY BUSES FROM TRING AND WENDOVER RAILWAY STATIONS (Times from BW on 01442 825938)

★ PLUS ALL THE USUAL ATTRACTIONS, BAR (WITH LOCAL TRING REAL ALE), CRAFT TENT, REFRESHMENTS, BOAT TRIPS, PUMPING STATION TOURS, CLASSIC CARS, STEAM ENGINES.

IF YOU CAN HELP YOUR TRUST AT THE FESTIVAL BY GIVING SOME TIME TO STAFF THE ENTRANCE, OR ANY OTHER TASK, PLEASE CALL DENISE LAXTON (01234 842199 w or 0775 2016494 m) BEFORE THE FESTIVAL

PLEASE HELP BY DISPLAYING POSTERS AND LEAFLETS: SUPPLIES AVAILABLE FROM JOHN SAVAGE ON 01442 827702