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# WEY & ARUN



## BULLETIN OF THE WEY & ARUN CANAL SOCIETY

HON. SECRETARY —

MR. J. P. MARKWICK, 59 ARDSHEAL ROAD, BROADWATER, WORTHING, SUSSEX.

"WEY - SOUTH"

No.2 - November, 1971.

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Crabtree Lane, Lancing, Sussex.  
Mr. J.M.Wakefield, Northlands Farm, Billingshurst, Sx.

The Object of the Society is to attempt the restoration of the navigational link between the Rivers Wey and Arun, thus providing a direct water link between the South Coast and London, and also with the rest of the Inland Waterway system.

WHAT THE EDITOR HAS TO SAY ... ..

Firstly, I must apologise for the long interval which has elapsed since the publication of the first "Wey-South". From now on, "Wey-South" will appear approximately quarterly with a brief newsletter in between, so that members will be kept informed at about 6-weekly intervals of the progress of the Society.

There has been some criticism of late of the work we are doing on the Wey & Arun, on the grounds that the labour could be more profitably utilised on canal restoration elsewhere. It has been said, of course, that we are wasting our time; that the canal is 'too far gone'; that 'you'll never do it'. How misplaced is this pessimism!

Without doubt, the canal has a great future as an amenity asset serving a considerable population, by filling a need for this type of recreational facility in this area. Its restoration would provide an invaluable, and most attractive, water link between London and the South Coast.

The people working on this restoration almost all live in the area of the canal and, almost certainly, have been drawn in by the fascination of re-opening this particular canal. It seems to me that by and large, they would not have the time, or perhaps the inclination, to devote such energy and enthusiasm to other canal restoration projects elsewhere in the country. Neither, it would appear, have we 'poached' any workers from other restorations. Most of our workers are 'novice navvies' who like myself, are learning the ropes of restoration work as we go along.

Not only, therefore, are we opening up new water to add to the overall total of navigable water in the country, we are bringing in new blood to the actual work of restoration, who, when the time comes, will no doubt be only too willing to give of their time and experience for the sake of the waterways elsewhere.

I have said before that we may never get through from end to end, and this is still the case, but if we can join up one end to the Arun, or the other end to the Wey, we shall have changed the map of navigable water,



and if we only achieve a 'duck-pond' in the middle, there will still be a lot of people willing to 'mess about with boats' in that, and enjoy the many aspects of the countryside in these peaceful and beautiful surroundings.

If you would like to air your views on any subject connected with the Wey & Arun, please write to the Editor, and I shall be glad to print your letters in "Wey-South".

David F. Ball.

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Members of the Inland Waterways Association may have read in Issue 98 of 'Windlass' the article by our Secretary, John Markwick, on the Wey & Arun Canal. He asks us to point out that this article was actually written about two years ago, and contains certain minor inaccuracies which have since come to light. This also explains why no mention is made in the article of the Wey & Arun Canal Society, or the work that has been done to date. We thank the I.W.A. (South-Eastern Branch) for publishing the report and hope that they may find space in a future issue to report on our achievements to date.

Editor.

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In "Wey-South" No.1 we asked for a volunteer to compile a booklet about the wild life that exists along our canal. We are pleased to say that our Junior Member, Richard Brunstrom of 12, Waterlow Road, Reigate, Surrey, has agreed to do this for us. Thank you, Richard!

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### THE RESTORATION - First Progress Report.

The first working party met at Rowner Lock on 28th March, 1971 and immediately started work on clearing the lock and its surrounding area of the mass of undergrowth which completely obscured it. At the end of the first day, the area had been cleared of scrub, the lines of the lock had been laid bare, and the bridge could be seen again. Subsequently, a number of sizeable trees have been removed from the lock chamber, the sluices have been cleaned out, and a start made on removing the mud and other debris from the lock floor. There is about three feet of water in the lock, and at a rough estimate, a further three feet of mud, and the next task is to dam off the lock, pump it out, and arrange some form of hoist to ease the task of removing the mud. In the course of the work so far numerous pieces of ironwork from the old gates and paddles have been recovered, mostly in good condition, also one of the original balance-beams. One of our members has most generously offered to be responsible for providing new lock gates, and the construction of these is already in hand. We shall soon be in need of a stonemason and/or bricklayer to repoint or rebuild the lock chamber and the bridge parapets, and if anyone is interested in volunteering for this job, please contact our Secretary. Above the lock, where the canal bed is dry, a number of working parties, mainly consisting of groups of youngsters doing sponsored community work, have pushed on through heavy undergrowth, removing also many large trees, and cleared the bed of the canal for about  $\frac{1}{2}$  mile. The main working force has concentrated its efforts south of Rowner and has been working steadily towards Newbridge. The towpath was completely cleared first, leaving a screen of well-established trees lining the canal bank. Then, as this section contained water in varying depths, a pontoon raft is being used to remove trees and branches from the canal, to cut back overhanging trees to the edge of the canal, and to navigation height, and to similarly trim back the hedgerow on the opposite bank to the towpath. This work has progressed for  $\frac{1}{2}$  mile towards Newbridge, so

that this section locks once again like a canal, and does indeed make a very pretty picture. It is already possible, as the editor forecast in the previous "Wey-South", to see the line of the canal, complete with water, curving away into the distance!

The next problem is dredging. By the great generosity of a member, we have the use of a small dragline, but working from the towpath, this can only reach about  $\frac{3}{4}$  of the width of the canal. It has cleared out the most badly silted patches in the first  $\frac{1}{2}$  mile, but because of the trees we have left, it cannot reach all points from the bank, and it also appears that access from the opposite side would not be possible. The depth of water therefore varies at present from a few inches to about three feet, and what will clearly be needed before the stretch can be opened for boats will be some form of dredging from the water. The Committee have this problem in hand and it is hoped that a solution will be found shortly.

Bank protection work is also on hand near Rowner Lock where the River Arun runs very close to the canal. This is at present a rather laborious job of cutting and driving in stakes, laying more posts lengthwise against them to form a wattle fencing, and then back-filling with the spoil from the dredging. More volunteers could be used on this work!

Finally we shall shortly be facing the problem of the first major obstruction, a low farm bridge made of concrete beams and slabs, about  $\frac{1}{2}$  mile above Newbridge. There appear to be two alternatives here, either the present bridge will be raised to navigation height and ramps provided, or a simple type of lifting bridge will have to be installed. The first alternative will probably be difficult because of the lack of space for a ramp on the river side, so we are looking for a member to design a cheap, but strong and easily-operated lifting bridge, able to carry farm machinery, which could be used as a standard pattern for this and many other farm crossings along the canal. The navigational width that it would have to span should be reckoned as 12 feet, the same as the lock width.

As will be seen, there is plenty of work for all ages, of either sex. Please read the article on Working Parties and lets be seeing you!

LETTER TO THE EDITOR.

Sir,

I read with interest in this month's issue of the Surrey & Hants Canal Society's Newsletter that they have now adopted a scheme very similar to one I mooted several years ago ( when I was also a member of that Society), that of encouraging lady and gentlemen members to act as 'LENGTHSMEN' along the canal, each one to watch over a given length of the canal in their area, and report any radical changes in its condition to the committee. E.g.If they see any breaches appearing in the banks, or see anyone filling in or dumping rubbish in the canal, or see any development at all taking place which might prove prejudicial to the eventual restoration of the canal, they should immediately give the Secretary or any committee member a shout.

I feel this scheme of 'LENGTHSMEN' could prove of the utmost value on the Wey & Arun. The Lengthsmen could also play a very important part in the future organization of working parties along the canal.

I shall await with interest any comments made along these lines which might be voiced at our General Meeting at North Hall, Loxwood on Saturday, November 27th.

Austin Tatton-Winter.

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Our restoration project on the Wey & Arun Canal has been entered in an Industrial Archeology competition organized by the B.B.C.2 Television programme 'Chronicle'.  
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SOME MORE CANAL READING.

Canals and their Architecture.	Robert Harris	1969
Canal Age.	Charles Hadfield	1968
Canal Cruising	John Haskinson	1967
British Canals - An Illustrated History.	Charles Hadfield	1969



BACKWARDS AND FORWARDS IN TIME ON THE WEY AND ARUN CANAL.

A History of the Wey & Arun Canal by Miss Gwen Dougherty - Part Two

THE BUILDING OF THE WEY & ARUN.

On the Arun, Pallingham Docks were built in 1804 for the repair and building of barges which plied on the Navigation.

By 1810, Lord Egremont was busily investigating the idea of linking the Wey and Arun on the shortest possible line, in order to provide cheaper transport for goods to Guildford and London, and in 1811 notice was given in the 'Morning Post' of an 'Intended Surrey and Sussex Canal from Newbridge, Wisborough Green to Stonebridge, Shalford, a distance of 16 miles'. By June of that year, the Mayors of both Guildford and Godalming had expressed support.

With Josiah Jessop as the engineer and Lord Egremont as the largest shareholder, work began on the canal in 1812. To avoid Alford, the line of the canal was diverted through Sidney Wood, which greatly increased the length of the summit level and the cost. However, Royal Assent to the Bill was given in 1813 and digging started at Shalford in July 1813. In all, 18 miles of canal were to be built. From Shalford the waterway ascended through Braxley and Run Common by seven locks to a 5-mile summit level, where Vachery Pond supplied the canal with water; it then disappeared through a cutting at Alford and crossed a valley into Sidney Wood, then descended nearly 90 feet in less than 2 miles by a series of locks to Loxwood. It then crossed the western branch of the Arun and the fertile meadows of Malham and Rowner to join the existing Arun Navigation at Newbridge.

The planned width of the canal was to be 30 feet and its depth 3 feet 6 inches, except on the summit. Each of the locks was to be 75 feet long by 13 feet wide to allow the passage of barges up to 50 tons. 35 bridges were to be constructed, as well as 8 wharves, 5 lock houses and 2 aqueducts.

By the end of 1813 nearly 3 miles had been completed. Brickworks were set up at Sidney Wood and Alfold to supply bricks for the northern end. Below Loxwood, locally quarried Pulborough stone was used for the locks and bridges, with additional bricks from Harwoods Green.

Cuts were made across the meanders of the Arun below Drungewick and Loves Farm to divert the stream and avoid additional aqueducts.

Slowly the canal neared completion. In December 1815 the first tolls were taken when the canal was opened as far as Branley. By August 1816 after financial difficulties had been overcome with the help of Lord Egremont, the canal was finished and the summit began to fill with water. Few canals have been built in less time.

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Whilst dredging the canal near Rowner Lock, a large metal pot, 'of indeterminate origin', was unearthed. A member took it home and whilst cleaning it, discovered this faint inscription round its rim:

"ITI SAPI SPTANDI TISA BICONE"

Can anyone throw any light upon the interpretation of this inscription, or upon the origin of the pot?

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### SECRETARY'S REPORT.

After an exploratory meeting on 20th August 1970, the Wey and Arun Canal Society was formally inaugurated at a further meeting held at Pulborough on 17th November 1970. Officers and a Committee were elected and general policies began to formulate. Over the next few months, several Committee meetings were held to decide on the best approach to the project and several landowners were approached. The Society was most fortunate in finding two landowners willing to allow us to carry out a pilot scheme to assess the problems involved. Restoration work started on 28th March 1971 and a detailed progress of the work to date appears elsewhere in this bulletin.

The policy of the Society at present largely depends on the outcome of this pilot scheme which it is hoped will be completed early in 1972, and will result in one mile of navigable canal above Newbridge, near Billingshurst, and includes one lock, Rowner. In general, however, it is hoped to continue south from Newbridge to Pallingham and the River Arun, although further negotiations with landowners are needed before this can commence. It is anticipated that the Society will be seeking security of tenure over each length of canal from its respective owners, and negotiations to this end are in hand with four landowners covering some three miles of canal.

It is hoped in the near future to form a Surrey group to start work on the Guildford end of the canal and discussions are in hand with the County and District Councils involved. Members particularly interested in this end of the canal are asked to get in touch direct with our Committee Member, Mr. Bert Rose, whose address appears at the front of this bulletin.

Since August 1970, 12 Committee Meetings have been held with an average attendance of ten. The number of members of the Society continues to rise steadily and passed the 150 mark in October 1971.

John Markwick.



A LAMENT.

A Canal Widow! Is it possible? A grass widow, yes, even a golf or cricket widow, but this is ridiculous. Having three children including one only two years old, it is not possible to take a very active part in tree lopping and weed cutting. Each alternate weekend therefore, (and sometimes more often!!), I dutifully pack sandwiches, orange squash, check spare socks and wellington boots and wave a fond farewell as my mad better half wends his way to "his" canal.

Many of my friends complain that their husbands spend too much time at the local or - dare I say it - with that glamorous red head, but can one really be jealous of a stretch of cold muddy water?

Sometimes as my husband looks depressingly at those somewhat undiplomatic and cynical letters decrying the canal enthusiasts as optimistic idiots, I wonder if it is all really worth it. Then someone telephones, perhaps from the local press, perhaps another potential Society Member, and their great enthusiasm and positive thinking makes me realise that this is a well worthwhile project. Maybe it will never materialise, our dream of small craft meandering to the coast through quiet countryside 'away from the madding crowd' but it will not be for want of trying. Have heart all you "Canal Widows" be proud that your menfolk do not just stand and stare, they roll up their sleeves, grab their billhooks and work with a will, and where there's a will there may once again be a Wey and Arun Canal!

### WORKING PARTIES.

All members of the Society are very welcome to attend our Working Parties. They are the only means at present by which the Canal is being restored, so please come along and lend a hand with this rewarding work if you possibly can. Skilled or unskilled, with tools or without, male or female, old or young, or anything else(!) it makes no difference, there are jobs for all. All you need bring is old, very old, clothes, together with a good strong pair of gloves, and, if you are staying the day, bring a packed lunch and something to drink.

It is intended to continue working parties throughout the winter, weather and floods permitting, on the first and third (and when there is one, the fifth) Sundays of each month, from about 10 a.m. onwards. If in doubt about the weather, contact the Secretary, John Markwick, at Worthing 203433, between 8.30 and 9.00 on the day of the working party.

Work is in progress near Rowner Lock and access is via Paplands Farm, which is reached by turning off the B2133 Alford to Wisborough Green road near the Bat & Ball Inn at Newpound Common. Leave your cars at the end of the farm road on the space to the left of the farm buildings and proceed by the bridle path, between the hedges, then across the field, following the same direction as the line of pylons, until Rowner Lock is reached. If no-one is about, turn right along the canal towpath until you find someone! Alternatively, the site can be reached from the A272 at Newbridge by passing through the gate between the river and the canal (we are allowed to take vehicles through if you like to risk it, or they can be left in the space through the gate on the opposite side of the main road) and proceed along the canal towpath, again until you meet somebody!

A number of groups of young people have enjoyed a day's work at the canal, some as part of a sponsored community work scheme, and some (i.e. Scouts) as part of a weekend camp. If you know of any similar groups who would like to help in this way, please contact the Secretary, who will be glad to arrange this for you.

WORKING PARTIES - continued

Transport is something of a problem, especially for some groups of young people. The Secretary would be glad to hear from car-owning members who might be able to offer transport to or from the canal, even if they themselves are unable to stay.

Please read the article "Guidelines for Canal Clearance", elsewhere in this Bulletin, also the Restoration Progress Report, which will give you a good idea of the work involved. Also, if you haven't already done so, please complete the Membership Application form, which you will find at the back of this Bulletin!

The dates, then, for the rest of 1971, are:

7th November	5th December
21st November	19th December

We look forward to seeing you!

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GUIDELINES FOR CANAL CLEARANCE

TOWPATH SIDE OF CANAL.

- 1) Brambles and other scrub should be cut back from the water's edge to a line that would enable two people to walk side by side along the towpath without getting cut to shreds.
- 2) No trees should be removed unless they are obviously dead and are likely to fall into the canal or across the towpath. Certain boughs of some trees may require pruning if they are likely to impede navigation or persons using the towpath, but care must be taken not to spoil the shape of the tree.
- 3) Care must be taken with fencing along the canal bank (in some cases it may be fairly rickety) until alternative arrangements have been made with the landowner.



Guidelines For Canal Clearance Continued.

OPPOSITE SIDE OF CANAL TO TOWPATH.

- 4) No trees or scrub should be removed from the bank on this side of the canal except where they encroach upon the water and would be a hindrance to navigation. (See also para.2 above)
- 5) Access to this side of the canal should be only by water. i.e. Pontoon or boat, unless the adjacent landowner has given his express permission for access by land.

LOCKS.

- 6) Trees and scrub should be cut back to a line ten to fifteen feet from the edge of the lock. (Both sides)
- 7) Trees should not be cut below four feet above ground in order that sufficient purchase can be obtained when pulling the roots.
- 8) Trees growing out of the stonework of the lock should not be touched except under the supervision of the Civil Engineering Advisor.
- 9) Extreme care should be exercised when working on locks due to the possibility of loose stonework etc.
- 10) Once again care should be taken with any fencing.

GENERAL.

Avoid using old car tyres for starting bonfires as the reinforcing wire they contain can cause severe injury to cattle. The site should be cleared of tools and any unburnable objects, such as beer cans etc., before leaving.

REMEMBER.

Our aim is to provide access along the canal by water and along the towpath, without giving the impression that a plague of six foot Locusts have been at work.

## LONDON'S RE-FOUND ROUTE TO THE SEA!

A series of articles describing, section by section, the route from Guildford to Littlehampton, as it may be found today, giving access points, towpath walking details, features of interest, etc.

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### Part One - THE HARDHAM TUNNEL. (Arun Navigation)

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Hardham Tunnel (375 yards) was built in 1790 as part of the Coldwaltham Cut which runs from Coldwaltham Lock on the Arun to Hardham Lock on the Rother, just upstream of where it joins the Arun. The cut was built to save 6 hours on the journey upriver towards Pulborough, in the days of bow-hauling by men.

The easiest way to reach the tunnel is from the A29, from a point about midway between Hardham and Coldwaltham. About  $\frac{1}{2}$ -mile north from the point where the A29 crosses the railway, a footpath will be seen heading south. This leads down to the old South Portal of the tunnel, a distance of only about 50 yards from the road. The site has become very overgrown, but a flight of steps has been laid down to the tunnel mouth, so access is relatively easy.

The actual portal of the tunnel has either fallen down or been demolished, and is lying in large chunks around the tunnel mouth. An earthen barrier or dam has been erected at the mouth of the tunnel, surmounted by a metal grill to prevent people from entering the tunnel. However, a large diameter culvert has been laid in the dam to allow excess water to escape and one can easily crawl through this, or alternatively, it is possible to remove one piece of the grill and get in that way. (For tunnel enthusiasts only! - Ed.)

Once inside it is obvious that, on the whole, the tunnel has fared well over the past 100 years of dereliction. The brickwork is still perfect, to the extent that it does not even need pointing, and water is still retained in the tunnel up to its original level and depth.

The tunnel was built without a towpath, and no barges were presumably 'legged' through. The tunnel is about 13 to 14 feet wide, and has a clearance above the water level of approximately 10 to 12 feet. The water is  $2\frac{1}{2}$  to 3 feet deep, and crystal clear. There is of course very little silting as the tunnel normally has no flow through it.

In 1898, after the Arun Canal had closed, the railway company (London, Brighton & South Coast) decided that the tunnel was in danger of collapse, (two of their lines ran over the tunnel), and so they filled in the part of the tunnel beneath their lines. However, this was so badly done that it is possible to see a spot of light through the tunnel even now, which means that the blockage does not reach the tunnel roof. The company's fears were obviously groundless, as the tunnel has stood up to the railway traffic even without adequate strengthening. Anyway, one of the lines is not now used and the track is lifted, and although there is tremendous vibration in the tunnel every time a train passes, it should not prove impossible to reopen the tunnel eventually.

To reach the Northern Portal, one walks back to the main road, crosses it to the track opposite, and over the railway bridge, which is almost directly over the tunnel. After the bridge, cross a field, and then the abandoned railway, then past another narrow field to the clump of trees which marks the Northern Portal.

The Northern Portal appears to be complete, unlike the Southern one, but it is so overgrown that it is difficult to be sure. The blockage in the centre of the tunnel obviously acts as a dam, as the water level at this end is within 3 to 4 feet of the roof, as opposed about 11 feet at the southern end. It is not possible to get down low enough at this end to see through the tunnel at all, but what can be seen of the brickwork seems to be in very good condition.

Immediately north of the tunnel is the site of Tunnel Lock, which had a rise of 18" up from the tunnel to the level of the Rother, which the cut joins about  $\frac{1}{2}$ -mile from the tunnel. The cut is quite clearly visible, and still filled with water, although overgrown with reeds, but it is about 20 to 25 feet above the original level!! This raised water



level is maintained by large earth dams at each end, one on the site of Tunnel Lock, and is connected with Hardham Sewage Works, which are on the banks of the Cut.

However, in my opinion, it would be relatively easy to re-open the tunnel and Coldwaltham Cut, although it would require the re-building of three locks, at least two of which have totally disappeared. This, however, would be several years in the future, when the Wey & Arun is finished!

Richard Branstrom.

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EQUIPMENT APPEAL.

Urgently required from some kind benefactors as gifts or on long loan, the following pieces of equipment:

Power Chain Saw.

Hoist for lifting buckets of sludge and other debris from bottom of locks. (An old mobile breakdown crane might do)

Ladders (preferably aluminium), for climbing up trees and down locks!

Flat-bottomed boat or pontoon, of sturdy construction and in sound condition, size up to 20' x 10', and preferably capable of taking an outboard motor. Needed for bank clearance, and possibly dredging. A pleasure-pond hand-paddle boat would also be very useful!

Bulldozer No comment!

We have no money to pay for these items! The only thing we can offer you in return is our dedicated enthusiasm to transform our canal into a 'ribbon of beauty' meandering through the Surrey and Sussex countryside, for ourselves and future generations to enjoy. Details of your kind offers to the Secretary or any other Committee member. Thank you!

INDUSTRIAL ARCHAEOLOGY ON THE WEY & ARUN.

By Austin Tatton-Winter.

Quite a number of members have approached me and asked "What are the Management Committee doing about the Industrial Archaeology aspect of our restoration scheme?" I am pleased to tell you that this aspect is frequently discussed at our meetings, and there are several sites 'lined up' for investigation. These include the remains of the lock cottages at Rowner and Orfold, the Sliding Bridge at Whitley Manor; -, the Paddle Wheel at Orfold, the Wharf basin and Warehouse at Newbridge, and the Barge-yard at Pallingham. Work on these sites can only begin, however, if and when the landowner's permission is obtained. I feel sure that in most cases this will be forthcoming, and I am sure too that many more worthwhile projects will become apparent as restoration work proceeds along the length of 'our' canal.

If any archaeologists and 'other interested persons' would like to get together and form an 'Archaeological Group' (I'm afraid you would have to do all the donkey work yourselves!), I will give you all the help I can to get this project 'off the ground'. The first exercise could be to excavate the site of Rowner Lock cottage, when all that dredging spoil has been removed!

If you are interested, please contact Mr. Tatton-Winter at Bodell's Stores, 38-40, Crabtree Lane, Lancing, Sussex (Lancing 3167).

STOP PRESS. Information has just come to hand that some vellum-bound volumes of Canal Toll records were dumped into the canal over 50 years ago by the 'high-spirited youth of the day'. I know where they were dumped and by whom! I feel that a special effort should be made at an early date to see if any trace of these records can still be found in the canal. Have any of our museum staff readers any comments to make on how to carry out this project - or offers to help, or carry it out for us - I await your comments with interest.

A.T.-W.

MEMORIES OF THE PAST.

Contributed by Mrs. L.M. King.

It was seventeen years ago that my husband and brother-in-law bought Paplands Farm, Wisborough Green, and I remember being told at the time that the disused Wey & Arun Canal ran through the farm. I hardly knew what to expect when I was taken to see it - I was somewhat dismayed to see what looked like a dirty and neglected ditch covered with weed and bushes and overgrown with blackthorn, elders, alders and hawthorn. But I was interested.

Since then, over the years, we have often stood on the bridge and looked into Rowner Lock and tried to visualize the canal as it was, over a hundred years ago, and asked ourselves whether it would ever be possible to clear our short stretch. We never really found the answer! ... ..

Until last winter, that is, when we and our neighbours were approached by the recently formed Wey & Arun Canal Society asking permission to clear the stretch of canal as far as Newbridge, as well as Rowner Lock. Permission was readily given and a great deal of really hard work has been done by the Society; such a transformation in so short a time is a grand achievement and a dream has become a reality.

I have talked to a few people who live locally who have memories of the Rowner Lock cottage - there must be many more.

Mrs. Squires remembers a family living there whose name was Hoagrove; we hope to trace them later.



Mr. Stanbridge of 'The Bat & Ball' remembers playing in the cottage when it was derelict. He remembers falling through the staircase that had rotted! He says there was a lovely greengage tree and a black plum tree in the garden, and that he and his friends enjoyed the fruit! He has promised me further information from an old ledger.

An old friend of mine, Mr. Frank Gates, who now lives in Beckenham, is a great-grandson of John Sprinks, who was wharfinger at Newbridge for a number of years. He hopes to obtain some interesting history from his older relatives to recount in our next issue.

We have much enjoyed the Sunday evenings when we have met on the bridge when the day's work was done, and talked 'canal talk'. We feel we have made many new friends.

Mrs. L.M.King.

EDITORIAL - We hope to make this type of article a regular feature of 'Wey-South'. If any senior citizens have any recollections of what the canal looked like when they were young, or how as children they helped to pull down any old locks, lock cottages or bridges, and can remember what happened to the building materials, or have any old paintings, drawings or photographs of the canal, or depicting canal life in those days, then the Society would be very glad to hear from you. If you know of anything of interest, please get in touch direct with Mrs. L.M.King at Bentley, New Pond, Wisborough Green. (Telephone Wisborough Green 535).

ODE TO A STINKING DITCH.

- 1) O, thou old and weedy cut,  
Dost thou wonder what we're at?  
Down amongst your disused locks,  
Felling trees and shifting rocks.
- 2) You are being woken up  
From a century of sleep,  
By some lads who want to see  
A 'wey' from London to the sea.
- 3) Do you often wonder why  
Navvies labour here all day,  
Clearing locks and scooping mud,  
While nosy cows just chew the cud.
- 4) It's because they hope some day  
Boats will once more pass your way.  
Butty, cruiser or canoe,  
All one day will float here too.
- 5) Now you are not nice to view,  
Then you will be bright and new,  
Have a heart you old canal,  
In umpteen years all will be well!

ANON.

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THE WEY & ARUN CANAL SOCIETY.

APPLICATION FOR MEMBERSHIP.

Subscription - £1.00, or £0.25p if under 18 years of age.

Please complete IN BLOCK LETTERS.

SURNAME. (Mr/Mrs/Miss) .....

CHRISTIAN NAMES.....

ADDRESS.....

.....

DATE OF BIRTH (if under 18) .....

TELEPHONE: Home.....Office.....

Membership of Other Societies:.....

.....

OCCUPATION.....

HOBBIES; TALENTS: .....

DO YOU OWN A CAR ? .....DO YOU OWN A BOAT?.....

If 'Yes' to last question, please give details.....

.....

I hereby apply to become a member of the Wey & Arun Canal Society and agree to abide by the Rules of the Society.

I enclose crossed cheque/P.O. value £.....payable to 'The Wey & Arun Canal Society'.

Signed..... Date.....

Please send to Mr.P.R.Dorcasford, 4, Telgarth Rd., Forring, Worthing, Sussex.





"Progress?"

Composed especially for 'WEY-SOUTH'

by Harry Miller

No longer can the birds look down  
To see those shining ribbons cross the land.  
No longer can the light of heart  
Talk young at heart the tow-paths, hand in hand  
'Neath the bridge of stone, and low of echo  
Where the barge-horse would heavy tread,  
In those days of gaily painted barge,  
Well laden down of water line to teen ahead.  
With cheese and wine and coal and thread  
And iron and steel and tin and lead  
Nought too small and nought too large,  
For the ever ready constant barge.

The almost silent waters lapped  
The banks, in where the water trapped  
Conveyed an age of simple life -  
To fill the needs of world and wife.  
That modern man should see all this,  
An aftermath that once was bliss,  
Now over-grown and lost from sight  
By over-powering nature's might.  
Yet! - men of simple heart - and some  
Would want to see them back again,  
To lap those banks with simple rain  
And hear those hooves keep pace with  
brain.

(copyright - The Wey and Arun Canal Society.)

SOMETHING TO THINK ABOUT.

We have no divine right of access to the canal (the W. & A.). We visit it all times by the kind permission of the landowners through whose property it passes. Unlike the nationalized waterways, where one has to wage a campaign against Officialdom, our Society has to rely on the good offices of these landowners, by proving to them that we are not just a crowd of irresponsible people, intent on churning up their roads and fields with cars and trailers, shattering their peace with loud outboard motors, and creating havoc amongst their cattle by leaving gates open, scattering litter and broken glass over their land, etc.

So, Members, if you sincerely want our Society to succeed, please:

ASK FOR PERMISSION FIRST.

RESPECT THEIR WISHES AT ALL TIMES.

DO AS THEY SAY, THEY ARE NOT UNREASONABLE PEOPLE.

Remember, if you upset them, you upset the Society.  
If we lose their co-operation, we lose our Society.  
We have done pretty well up to now by mutual co-operation.  
Please help us to continue the good work! Thank you.

A.T-W.

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'WEY-SOUTH' is published and printed by THE WEY AND ARUN CANAL SOCIETY, 59, Ardsheal Road, Broadwater, Worthing, Sussex.





President: The Rt.Hon Lord Egremond M.B.E., J.P. Chairman: Mr John East.  
Secretary: Mr J.P.Mackwick 59, Ardsheal Road, Worthing Sx.Tel: Worthing 203433  
Editor: Mr D.F.Ball, 12, Station Road, Horsham Sx. Tel: Horsham 4437

#### MEMBERSHIP

Over the past few months considerable interest has been expressed from many quarters in the work of the Society. The Public Meeting at Cranleigh on 25th February and various illustrated talks given by our Committee Members have helped considerably in boosting our membership figures. The total membership as at 10th May 1972 is now 330.

The Society is now a member of the Inland Waterways Association Ltd., and has pledged its support in the I.W.A.'s fight against the Water Resources Bill.

#### PROGRESS REPORTS - Southern Section

Work has progressed well on the Rowmer to Newbridge section, and the preliminary clearance has been completed. Probably for the first time in 50 years, one can stand on the bridge at Newbridge, and look at the canal! Already it is attracting numbers of sight-seers (or Gogoozlers, in canal parlance), and no opportunity is lost to initiate them into the mysteries of the Wey and Arun. This section now needs 'Tidying-up' (i.e. further trimming of the banks, particularly on the far side from the towpath, and dredging of the worst spots with the dragline.)

The main work force will then move northwards from Rowmer Lock, where clearance permission has been given over about a mile of canal, as far as Malham Lock. This section should keep us occupied for most of the summer!

Meanwhile, a small party will be working on the restoration of Rowmer Lock. A small group of 'technical experts' is getting together to work out the details of the restoration, and it is hoped that by the end of the summer, a considerable difference will be seen in the appearance of the lock.

Scrub clearance has also been carried out at Orfold Lock, in co-operation with the Sussex River Authority, and at Drungewick, half a mile of towpath has been cleared and levelled by the farmer, in connection with improvements to his fields.

As will be seen from the notice accompanying this Newsletter, a Public Meeting has been arranged at Billingshurst on May 24th. Whilst the object is primarily to let the people of Billingshurst know what is happening to 'their' canal, also this meeting gives members of the Society an opportunity to hear and see for themselves an up-to-date progress report of the Society's activities.

#### Northern Section

The official start of restoration work on the Surrey end of the Canal started on Sunday 2nd April at Run Common. In order that work could proceed as planned, a dam had been built the previous weekend, and the first section to be cleared was purged out on Saturday 1st April. Some 70-80 people turned up on the Sunday, and with a labour force of this size, work proceeded much faster than had been anticipated. By the end of the day, about 200yds of the banks had been cleared, about 1-ton of mixed rubbish had been accumulated, and some 100 yards of the bed had been scraped clear of silt.

On subsequent weekends, work has continued at a good pace along the half mile stretch between the road and the old railway embankment.

A smaller clearance scheme has also been in progress at Elmbridge Road, Cranleigh, where the site, being in a private garden, has brought its own complications, but as it is alongside a busy road, it will provide us with a very good 'shop-window' when finished.

A Members' evening was held on 18th February at Shalford Methodist Hall, when reports of progress were given by Mr Rose, Mr Brunstrom and Mr Moore, and some points of general interest were answered by Mr Rutbeem of the Management Committee.



The Public Meeting at Cranleigh Village Hall on 25th February, was a great success, when nearly 300 people turned up to learn more about the Society. Mr Nutbeen's talk, illustrated by slides showing various points along the Wey-Arun Canal, and 'before and after' shots of the Rowmer/Newbridge section, was very well received. During the refreshment interval, Committee members answered various questions from the audience, and the evening was rounded off with two films kindly loaned and shown by Mr Ralph Redbourne, one of local interest showing the 1970 I.T.A. Guildford Rally, and the other a canal trip to Llangollen.

WORKING PARTIES

Southern Section -

May 21st )  
June 4th ) Near Newbridge - car parking on south side of Newbridge,  
between the canal and river - working site on north side.

June 18th )  
July 2nd ) Between Rowmer Lock and Loves Bridge - parking at  
July 16th ) Paplands Farm, off B2133 at Newpound Common (near Bat and  
July 30th ) Ball Inn)  
Aug 6th )  
Aug 20th )

Northern Section -

Every Sunday ) At Run Common (easy parking) and possibly  
Also Saturday June 24th ) elsewhere later as other sites become  
available.

If in any doubt as to arrangements, please phone BOGNOR REGIS 24378 (Southern Section)  
or REIGATE 46324 (Northern Section.)

ON THE SCROUNGE!

Can any members help by lending, or arranging to loan, or giving to the Society,  
or arranging the gift of, any of the following items required in connection with the  
restoration:-

- SNATCH-BLOCK(S) - 2 ton minimum
- CHAIN, SHACKLES, Etc.,
- 5-ton WINCH TRUCK
- CHAINS
- TIMBER (e.g. old floorboards 5" x 3" upwards.)

The above items are particularly required by the Northern Section. Any members  
with access to any other items which they think might be useful, are invited to get in  
touch with us. Please do not hesitate - you may have what we are waiting for!

At the Southern end, skilled manpower is needed, particularly in the restoration  
of Rowmer Lock. There are vacancies for stonemasons, bricklayers, carpenters, ironworkers!  
Also plenty of work for unskilled, unpaid navvies, and we can promise the work will be  
unusual and un-clean! 'Foremen' would also be welcome for 'administering' school  
parties. Your offers are awaited by any of the following:-

NORTHERN SECTION

CHAIRMAN - Mr B.T. Rose, Deri, Greenlands, East Horsley, Surrey  
Tel: East Horsley 3150

EQUIPMENT - Mr D. Moore, 109, Tillingbourne Road, Shalford, Guildford, Surrey  
Tel: Guildford 62402

or

Mr C.O. Sheppard ('The Scrounger') 4, Wrythe Lane, Carshalton, Surrey.

SOUTHERN SECTION

CHAIRMAN - Mr D.F. Ball, 12, Station Road, Horsham Sussex Tel: Horsham 4437

EQUIPMENT - Mr A. Mackintosh 253, Hawthorn Road, Bognor Regis Sussex Tel: Bognor 24378

or

Mr J.D. Batchelor, Cartmel, Shipley Road, Southwater, Horsham Sx  
Tel: Southwater 730721

PLEASE BE CAREFUL, when working or walking near the canal:-

1. To keep to public rights of way, unless landowners' express permission has been  
obtained to go elsewhere. It should be noted especially that the whole of the canal  
towpath is NOT a public footpath. Please carry an up-to-date O.S. map when walking.
2. To respect farm property and livestock. Please do not trespass on to fields as crops  
are easily damaged, please do not leave gates open, please do nothing which could  
aggravate relationships with landowners.



3. To park your vehicles as instructed, and definitely not where they might cause some obstruction. In particular, the Police have asked that cars should not be parked on the bridge at Newbridge or around the 'triangles' of the road junctions at either end of the bridge.

#### THANKS

The Committee wish to record their thanks to the many members and friends of the Society who have made available for the Society's use various items of equipment, vehicles implements, tools etc., without which the restoration could certainly not have progressed as far as it has. The Committee is aware that, in many cases, considerable personal and financial sacrifices are being made for the sake of the Society, and deeply appreciate the outstanding voluntary efforts being made by so many people.

Very many thanks!!

#### SCHOOL & YOUTH GROUP WORKING PARTIES

The Society has benefited considerably in its clearance programme by the activities of a number of groups of young people, who have come along at weekends, and sometimes during the week, to help in the work of tree and scrub clearance from the bed and banks of the canal.

The Society is keen to encourage these groups, and any persons interested in making the necessary arrangements are asked to contact either of the Section Chairmen, or the Secretary, for further details.

#### 'LONDON'S LOST ROUTE TO THE SEA' by P.A.L.Vine

As members may be aware, this book, which tells the story of the Wey and Arun Canal, is at present out of print. We had hoped that it would be re-printed in 1972, but the latest information from the publishers, David & Charles, is that it will be 'some time in 1973.'

In the meantime, members are reminded that they may obtain any books published by David and Charles, and Cranfield and Bonfield Books, through the Society. Members pay the normal bookshop prices, but the Society has the benefit of buying at trade prices. Any enquiries re orders to the Treasurer please:

Mr D.F.Ball, 12, Station Road, Horsham, Sussex. Tel: Horsham 4437

#### COMMITTEE CHANGES

Please note the following changes to your lists of Committee Members:-

#### MANAGEMENT COMMITTEE:-

Add: Mr & Mrs T.R.H.Sowell, East Whipley Farm, Shenley Green, Guildford, Surrey  
Tel: Cranleigh 2445.

Change of Address: Mr P.R.Beresford 'Tyrella' Shere Road, West Clendon, Surrey  
as from 1st June

#### NORTHERN SECTION COMMITTEE

Delete:- Mr John Hall  
Add:- Mr Brian Clarke, 3, Percival Way, West Ewell, Surrey.  
Add:- Cllr.Dr.J.L.Harrington J.P., Denholm, 1, Avenue Road, Cranleigh Surrey.  
Tel: Cranleigh 4353

#### SOUTHERN SECTION COMMITTEE

Add:- Mr C. Tavener 146, Comptons Lane, Horsham Sussex Tel: Horsham 64599  
Amend:- Mr Peryer's christian name to Roderick (Sorry! But everyone knows him as ROD.)  
Amend:- Miss Pat Young's address and telephone number to:-  
'Woodcote' Five Oaks, Billingshurst, Sussex Tel: Bill.2303

#### RECORDS SECTION

Amend:- Miss Gillian Penny's telephone number to Finchon 3104





Secretary: Mr. J.P. Markwick, 59 Ardsheal Rd., Worthing,  
Sussex, BN14 7RN. Tel. Worthing 203433

Southern Section: Mr. D.F. Ball, 12 Station Road, Horsham,  
Sussex, RH13 5EY. Tel. Horsham 4437

Northern Section: Mr. B.W. Rose, Deri, Greendene, East Horsley,  
Leatherhead, Surrey. Tel. East Horsley 3150

#### LORD EGREMONT

Members will have learnt with great regret of the death in June of Lord Egremont, President of the Society, after a long period of illness. We are indebted to him for his support of the project to restore the canal originally sponsored by one of his ancestors.

#### A WORD FROM THE EDITOR . . . . .

. . . . . and the word is "sorry" that this issue is late. I'm afraid it is the old, old story of too little time, but things look brighter now that some assistance has been forthcoming on the editorial side; and we promise to try and keep to fixed publication dates in future. The next issue will be a full-size Bulletin and will be published in October.

David F. Ball

#### OVERWORK

The rapid expansion of the Society has greatly increased the amount of work falling on the shoulders of the existing officers and brought about a number of deficiencies in the organisation. Since membership is now well over 400, we hope more people will be prepared to give a little of their time to help run the Society: in particular - field liaison with schools, landowners and other organisations; surveying and planning; fund-raising; general administrative work and oversight of sections of the canal as "lengthsmen".

#### PUBLIC RELATIONS

Over 250 people attended a public meeting on May 24 at the Weald School, Billingshurst. News was given of the Society's progress and hopes for the future, together with a showing of the BWB film "The Gentle Highway" followed by Mr. Nutbeam's comprehensive slide-illustrated talk on the canal and an imaginary journey from the coast onto the inland waterway system.

The Northern Section had a small marquee at the West Surrey Farming Show at Cranleigh on 5th August which was attended by some 10,000 people. The entire length of the canal was shown in detail on an 18 ft. fascia board whilst, inside, pride of place was given to a model of the last of the Wey barges borrowed from the Guildford Museum, together with photographs, plans and relics of the canal. The stand was manned by some dozen members who were kept busy answering questions from the several hundred people who visited the exhibit. Over 400 leaflets were sold and 180 membership forms handed out.



### MEMBERS' EVENING

The Southern Section are organising a wine and cheese party to which all members and their guests are invited. Details of date and venue will be sent out later. We hope as many as possible will make an effort to attend and make the evening a success.

### WORKING PARTY PROGRESS

#### Southern Section:

Work on dredging and finishing the remaining section as far as Newbridge had to be suspended for a time owing to spoil disposal problems. These have now been resolved so we shall be going ahead again on this section (see Working Party Dates).

In the meantime, good progress has been made on clearing north of Rowner Lock as far as Loves Bridge. School parties from Christs Hospital; Collyer's School, Horsham; and the Weald School, Billingshurst, have done stalwart work here.

At Rowner Lock, the loan from a member of a small crane and skip has made it possible to start removing the tons of silt in the bottom. Much more of the original stonework has been revealed to enable our "engineers" to make a detailed assessment of restoration work and methods required.

A party of boys from the Bourne School, Emsworth, have cleared about 200 yards of the Canal at the Onslow Arms, Loxwood, as part of their work for the Duke of Edinburgh's Award Scheme. Petworth R.D.C. promptly collected a large quantity of old iron which was pulled out. After further work it is hoped this will be another short demonstration section.

#### Northern Section:

Since the start of work at the northern end at Easter, the main effort has been directed to the section on Run Common. About a third of a mile across the Common has been cleared; the work has also entailed the erection of some 220 yards of stock-proof fencing and the removal of large quantities of rubbish. A small clearance scheme has also been completed at Elmbridge Road, Cranleigh.

Help in clearance work has also been forthcoming from other sources. Cranleigh School have taken over a small section north of Rye Farm and are making remarkable progress. Useful help was also provided when the Surrey and Hants Canal Society spent a day clearing the old Lock 17 site. This project was tackled in a truly professional manner and a considerable tonnage of junk was pulled out.

Our back-room boys are working on a secret weapon - in the form of a dredger which everyone hopes will make short work of clearing the silt from the bed of the canal.

### ASSISTANCE FROM BRITISH WATERWAYS

Members may be interested to learn that the Society has received considerable help and support from British Waterways Board.

Recently the B.W. Area Engineer from Gloucester, Mr. G.W. Lloyd, visited the canal and inspected working sites at Newbridge, Rowner, Run Common and elsewhere. He gave us some most useful information on engineering technicalities and, in the course of conversation, it was gratifying to hear that Mr. Lloyd endorsed both the way the work had proceeded to date and our plans for the future.

Subsequently, four members of the Southern Section Committee visited the B.W. Workshops at Bulbourne, Herts (on the Grand Union Canal). A most interesting afternoon was spent learning some of the mysteries of lock gate construction and admiring the craftsmanship which is still so evident in this work.



The party went on to Oxford and inspected a typical farm access drawbridge on the Oxford Canal. It is hoped to construct similar bridges at farm crossings on the Wey & Arun in due course.

COMPANY STATUS

Approval is awaited from the Charity Commissioners to a scheme under which the Society will be re-organised as a limited company registered as a charity. This will give the Society an independent legal status which is essential for further development.

A standard form of lease is in draft form and it is hoped to have up to a dozen such leases signed with landowners as soon as the new status is achieved.

FUND RAISING

Sub-committees are being established for the Northern and Southern Sections to initiate and organise means of raising funds on a local basis. The immediate major requirements are for the restoration of Rowner Lock and purchase of materials and equipment. Arrangements for major long-term fund-raising have still to be decided, but a joint central committee may be formed for this purpose.

Any offers to help with fund-raising - please contact Bert Rose (Northern) or David Ball (Southern).

SAFETY

We are making it a strict rule that industrial safety helmets should always be worn by people working on lock restoration - and would strongly urge their use for all clearance work. They are light and comfortable to wear and can be obtained from David Ball at £1 each. Richard Lee can also supply boots and waders at much reduced prices.

We should also like to advise working party members to obtain anti-tetanus protection as there can be a serious risk of infection of wounds and cuts by organisms in the earth, mainly derived from animal droppings.

WORKING PARTY PLANS AND DATES

Northern Section:

Every Sunday - at Run Common near Cranleigh. Grid ref. 033419. For further information please ring Reigate 46324. Work will continue on completing clearance and dredging the section south of the road. General clearance will also continue northwards as resources permit.

Southern Section:

1st, 3rd and 5th Sunday and 1st Saturday each month.

Sat., Sept. 2nd:	at Onslow Arms, Loxwood. Grid ref. 038315
Sun., " 3rd:	at Paplands Farm, Newpound Common. Ref. 065272
Sun., " 17th:	" " " " " " " "
Sun., Oct. 1st:	at Onslow Arms, Loxwood.
Sat., " 7th:	at Newbridge on A272. Grid ref. 069260.
Sun., " 15th:	" " " "
Sun., " 29th:	" " " "
Sat., Nov. 4th:	" " " "
Sun., " 5th:	" " " "
Sun., " 19th:	" " " "
Sat., Dec. 2nd:	" " " "
Sun., " 3rd:	" " " "
Sun., " 17th:	" " " "
Sun., " 31st:	" " " "

For further information please ring Bognor Regis 24378

We shall tidy up the initial clearance to Loves Bridge. Two sessions will be devoted to the clearance project at the Onslow Arms Inn, Loxwood. Then for the rest of the year the working site will

move back to the section at Newbridge to complete the clearance of the banks following the dragline dredger. Work will also be continuing on the restoration of Rowner Lock.

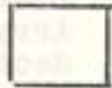
EQUIPMENT WANTED URGENTLY

- Tipping Lorry (M.O.T. failed) or Dumper Truck
- Pumps (high capacity)
- Old timber (all sizes)

We should like to hear from any member who is prepared to temporarily loan or donate equipment to the Society, or who knows of a possible source elsewhere.

SUBSCRIPTIONS - A REMINDER

Many members' subscriptions are now overdue. A cross in the box indicates that yours has expired. Please send your sub. to the Membership Secretary: Mr. P.R. Beresford, "Tyrella", Shere Road, West Clandon, Surrey.



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Newsletter of  
THE WEY & ARUN CANAL SOCIETY  
No.4A

February, 1973

- Secretary: Mr. J.P. Markwick, 59 Ardsheal Rd., Worthing, Sussex, BN14 7RN. Tel. Worthing 203433
- Southern Section: Mr. D.F. Ball, 12 Station Road, Horsham, Sussex, RH13 5EY. Tel. Horsham 4437
- Northern Section: Mr. B.W. Rose, Deri, Greendene, East Horsley, Leatherhead, Surrey. Tel. East Horsley 3150
- Membership Sec: Mr. P.R. Beresford, Tyrella, Shere Road, West Clandon, Guildford, Surrey. Tel. Clandon 373

1. "LONDON'S LOST ROUTE TO THE SEA" by P.A.L. VINE

At last we have the reprint date from the publishers, Messrs. David & Charles - it is 24th May 1973. The cost is likely to be approximately £3.00 (retail).

This long-awaited event is also an opportunity for the Society to make some money, as every copy sold through the Society earns us approximately £1.00. Please therefore order your copies now from the Society's Treasurer, Mr. D.A. Ball, 12 Station Road, Horsham, Sussex. No cash is required at this stage.

We shall include more details of the book in the next issue of 'Wey-South' but please, do not delay your orders -  
EVERY MEMBER SHOULD HAVE ONE :

2. COMPANY STATUS

The legal formalities grind on, as only legal formalities can : We understand, however, that all necessary approvals have now been obtained and the required documents have been signed and submitted to the Registrar of Companies. Needless to say, he has a waiting list and it is expected to be April before we finally get ourselves legally reconstituted :

3. SOCIAL EVENTS

The Society's Social Calendar started off with a Wine and Cheese Party held, by kind invitation of Sir Peter and Lady Mursell, at their home, Dounhurst Farm, Wisborough Green, on the 1st December. This function was a tremendous success and we would like to record our appreciation to Sir Peter and Lady Mursell for their hospitality.

The Christmas Draw took place at this party and the winning numbers were as follows:

- 3366, 3111, 4398, 4796, 1426, 2140, 4450, 4451, 2483, 1967, 2930, 4681, 1827

The Committee would like to thank all those who generously donated prizes and a big thank you to all members who sold tickets. The total revenue from the Draw was £77.44.

At the party we had a stall for selling Christmas cards, calendars, diaries, maps, home-made jewellery etc., together with some very attractive wooden models of narrow boats made for the Society by Mr. Allan of Partridge Green. There are still some of these model boats available and if anyone is interested in obtaining one, would they please contact Mrs. P. Batchelor, Woodcote, Five Oaks Rd, Slinfold, Horsham, Sussex. In all the stall takings amounted to £34.99 and the total revenue achieved from this event and the sale of Christmas goods reached £209.70



### 3. SOCIAL EVENTS (Continued)

A Jumble Sale in October at Shalford Methodist Hall proved very successful and we should like to thank all members who helped us to raise some £46. In view of this success it is planned to have a further sale in the spring.

#### Future Social Events

**PLOUGHMAN'S SUPPER** - This 'get-together' is to take place on **SATURDAY, 24th February, 1973 at 7.30 p.m. at LOXWOOD NORTH HALL,** (on the B.2133 road from New Bridge, Billingshurst towards Loxwood). Tickets are 50p per head, available in advance from: John East, 77 Brighton Road, Lancing, Sussex, BN15 8RB. There will be a photographic display on the progress of work on both sections.

A provisional diary of social events has been drawn up for the next few months, including: March - a Treasure Hunt along the southern pilot section; April - a sponsored walk; May - barbecue. If any member would be prepared to help in the organisation of any of these events (or has any other ideas on fund raising) please let us know as the Social Committee will welcome any help or ideas for events. Offers of help - please contact Mrs. Batchelor, address as above, or any other Committee member.

Don't forget - **PLOUGHMAN'S SUPPER - SATURDAY, 24th FEBRUARY - LOXWOOD NORTH HALL - 7.30 p.m.**

### 4. PROGRESS ON THE NORTHERN SECTION

Progress in the North on all aspects of restoration is proceeding in a satisfactory manner. Recently two local Councils have taken out corporate membership of the Society, and very useful discussions are taking place with other bodies supporting our efforts.

Working parties have continued to be held every Sunday, mostly at our main site, Run Common, where since our last report we have, with the aid of mechanical plant, been able to re-shape the profile on that section of canal lying to the north of the Guildford - Cranleigh road. Members have also assisted the Shamley Green Fishing Club in a major clearance operation along a section of the canal which the club has leased for fishing and over a number of years has gradually become overgrown. Use of a Hy-Mac excavator on this section demonstrates what these machines can do in a short time. In addition to this work some tree felling has been undertaken by a working party under the direction of Mr. L. Cook for landowners along the canal whose trees have been affected by Dutch Elm disease.

A party from the Surrey and Hants Canal Society paid a second visit on 14th January and did a great amount of work at Birtley.

### 5. WORK PROGRESS ON THE SOUTHERN SECTION

Work has been progressing on several fronts:-

**Near Newbridge:** clearance work on the banks has continued in preparation for dredging when the dry weather comes. Our newly acquired lorry will be used to cart the spoil along to where it is required for fill.

**Loves Bridge South:** a vast quantity of tree stumps have been pulled out of the canal bed. It is rather slow work but techniques have steadily improved with a vast array of pulleys, cables, winches and jacks lent by a number of members to whom we are very grateful.

**Loves Bridge North:** general clearance along the "Rosewalk" has revealed a broken culvert under the canal which allows the river water to come up through the bed and flow down the canal to Rowner; one of the next jobs will be to dig it out and replace with concrete pipes

In November a party of about 20 from the Waterways Recovery Group came down for a weekend's work despite bad weather and temperamental pumps. Billingshurst Parish Council very generously provided free overnight accommodation in the village hall.



## 5. WORK PROGRESS ON THE SOUTHERN SECTION (Continued)

We also had a second visit from the East Grinstead Rover Scout Group who, as before, did a prodigious amount of work during a week-end camp, when they also set up an amateur radio station to make contact with other groups all over the world. A group of young people from the Holy Trinity School, Crawley, paid a first visit to work on the Loxwood section. The Sussex Rights of Way Group are clearing the bridleway along the towpath near Brewhurst Mill, Loxwood.

## 6. PRAYERS ANSWERED

(i) A 3-ton tipper lorry has been bought from Hertfordshire County Council with a donation of £35 from Mr. R.C. Everett of Harpenden. The Chichester firm of haulage contractors, A.E. Parker & Son, collected the vehicle from Hitchin and brought it down to Sussex for the Society.

(ii) A 16 ft. caravan has been given by Mr. E.R.H. Hill, and another member in Littlehampton has offered to refurbish it as an exhibition van to tour shows, fetes and other events. We need volunteers to help with designing and mounting display material, and also suggestions for possible venues during the coming season.

(iii) Surrey Fire Brigade have lent the Society a very impressive trailer fire pump which should overcome our problems with pumping water out of Rowner Lock. We also had in attendance a restored fire tender and pump owned by a member of the Worthing Historic Vehicles Club.

(iv) A member in West Chiltington has offered us two smaller pumps which will be of great value provided we can get a volunteer to overhaul them - any offers?

(v) A Fordson "County" bulldozer has been offered on loan by a local landowner provided we can repair it sufficiently to get it to work - so again, a qualified volunteer with magical powers is required: Such a machine is urgently needed to pull out roots and for grading the canal bed and banks.

(vi) The loan of a J.C.B. by Mr. Stennett of Ewhurst has enabled a stretch of the canal at Run Common to be dredged out to its original profile.

(vii) The Northern Section has been presented with a J.C.B. excavator by Mr. Cook on indefinite loan.

(viii) During March we shall have the use on the Southern Section of a Smalley excavator provided by the Waterways Recovery Group.

We are greatly indebted to the donors of all the equipment listed here - their generosity will greatly assist our restoration efforts - many thanks.

We should also like to offer our thanks to Messrs. King and Barnes for their donation of £50 towards the cost of removing rubbish from the canal at Loxwood, and to the many others who have made donations to the Restoration Fund.

## 7. TECHNICAL GROUPS

As mentioned in the last "Way South", Technical Groups composed of highly qualified engineers and surveyors etc. have been established for both the Northern and Southern sections. More details of their work will be given in our next issue. Suffice it to say that both working sections have been surveyed to check levels and a study of water resources is also being undertaken. Both Groups are drawing up plans for this year's work programme and carrying out research into construction details of lock gates and bridges. It is hoped to have some groups of survey students from technical colleges to undertake detailed projects.



8. GENERAL INFORMATION SHEET

An updated Information handout has been prepared. It takes the form of a single duplicated sheet containing basic information on the canal and the Society. Members will find it useful for handing out to their interested friends and it is best coupled with a membership application form. Both items are available free on request from any of the officers at the heading of this newsletter.

9. WORKING PARTY PLANS AND DATES

Southern Section. For the next four months work will continue on the Rowner-Malham section with the aim of ultimately filling this section. The remaining tree stumps will be pulled out, the mud cleared off and the roots burnt. General clearance will continue along the "Rosewalk" and the broken culvert will be replaced.

Work is planned to repair the north abutments of Rowner Lock to fit removable stop-planks to hold back the water. The side parapets of the bridge are to be rebuilt and a concrete pad laid over the arch - we should like to hear from volunteers prepared to tackle this job, especially bricklayers.

More work will be done in clearing a wide tract on the west bank, north of Newbridge, to provide access for the excavator.

DATES AND PLACES:

Generally, come to Newbridge on A272 (Grid ref.069260 O.S.sheet 182). Worksites will be indicated on notice board.

Sundays: Feb.18th; March 4th, 18th; April 1st, 15th, 29th; May 6th, 20th  
Telephone: A. Mackintosh, Bognor Regis 24378 for further information.

Northern Section. Work will continue at Run Common with stabilising the banks and laying an experimental sealing compound over the bed. Further clearance will be done at Birtley and southwards with the aim of eventually linking with Run Common, subject to permissions. Several sessions will be at the Lock 17 site with, it is planned, army support.

DATES AND PLACES:

Consult notice board at Run Common (GR 033419) for details of work areas. Working parties organised every Sunday.  
Contact Mr. Cook, Cranleigh 3774 for further information.

10. EQUIPMENT WANTED: Tractor and tipping trailer; J.C.B. or Drott loader/excavator urgently required for Southern Section; old timber and shuttering, and building materials (demolition timber would be useful and we can arrange to collect). If you have or know of any redundant equipment, whether it be a Hy-Mac excavator or garden trowel, please let us know.

11. MESSAGE FROM MEMBERSHIP SECRETARY. It would be very helpful if members would check their membership card to ascertain their renewal date. Our subscriptions at present are £1.00 per year and 25p for the under-eighteens. Please reduce the workload of our secretarial staff and renew your membership without waiting for a reminder. Pop it in an envelope to: Peter Beresford, "Tyrella", Shere Rd., West Clandon, Surrey.

A few members have overlooked previous reminders and if there is a cross in the box below, then your membership has technically lapsed.



WEY AND ARUN CANAL SOCIETY

PLOUGHMAN'S SUPPER - SATURDAY, 24th FEBRUARY

Please send me ..... tickets @ 50p each for the Ploughman's Supper at Loxwood North Hall on Saturday, 24th February. I enclose £ ..... together with a stamped addressed envelope.

Signed .....

To be sent to: John East, 77 Brighton Rd., Lancing, Sussex, BN15 8RB



Newsletter of  
Wey & Arun Canal  
Trust

No. 4B

April 1973



- Secretary: Mr. J.P. Markwick, 59 Ardsheal Rd., Worthing  
Sussex, BN14 7RN. Tel. Worthing 203433
- Southern Section: Mr. D.F. Ball, 12 Station Road, Horsham,  
Sussex, RH13 5EY. Tel. Horsham 4437
- Northern Section: Mr. B.W. Rose, Dori, Greendene, East Horsley,  
Leatherhead, Surrey. Tel. East Horsley 3150
- Membership Sec: Mr. P.R. Beresford, Tyrella, Shere Road, West Clandon,  
Guildford, Surrey. GU4 8SF. Tel. Clandon 373

1. SOCIETY NOW A TRUST

Members will be glad to know that all the legal processes of converting the Society into a Charitable Trust Company have been completed. This provides the organisation with an independent legal status to complete transactions on its own behalf, exemption from certain forms of taxation and various other privileges pertaining to charities.

2. ANNUAL GENERAL MEETING

The way is now clear for the first Annual General Meeting of the new company which it is planned to hold in June. There will be substantial changes in organisation and many more volunteers for various tasks will be needed; so please let the North and South Chairmen know if you have a particular interest and would like to help in a practical way.

Further details will be announced in the next "Wey-South" bulletin.

3. FIRST LEASES

The new legal status has enabled us to sign the first 99 year lease with a major landowner in the Northern Section, and at least two more will be completed shortly. Acquisition by the Trust of legal rights over lengths of the canal is of great importance in order to provide security for all the work and money being invested in the restoration of the canal.

4. "LONDON'S LOST ROUTE TO THE SEA" by P.A.L. VINE

As announced briefly in the last Newsletter, we are delighted to report that this book is being re-printed, the publication date being 24th May. For those of you who do not already know it, the book tells the fascinating story of the planning and construction of the Wey and Arun Junction Canal, and how it formed the vital link in the commercial water-route between London and Portsmouth. It goes on to relate, in some considerable detail, the story of its commercial operation, and the events leading to its ultimate abandonment. We are hopeful that in this new edition, Mr. Vine will have brought the story right up to date by recounting the Trust's efforts to achieve a complete restoration - it should at least prove a fitting climax to the book for its readers to know that the 'Lost Route' has indeed been refound, and that there is now every hope that the link will be rejoined and navigation once again made possible.

The book is available through the Trust, and orders may be sent to the Treasurer, Mr. D.F. Ball, 12 Station Road, Horsham, Sussex (cash with order please). We now know that the cost is to be £3.25 and if members would like their copies posted to them, it would be helpful if you could add 15p for post and packing. There is no doubt that every Member of the Trust should have one of these books, and you are helping our funds considerably if you buy it through the Trust. Members who have already ordered copies are invited to send a remittance, as indicated above, made payable to "The Wey and Arun Canal Trust Ltd. and copies will be sent out as soon as they are available.



5. SOCIAL EVENTS

Ploughman's Supper - Loxwood.

On the evening of Saturday 24th February 1973 members of the Society and their friends gathered at the North Hall, Loxwood to partake of victuals at a "Ploughman's Supper". Our Chairman, Mr. John East, welcomed members and their guests and shortly after 8.00 commenced proceedings by thanking those present for coming and announcing that the bar was open. The members spent the evening talking, looking at the various maps, photographs, etc. on display and enjoying the fine cold buffet and hot sausages prepared by Mrs. East. Around 10.30 the members and their friends started to depart for home having seemingly enjoyed the evening. Comments since indicate that a progress report and an indication of future plans would have been appreciated.

Many thanks to our Chairman for initiating the event and arranging the raffle, to Mrs. East for the food and to the ladies who decorated the hall, helped in the kitchen/bar, sold raffle tickets and generally contributed to the success of the event. Many thanks also to the people who came, even though the notice given was unfortunately rather short.

About 125 people attended the function which raised in the region of £50 for the central funds.

6. FUND RAISING

Now that we have officially become a Trust, it has been decided to form a Central Fund Raising Committee to tackle this enormous task. The new Committee, under the Chairmanship of Mr. E.R.H. Hill, met for the first time on the 5th March. Mr. Hill's enthusiastic approach to the job of this Committee gave the Committee members tremendous encouragement in spite of a rather frustrating report from the Management Committee that fund raising is to be kept on a low level, and approaches to 'big' business organisations postponed until we are in possession of some leases. Not letting this unavoidable hold-up interfere with the task put before this newly formed Committee, it has been decided to obtain articles such as car badges, model narrow boats, wooden articles, notelists etc. for sale in the name of the Trust. These will be available shortly.

The aim of the Central Fund Raising Committee is to do exactly what its 'title' implies - raise funds for the entire restoration. The Committee is made up of representatives from both North and South sections and the money raised will be spent on either section. The small Social Sub-Committees from North and South will remain, and will still hold 'social events' such as Coffee Mornings, Barn Dances, Jumble Sales etc. to raise funds, but it is hoped that money will be pooled into the Central Fund Raising account.

7. EXHIBITION VAN

The caravan, donated by Mr. Hill for use as a display stand at agricultural shows etc. has been made road worthy and is, at present, being renovated by Mr. Jenkinson at Littlehampton. A Trust member, Mr. Hutchings, has good naturedly given it a resting place at his farm.

It is booked to appear at the Guildford Agricultural Show on 28th May, and at the South of England Show at Ardingly on 7th, 8th and 9th June. Volunteers for manning the caravan are needed for both venues; please contact Mrs. P. Batchelor, Woodcote, Five Oaks Road, Slinfold, HORSHAM, Sussex BN13 7RQ Tel. Billingshurst 2303 (evenings) indicating preferences for date and time so that a rota can be drawn up.

Volunteers are also required to design and prepare display boards. We have 18 metal frames designed to take 20" x 30" x 1" boards (vertically).

We also need a 16 ft. awning to fit the outside of the van as further display space; a 15" four-stud spare wheel and tyre and 3 adjustable caravan jack-legs to replace ones which are damaged. Any offers?

8. NORTHERN SECTION REPORT



Run Common remains our first priority for complete restoration. Realignment and consolidation of the banks to make water tight will be commenced when the water recedes during the dry period. The obvious importance of this site is, of course, in relation to the realignment of the road and the proposed bridge which is under consideration by the Surrey County Council.

All the above sites are a part of the first phase of restoration work namely from Elmbridge to Birtley. Thanks are due to the very many members who have contributed items of equipment and to Mr. Cook for the sole use of his J.C.B. To the benefactor who assisted with the Christmas Cards and donated the glossy hand-outs and others too numerous to mention by name here.

The efforts of the working parties have also resulted in contributions to the Northern Section funds of some £450 from adjoining landowners. A magnificent achievement. The picture is one of great encouragement.

Our thanks are extended to the Surrey & Hants Canal Society who again returned under the direction of Jeff Holman to work at Rooks Hill Farm, to the R.A.M.C. unit from Aldershot on 2nd - 4th March being the second visit under Sergeant Sid Carter, Cranleigh School and to other groups participating.

Access to a further  $\frac{1}{2}$  mile of the Canal has recently been granted by the landowners. This very overgrown section has provided a useful length on which to deploy large working parties.

A useful addition to our equipment has been a dumper truck which will shortly be in service. Our thanks to members who have spent many long evenings making this vehicle serviceable.

(ii) NORTHERN COMMITTEE:- Progress in Public Relations is being maintained. The support of Hambledon R.D.C. to full restoration of the canal is further substantiated by the recent provision in their estimates for a monetary grant payable in part or in full to the Trust in 1973 - 74. Additionally, contact has been established with some twelve U.D.C.'s & Parish Councils. Most of these including Hambledon R.D.C. will comprise the new Waverley District 11 when the new Local Government Boundaries Act comes into being in 1974 and will cover the whole of the canal in Surrey with a minor exception. Of these Councils the following have applied for Corporate Membership of the Trust:- Borough of Guildford, Hambledon R.D.C., Cranleigh Parish Council, Shalford Parish Council, Guildford R.D.C. (Confirmation awaited - decision taken). Haslemere U.D.C. support in principle, deferred membership until formation of new District 11.

The Corporate Membership fees £5.25 are a welcome addition to Central Funds. Contact is also being maintained with the County Council.

(iii) TECHNICAL SUB-COMMITTEE:-

This Committee has established liaison with their Southern counterpart and is involved in the major task of the feasibility study for connecting the canal navigation, from Birtley to the River Wey at Shalford involving the very difficult area of Bramley in addition to the overall surveying and water problems. Their work now covers estimating, planning of works projects, and directional control on sites in conjunction with the working parties.

(iv) SOCIAL & FUND-RAISING SUB-COMMITTEE

A provisional target has been set to raise £1,300 this year to cover the expenditure for remedial work at Run Common and should be within our reach. Various events are being arranged to raise this sum commencing with a Jumble Sale on April 7th at Cranleigh Youth Centre (jumble needed). This will be followed by the County Show at Guildford and a stand at the Bramley Fete both on Monday 28th May. There will be a Film and Slide Show at Godalming Library on 26th April. A Barn Disco Dance on 9th June (details from Mr. Cook-Cranleigh 3774. Other events planned include a Garden Party, Car Treasure Hunt and Coffee Mornings - details to be announced later. Would any members able to assist please contact Mr. Eric Vivian - Cranleigh 4548.

## 9. SOUTHERN SECTION REPORT

### Working Parties

A very successful "marathon" was organised on March 4th; nearly 100 people working in groups on five separate sites made enormous progress. 30 members of the



Ebernoe Young Farmers Club assembled at 0900 outside the Rat and Ball with 8 tractors, tipping trailers, power winch, JCB digger/loader and chain saws before dispersing to the various sites.

Eric Clark, owner of a road contracting firm in Wisborough Green, volunteered to bring a tipper lorry and crawler/loader to the Orsley Arms, Loxwood to combine with a Drott excavator of a similar size and three tractors and trailers. 300 cu. yds. of broken glass bottles were dug out of the canal and transported half a mile down the road to where three local residents gave us permission to dump on low lying land. Eric Clark later brought up top soil to cover over the site.

At Newbridge a large group of Young Farmers and members cleared 500 yds of overgrowth 30 ft deep along the bank to provide access for dredging plant. Other members constructed a timber dam at Northlands Farm Bridge. The JCB digger worked levelling out the spoil previously tipped to fill the large breach in the bank between the river and canal, and picking up material dredged out onto the bank elsewhere.

At Loves Bridge another group with tractors, fore-loader and winch pulled out and cleared away a great quantity of roots and timber.

The Young Farmers were all sponsored for their work and raised £80 for the new Over 60's Day Centre at Petworth. We are extremely grateful to them and to Eric Clark for the tremendous effort they all put into this exercise. The event also created front page publicity in the local press.

On the following working day we hired a My-Mac excavator for the day and completed the clearance at Loxwood, again with the help of Eric Clark to transport it away. Members of a Sub Aqua Club in Croydon also came down to help us locate and measure an underwater culvert at Loves Bridge.

#### 10. MID-WEEK WORKING PARTIES

A number of members have said they are willing to spend part of their holidays or occasional days during the week working on the canal. We frequently have school parties during the week and we should like to co-ordinate the two to provide a better balance of adult experience. If you can come mid-week, even if only occasionally, please contact the Editor and we will circulate a list of dates when help is needed.

#### 11. MEMBERSHIP - from the Membership secretary.

(i) February turned out to be a busy and rewarding month; 62 new members joined the society and with March marching on the grand total is at the time of writing 865. Out of that total there were about 60 memberships which are overdue. That brings me to the question of standing bankers orders and deeds of covenant. I have received letters requesting that we should operate these schemes - and of course we shall - we have only been waiting for the finalisation of formalities turning us into a Limited Liability Company and Charitable Trust. Our Treasurer, David Ball, is completing arrangements and details will be sent out in the near future. Meantime, how about looking at your membership card and if it is out of date, or nearly so, send your renewal to me at "Tyrells", Shere Road, West Clendon, Guildford, Surrey, whilst it is fresh in your mind.

(ii) Since the publication of articles in a number of magazines this year I have been receiving between 30 and 40 letters a week asking for more details and, of course, this is where a lot of new members are coming from. The other source of membership stems from talks given by Gerry Nuthens, myself and others. Over the last few months talks have been given to many different groups and societies including: The Oxford University Canal Society; Kennet & Avon Canal Trust; Southern Counties Historic Vehicles Society; Arundel Society; The Monday Group at Cranleigh; and several Rotary Clubs, Round Tables and 41 Clubs.

Gerry and I endeavour to meet any reasonable request and he usually looks after Sussex and I look after Surrey. Outside these areas we tend to refer to...



12. WORKING PARTY DATES

(i) Northern Section

Working parties every Sunday. See notice board at Run Common (Grid Ref. O33419) for details of work areas. Contact Mr. Cook, Cranleigh 3774 for further information.

(ii) Southern Section

Working parties:- April 1st, 15th, 29th; May 6th, 20th, June 3rd, 17th. See Notice Board at Newbridge on A272 (Grid Ref. O62260) for work sites. Contact A. Mackintosh, Bognor Regis 24378 for further information.

(iii) Reports on future plans and activities will appear in the next Bulletin in June.

(iv) SPRING BANK HOLIDAY "WORK IN"

There will be a 4 day working party from Friday 25th to Monday 28th May 1973 based on Piplands Farm opp. Bat and Ball Inn on B2133 near Wisborough Green. Any one able to come along for one or more days will be welcome. Advance notice of any groups intending to come would be appreciated.

13. PRESS DATE

The next Wey-South will be a full Bulletin published on 31st May: contributions should reach the Editor by May 10th at the latest. Full length articles and "letters to the editor" would be welcome from any member.

14. IF YOU'RE THINKING OF WALKING ALONG THE CANAL-----

We are delighted to see the public interest which our efforts to restore The Wey and Arun Canal has aroused. However, the number of people coming to see the canal, and the restoration work in progress, is in some cases causing concern and inconvenience to farmers and other landowners, through a certain amount of lack of consideration for others.

Whilst not wishing to discourage visitors in any way, may we respectfully ask them to note the following points:-

1. The canal towpath is not a public right of way throughout its whole length. If therefore you intend to walk along it, please use an up to date Ordnance Survey map, and keep to public footpaths and bridleways. In most places, these will be signposted.

2. Please respect private property.

3. Please observe the Country Code, the basic points of which are:-

- Guard against all risk of fire.
- Fasten all gates.
- Keep dogs under proper control
- Keep to paths across farm land.
- Avoid damaging fences, hedges and walls.
- Leave no litter.
- Safeguard water supplies.
- Protect wild life, wild plants and trees.
- Go carefully on country roads.
- Respect the life of the countryside.

15. CHICHESTER CANAL.

Work is in progress dredging out the Chichester Arm of the old Portsmouth and Arundel canal for about a mile from the Chichester basin to Hunston Bridge. This enterprising, but long overdue, operation is being carried out by West Sussex County Council "to improve amenity". It is to be hoped that public opinion will succeed in securing the logical continuation, i.e. the opening up of the whole length of canal from the harbour at Birdham into Chichester. A full article on the project and the equipment used will appear in the next Bulletin.

16. TREE PLANTING YEAR

Despite some appearances to the contrary, we dislike having to cut trees down. In the main, we have only felled those which have been deformed, blocking the waterway or dying. The process of selective trimming has in many cases enhanced the elegance of the better specimens. However we are conscious that some areas now look rather bare and we are, therefore, launching an appeal for donations to carry out some replanting in these areas. Please send to the Editor.

17. TRADING STAMPS & CIGARETTE COUPONS

The response to our original appeal has been very good. We can redeem them all to purchase such needed equipment. Please send (in books or loose) to Mr. Austin Tatton-Winter, 38 - 40 Crabtree Lane, LANCING, Sussex BN15 9PG

18. FIRES

When the ground is dry brush fires can spread at an alarming speed. The ground may be much dryer than it appears.

DON'T BE CAUGHT OUT.

One small spark can result in a very serious fire in minutes and be beyond your control.

DON'T SAY IT WILL NOT HAPPEN TO US. TAKE PRECAUTIONS.

- 1) DO NOT light fires near scrub or adjacent to corn fields or tree plantations.
- 2) DO NOT light fires on ground covered with dead dry grass.
- 3) DO NOT leave logs on hot ash when you finish for the day - they can flare up later.
- 4) Where possible build fires in the bed of the canal. Where the canal contains water build the fire as near as is practical.
- 5) When coming to a working party, if possible bring a spade, a bucket and about 20 feet of suitable cord to tie to the handle (you may need to get water from the steep bank of the river).
- 6) If you are feeding a fire make sure there are enough spades and buckets at hand and that you know the nearest supply of water.
- 7) REMEMBER, should it be necessary, it is better to call the Fire Brigade too early than too late.

EDITOR:

A.J.L.W. Mackintosh,  
253 Hawthorn Road,  
BOGNOR REGIS,  
Sussex.  
PO21 3JW





**BULLETIN of the  
WEY & ARUN  
CANAL TRUST  
LIMITED**





**President:**

The Rt. Hon. Lord Egremont

**Vice Presidents:**

The Rt. Hon. Viscount Mersey, P.C.

Sir Walter Surrell Lt. Col. Rt.,

C.B.E., T.D., D.L.

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Mr. Richard Luce, M.P.

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Tyrells,  
Shore Road,  
West Clendon,  
GUILDFORD, Surrey.  
GU4 8SF

Telephone: Clendon 373

THE OBJECT OF THE TRUST is to attempt the restoration of the navigational link between the Rivers Wey and Arun, thus providing a direct water link between the South Coast and London, and also with the rest of the Inland Waterway system.

Northern Section: Mr. B.V. Rose, Dept. Greendene, East Horley, LEATHERHEAD, Surrey.  
Tel. East Horley 3150.

Southern Section: Mr. D.F. Ball, 12 Station Road, HORSHAM, Sussex, BN11 5EY.  
Tel. Horsham 6437.

#### WHAT THE EDITOR HAS TO SAY . . . . .

This is the first issue of the "Bulletin" to be published by the new Trust Company, and so to some extent we feel justified in harking back over the recent past. Much has happened during the two and a half years of the Society's existence. In 1970 the Society consisted of no more than a few individuals who had come together to "do something" about restoring an almost forgotten canal. There were two tasks, first to arouse public interest in the potential for restoration, and second to demonstrate in practical terms how a short pilot section could be restored with minimal resources.

Today the Society has grown in status sufficiently to become recognised as a Charitable Trust Company with a membership of over 700.

There are now two arms of the Trust tackling the task in both Surrey and Sussex, and restoration of over three miles of canal is nearing completion. Apart from the members, many other people, firms, local authorities and other organisations have also become involved in the project.

We have been fortunate in gathering together so many people with the experience and qualifications to cope with all the tasks associated with engineering and surveying, legal negotiations, fund raising, social activities and general organisation. Not least, of course, are the tremendous numbers of people who turn out, come rain or shine, to do "the work".

However, the success of the whole project depends on the "snow balling effect" of more members and more resources to match the enormity of the task ahead. We must rely heavily, therefore, on everyone of our existing members to publicise the Trust's objectives and activities. Elsewhere in this edition are details of a new publicity leaflet which is now available.

#### THE SECRETARY'S REPORT.

The last newsletter stated that the A.G.M. was planned for June. This was incorrect and resulted from a misunderstanding.

However, I can now announce that:

THE FIRST ANNUAL GENERAL MEETING OF THE WEY & ARUN CANAL TRUST LIMITED WILL BE HELD ON THURSDAY, 11th OCTOBER, 1973 AT THE VILLAGE HALL, CRANLEIGH, SURREY, AND WILL COMMENCE AT 19.30 hrs.

You will notice a change in format of "Wey-South". This has been necessary to offset the increasing cost of producing and distributing this publication. An alternative, would have been to reduce the number of issues but as "Wey-South" is the only means of keeping many of our members up-to-date it was considered an unsatisfactory course of action.

Rising costs are part of life to-day, and the Trust feels the effects as does the individual. Rising costs, however, are not the only factor governing the Trust's administrative expenditure.



The formation of the company, its administration and the provision of security of tenure on the canal account, in part, for the considerably increased expenditure of the Trust. In view of this increased expenditure, the Council of Management have after some lengthy discussions on the subject, reluctantly found it necessary to revise the membership subscription rates. We sincerely hope that you will understand the need for this revision and will continue to consider this project worthy of your very much valued support.

MEMBERSHIP SUBSCRIPTION RATES effective 1st JUNE, 1973.

ADULT	...	£1.50p
FAMILY	...	£2.50p
JUNIOR (under 18)	...	£0.50p
CORPORATE:		
COMPANIES, CLUBS, SCHOOLS, ETC.	...	£5.25.

Commencing 1st June, 1973 a new membership application form (incorporating an information sheet) will be available. This new form will be the only membership application document accepted by the Trust and all current members will be requested to complete one when renewing their subscription.

ADVERTISING.

Another innovation is the inclusion of an advertisement page which it is hoped will become a regular feature to help in covering the costs of producing the "Bulletin". Enquiries regarding space in future issues should be made to the Editor.

We thank the many firms and companies who have given practical assistance to the Canal restoration project.

"LONDON'S LOST ROUTE TO THE SEA"

Unfortunately, the publishers have advised us of a delay in the publication date, due to production difficulties. This will now be 26th JULY. Whilst we very much regret this further delay, members will realise that the matter is quite outside our control, and we must ask those who have ordered copies to remain patient a little longer. As we have had to pay for the first batch of books ordered, it would ease the Trust funds a little if members who have already ordered copies could see their way clear to paying for them, if they have not done so already. The cost is £3.25, plus 15p if you require your copy posted to you, and should be sent to the Trust's Treasurer, Mr. D. F. Ball. Further orders are welcomed, and should also be sent to the Treasurer (cash with order now, please).

TRUST MOTIF.

Members will have noticed our use of the old seal of "The Wey & Arun Junction Canal Co. Ltd." as a cover design for "Wey-South" in the past. Whilst this design is suitable for such purposes, it is rather complicated for reproduction in other instances, and a simpler form of motif is required, such as items as ties, badges, etc. Members are therefore invited to submit designs for such a motif to the Trust Secretary, Mr. J. P. Markwick, for consideration by the Council of Management.

FILMING.

We are still anxious to contact someone to lead a small group of members in the production of a Cine Film of the Canal as a future record and for publicity purposes.



INFORMATION LEAFLET

A new information leaflet has been designed and printed. This includes membership, bankers order and covenant forms. Copies are available from the Treasurer and through Committee members. You can help the Trust by ensuring that the leaflets are distributed as widely as possible in shops, public houses, libraries, public halls, etc.

FUND RAISING AND SOCIAL EVENTS.

SPONSORED WALK: SUNDAY, 22nd July, 1973 -

Start - Three Compasses Inn, Alford  
Half-way house - Onslow Arms, Loxwood.  
Finish - Rowner Lock.

Forms for sponsorship and details of route available from Mrs. Pat Batchelor, Woodcote, Five Oaks Road, Slinfold, via HORSHAM. Refreshments will be available at moderate cost at Rowner Lock.

DON'T FORGET:

GUILDFORD SHOW - MONDAY, 28th MAY - STONE PARK.  
BRAMLEY FETE - MONDAY, 28th MAY - BRAMLEY.  
SOUTH OF ENGLAND SHOW, AIDINGLY SHOWGROUND -  
THURSDAY, FRIDAY AND SATURDAY, 7th, 8th and 9th JUNE.

Your support at all these events will be most welcome.

BARBECUE:

SATURDAY, 7th JULY - PAPLANDS FARM, WISBOROUGH GREEN  
(by kind permission of the Messrs. Kings).  
Tickets available from Mrs. P. Batchelor, Woodcote,  
Five Oaks Road, Slinfold, via HORSHAM. Price £1.00.  
This event will be held under cover if wet weather prevails.

It is hoped that the display caravan will be attending other Public events during the summer, e.g. Carnivals, Traction Engine Rallies, etc.

BARN DISCO

DANCE:

SATURDAY, 9th JUNE - CRANLEIGH.  
Tickets now available from Mr. Cook, East Whitley Cottages,  
Guildford Road, CRANLEIGH, Surrey.

CAR TREASURE

HUNT:

Details to be announced later.  
(Northern Section).

PUBLIC MEETING:

THURSDAY, 21st June, 1973 at  
VILLAGE HALL, FULBOROUGH.

Doors open 1930.

Up-to-date news on progress.

Admission 10p - Refreshments available.

SOUTHERN SECTION REVIEW AND REPORT.

When I looked back through the Southern Section file, I was surprised to find that we had been operating as a separate Section for only just over a year - the first Southern Section Committee Meeting was held on 7th February, 1972. But of course things had been happening on the Southern Section for a long time before that - in fact the start of restoration work on the Canal, at Rowmer Lock, dates back to 28th March, 1971. I doubt if we had such idea then of the size of the project we were tackling, but the enthusiasm of that first working party has been maintained ever since, despite having had our fair share of disappointments and set-backs of one sort or another. If I was asked for my outstanding memory of the last three years, the first thought that comes to mind is the failure of our pumps, during the summer of 1972, to cope with the job of pumping out the lock! But, with a little more thought, I realise that the outstanding feature has been the tremendous support we have had from our members and friends, who have put in a fantastic number of hours of voluntary work, not only on working parties where the visible results of their efforts are readily seen, but also behind the scenes on the multitude of 'back-stage' jobs that now need to be done in an organisation of the size that ours has grown to.

Since that first working party in March 1971, the canal has been opened up southwards to Newbridge, and northwards beyond Loves Bridge, where clearance work is still proceeding towards Malham Lock. Work on Rowmer Lock has progressed steadily, if perhaps somewhat slower than expected, but we have now reached the stage where actual reconstruction work can commence. Dredging is still progressing on this section by means of the draglines, with assistance in difficult spots from a hired H-Mac. From time to time, working parties have also been operating on another section of the canal at Loxwood, again with the help of a H-Mac, and it is hoped that this section, when completed, will become an attractive feature of the village, particularly as 'The Ousley Arms' is close by!

Since our Southern Section Committee was established, we have formed a Social Sub-Committee and a Technical Group. The highlight of the social calendar was the Wine and Cheese Party held at the home of one of our Vice-Presidents, Sir Peter Murrell, in December 1972. Looking back over the past two years, I recall our participation in 'Loxwood 1971', the village fete in which a tableau depicted the opening of The Wey & Arun Junction Canal in 1816; our meetings at Loxwood and Billingshurst; the Bonfire Night Barbecue at Rowmer; and more recently, the Ploughman's Supper at Loxwood.

Our Technical Group has been kept busy on surveys of the canal; designs and plans for rebuilding various structures; and the preparation of a Technical Report on the Southern Section, to form part of the Trust's Feasibility Study.

Along the line of the canal, cordial relationships have been maintained with landowners, resulting we hope in the signing of our first leases shortly, and contacts have been established with local councils, and with West Sussex County Council and the Sussex River Authority.

Looking back again through my notes of the past three years, and despite the amazing progress that has been made, the overriding impression is of the enormity of the task that remains to be done. However, in view of the enthusiastic reception our project has been given from all sides, and of the influential support we have gained, there seems little doubt now but that our plans will succeed. Set-backs and disappointments there may have been, wheels have sometimes turned slower than expected, ideas have not materialised, yet the future remains bright. The Trust now stands on a firm footing, thanks to the work of the Society over the past three years, and is equipped to enable the work to proceed at a much greater pace than hitherto. I am confident that now we have got this far, we must succeed! When one considers that the canal was originally built in just three years, without modern equipment or technology, I feel rather humble about our efforts to date, but given equivalent finance, perhaps from now on we shall be able to match our forebears' achievements!



May I conclude by expressing my personal thanks to the members of the Southern Section Committee for their devoted efforts towards our common aim.

Chairman - Southern Section.

#### DREDGING THE CHICHESTER CANAL.

As mentioned in the last Newsletter, work is in progress dredging out part of the Chichester Canal. This article describes some of the methods and equipment used for the exercise.

'MACDREDGE' the dredging and land reclamation division of J.T. Mackley & Co. Ltd. were awarded a contract in January this year to dredge a section of the Chichester Canal from the Basin to Poystz Bridge at Hunston. The contract being issued after an open tender by West Sussex County Council who own this section of the waterway.

The contract called for 19,000 cubic yards of silt and organic growth to be removed, by dredging the canal centrally 20' wide to a depth of 6' and the Basin area to a depth of 4'6". The material would then be pumped into two areas of land, made available by the Council, to allow the silt to be deposited for future agricultural use.

The major problem was to build a dredger which could be constructed afloat, by lowering the components over the side of the (A.27) bridge, secondly the equipment had to be narrow enough to negotiate the canal, which is 15' wide, and thirdly one had to allow for floatation because the canal prior to dredging had only 2'3" of water.

It was decided to use a hydraulic excavator, whose boom, normally used for digging, would support the suction pipe and control the dredge depth, slewing action would provide the 'sweep' necessary for the 20' wide cut. The excavator would then be mounted on standard 'Unifloat' pontoons, in fact a 6 pontoon configuration was allowed for. The heart of the equipment is the pump and this had to be especially modified to act as a vacuum pump because the pump had to be mounted above the water line. The pump is a centrifugal dredge pump which can pass solids up to 6" dia and is driven via V-belts from an 8 cylinder Rolls Royce engine developing 256 HHP to give an impeller speed of 900 r.p.m. The pump is capable of drawing water from 20' depth and lifting water 120' vertically.

The dredged material is discharged through 10" dia. steel pipes to the lagoon areas up to 2500' away, the material silt then settles on the area and the water is allowed to wick back into the canal. The dredger is capable of handling up to 100 cubic yards per hour.

Since the contract has been under way the contractors, Macdredge, have sublet a section of the works to another dredging company who own a new type of dredger imported from America, this machine has been working to the north of the A.27 bridge and will also be used to clear the Basin area.

It may be worth mentioning that if members are keen enough to visit these works they should beware of the hawsers and wires that are across parts of the towpath and under no circumstances should members enter the lagoon areas, because although they may look like innocent ponds in fact they contain very deep soft silt.

Its interesting to note that this is the first work done on the canal since its closure and to-date apart from the inevitable 20th Century junk, we have recovered one 1901 American cigarette lighter, in working order, nine rounds of

.30) rifle bullets, and a brass telescope. The 'pieces of eight' that we hope to find will of course make it all worthwhile! Still we dredge in hope.

R. G. Peryer,  
General Manager of Nac dredge.

Work is now nearly completed. Later this year it is hoped to organise a small rally of non-powered boats to celebrate the re-opening of this section of the old canal.

#### SOUTHERN SECTION PROGRESS REPORT.

Work on dredging the section north of Newbridge is now progressing well. A Hy-Mac excavator was hired at a concessionary rate from Taylor-Jarvis Plant Ltd. to deal with a short inaccessible section near the bridge. Our own dragline excavator is continuing the work steadily northwards.

During April we had a Smalley excavator on loan from the Waterways Recovery Group. This was used for various jobs in conjunction with the Bedford lorry which has been donated to us. Another acquisition is a Fordson Major tractor generously donated by Mr. Tony Simmons. The Trust has also obtained a winch which will be fitted to the tractor for pulling out tree roots.

We have, at last, finished clearing all the silt and rubble out of Rowner Lock. It was something of an historic occasion on 29th April when the substantial remains of the lower gates were lifted out by crane 157 years after installation. Materials are on hand for the erection of a scaffold platform in the lock chamber to enable work to commence on repairing the walls. An immediate task will be the installation of semi-permanent stop-planks across the bridge arch at the lower end, and later at the upper end.

Clearance work has continued north of Loves Bridge. A number of youth groups and school parties have helped; a large party from the Henrietta Barnet School in North London, groups of 15 boys from Steyning Grammar School over 3 days, a Secondary Schools Course from Lodge Hill and, on several occasions, Air Cadets from Littlehampton.

The Sussex Rights of Way Group have made a good job of reclearing the towpath right of way from Bredhurst Mill to Bredhurst Lock and will be continuing on the west side of road at Loxwood towards Sidney Wood. The Group have been responsible for opening up long sections of the towpath which were impassable a few years ago. Further information about the Group's activities can be obtained from Mr. John Hemmings, 24 Tennis Road, HOVE, Sussex BN1 4LR.

Future plans are to press on with clearance along the "Rosewalk" section towards Malham Lock. Trevor Suckling will be leading work on this section. It is important that trees and shrubs on the upper parts of the banks should NOT be cleared - only growth which would impede navigation should be removed unless instructed otherwise.

We hope to make substantial progress with restoration work on Rowner Lock as soon as scaffolding is erected. We should like to have several volunteers to build up a regular party for this work under the direction of Mr. Peter Longley.

As soon as the tractor and winch are ready we intend to re-establish a small gang under Mr. Tony Simmons to continue work on pulling out tree roots, probably working north from Newbridge.



Maintenance of the sections already cleared will become an increasingly heavy commitment. We should like to hear from, say, two or three members who would be prepared to share the task of organising regular working parties on the, at present, vacant Sundays each month, i.e. the second and fourth, to tackle maintenance work along the banks.

If you own a small boat or canoe we should be glad if you would bring it for a very short trip on the restored section of the canal, by arrangement on working party days only. This, we hope, will be enjoyable for you and serve a useful purpose in keeping the water clear of weed growth.

SOUTHERN SECTION TECHNICAL GROUP.

The objective of the Group is to prepare a report on the work required to re-open the Southern section and to supervise work in progress.

This task has been broken down into the following elements:-

- a) Establishing finished water levels in each pound in liaison with Northern Section. The initial work has involved setting up temporary bench marks derived from the metric Ordnance Survey.
- b) Surveying levels of bed and banks to determine extent of dredging and bank repair.
- c) Preparing specifications of engineering work required and recommending methods of execution.
- d) Examining water requirements and sources.

At present the Group is dealing with the pilot section from Newbridge to Melham but it is hoped soon to expand the work with the help of Technical Colleges.

Recent experience has shown that some problems remain hidden until basic clearance has been done. When the undergrowth was cleared at Loves Bridge we found that the culvert passing under the Canal from the oxbow had collapsed. As the whole culvert is below normal water level in the river we have a difficult problem to solve.

A considerable amount of data has been collected on lock gates and lifting bridges and designs are being thrashed out to suit our conditions.

Consideration is also being given to the repairs required to Bower Lock and a design worked on for capping the bridge with a concrete slab.

If there are any more civil engineers or builders in our midst can they please offer help to the Group - not with material but with time and expertise at this stage.

Peter Longley.

NORTHERN PROGRESS REPORT (Main feature in our last Newsletter).

Initial clearance work in the North has now been almost completed on all Sections on which we have landowners approval to work.

We are now turning our attention to phase II of operations, namely making the Canal retain water. To this end a meeting was recently held attended by Committee Members and key personnel from the working party. Guest for the evening was Mr. L. A. Edwards, the well known authority on Inland Waterways. He showed three films on the use of polythene sheeting for sealing. A lively discussion on this method then followed.

It is planned to hold further meetings during May to look at other methods such as traditional clay and 'Butane' sheeting. The possibility of laying down three sections using each method is now under active consideration by our Technical Group.

For the last weekend in April the Northern Section played host to a party from the Kennet & Avon Trust (Bath Branch) under the Direction of Mr. Tilley, they were supported by a mixed group of young pupils from the 'Blue School', Wells, Somerset. Arriving late on Friday evening they were all accommodated in the Cranleigh Scout H.Q. On Saturday before starting work they were shown around by Mr. Keresley our official photographer. On Sunday they were joined by our own working party on the site north of Rye Farm. Regrettably the weather on the Saturday proved somewhat damp, but they assured us they will be back to lend a hand later this year.

On other matters our second jumble sale proved an even greater success than our first, over £50 being raised towards the restoration of Run Common. A film and slide show held in Godalming in April did not draw the audience we hoped, but on the credit side however, it produced six new members.

Another dumper truck will be arriving shortly at a bargain price thanks to Mr. New.

Our thanks also to Capt. Melitus for allowing us to purchase his Caravan at a nominal fee. This we hope will be on the road for the Bransley Fete.

OUT OF THE PAST.

In an old account for the repair of a barge belonging to Mr. Studwick of Fittleworth by James Stone of Fellingham Quay it is interesting to note some of the items -

1857.	James Stone	pay	3/6	per day.
	John Stone	"	4/-	" "
	Jas. Stone (junr)	"	3/9	" "
	Jesse Stone	"	2/-	" "
	Joseph Stone	"	1/-	" "

6 lb. Oakum @ -/3d lb., 12 lb. pitch @ -/1½d lb.

Nails were charged according to size at 1/-, 6d and 4d per hundred. Stockholm Tar 1/- per gall., Putty 3d per lb.

July 4th	-	Preparing Car	1/-
10th	-	Ironing Pole	3d
28th	-	Hilting Pole	1/-
"	-	Dressing pair Cars	1/-



Mr. Bennett from Wolverhampton who used to live in Horsham has walked most of the route of the canal on various occasions, of which he has happy memories. He particularly remembers Pallingham Quay and Lock. He was told that years ago the Lock Keeper's cottage was very overcrowded as the Lock Keeper at that time had a large family. He didn't object to any of them marrying, but insisted that his sons-in-law and daughters-in-law should all come and live with him.

In the account above there are several names of Stone with different rates of pay. It is possible that these were the sons that all lived at home and worked for their father James Stone. They must have left their parents home in later years as it is noted that a Jesse Stone was Wharfinger on the Wey Navigation 1865-1885 and John and Joseph Stone were Lock Keepers. Ben Stone the last Lock Keeper at Pallingham was a descendant of James Stone - there are several people who still remember him as a regular member of the congregation at the Zoar Chapel in Wisborough Green.

Mr. Percy Naldrett aged 84, who lives in Billingshurst relates that Ben Stone was his uncle and remembers being taken by his mother to visit Uncle Ben when he was 9 years old. He said that his uncle baked his own bread and sold honey and flowers. As well as performing his duties as Lock Keeper he built and repaired boats in a workshop further down the river. Another of his jobs was to wind the clocks at the "big house" once a week. In his very old age he went to live with his daughter at Billingshurst.

Mrs. L. M. King.

#### WORKING PARTY DATES.

##### Northern Section.

Every Sunday. See notice board at Run Common near Cranleigh (Grid Ref. 033419) for details of work areas. Contact Mr. Cook, Cranleigh 3774 for further information.

##### Southern Section.

June 3rd; July 1st, 15th, 29th; August 5th at PAPLANDS FARM, opp. Bat & Bell Inn on B.2133 near Wisborough Green (Grid Ref 065272 ).

- (a) Work on restoring Bower Lock.
- (b) Scrub clearance north of Loves Bridge.  
(regulars may park at Okehurst Barn but please use entrance through farm and not through house courtyard).

June 17th, August 19th,  
at ONSLOW ARMS, LOXWOOD on B.2133.

Please bring lawn rakes and hoes for clearing site.

For further information contact A. Mackintosh, Bognor Regis 24378.

#### EQUIPMENT WANTED.

- Garden tools of all kinds.
- Mortar trowels, cold chisels and scrapers.
- Heavy-duty battery for Fordson tractor.
- Second-hand tractor tyres.
- Occasional loan of JCB or Drott or provision of transport.

PRESS DATE.

Key-South appears at two-monthly intervals. Each "Bulletin" is followed by two issues in the abbreviated "Newsletter" form. Contributions for inclusion in one issue should be sent to the Editor to arrive during the first week of the preceding month.

NEXT ISSUE - August 1973 - PRESS DATE 6th JULY.

Editor:

A. J. L. M. Mackintosh,  
253 Hawthorn Road,  
BOGNOR REGIS,  
Sussex,  
PO21 1W.

STOP-PRESS.

RALLY OF BOATS - Chichester Canal Basin - Friday - June 29th.

S.O.S. - SAVE OLD STAMPS!

A member has come up with an excellent fund-raising idea, involving all our members in saving their used postage stamps and sending them in at regular intervals to our member, Mr. J.P. Foster, who has a good outlet for them, which should produce a considerable sum over the course of a year.

He asks us to point out that All stamps should be saved, particularly those from overseas, but including our own current 2½p and 3p stamps. Please send these in at intervals, preferably monthly, to our member:

MR. J. P. FOSTER,  
20 ALLWOOD CRESCENT,  
WIVELSFIELD GREEN,  
HAYWARDS HEATH,  
SUSSEX. RH17 7RP.

May we commend this idea to all our members - it is a simple idea, involving you in little time and trouble - your co-operation will help to benefit Trust funds considerably.

- - - - -

When you have been standing on the Iron Bridge at BIRTLEY, admiring the long stretch of water which the Shamley Green and Bramley Fishing Club use, with the trees beautifully reflected in it, the disappearance of the copse on the bank sloping down to the Cranleigh Water will, no doubt, have been evident. It looks rough and although carried out privately for the owner, the Northern Working Party has offered to tidy the site up and to finish the job of coppicing. It should produce quite a good growth by autumn.



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