

A photograph of a canal bridge with a large 'WEX-SOUTH' logo overlaid at the top. The bridge is made of brick and concrete, with a wooden railing. Three people are standing on the bridge. The canal is in the foreground, and there are trees in the background.

WEX-SOUTH

Quarterly Magazine of the
Wey & Arun Canal Trust

Issue 180 September/October/November 2017



Above: Mark Rowland has kindly given us a set of pictures taken from his drone. This shot shows Loxwood Bridge, opened in 2009, with Loxwood Lock and the restored canal towards Devil's Hole Lock beyond. In 2009 drones were not at all common but we did have a set of aerial pictures taken from a 90-foot pole mounted next to the bridge on the Grand Opening day.

Below: At Gennets Bridge Lock, the new bridge carrying the Sussex Border Path across the canal is complete and the temporary brideway diversion is no longer needed. Although it will mainly be used by walkers, horses and cyclists, the bridge has to be wide and strong enough to take occasional farm vehicles. (Geoff Thomas)



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Our celebration of the famous 1867 voyage



Loxwood Office (All Boat Trip Enquiries)
Mon-Fri 9.30am-1.30pm
01403 752403 (office@weyandarun.co.uk)
The Granary, Flitchfold Farm, Vicarage Hill,
Loxwood, Billingshurst RH14 0RH

Shalford (Northern) Office (Administration, Accounts
and Publicity). Visitors by appointment only.
01483 505566 (support@weyandarun.co.uk)
Bridge End, Somerswey, Shalford, Guildford GU4 8EQ

Wey-South team:
Sue Batey (proofreader),
David Jessop (proofreader),
Julian Morgan, Bill Thomson
(Working Party Roundup)

Trust website:
www.weyandarun.co.uk
Facebook: weyandaruncanal
Twitter: @weyandarun

Front cover: Perfect stillness showing off the elegant
appearance of the finished Compasses Bridge.

Our Autumn Meeting

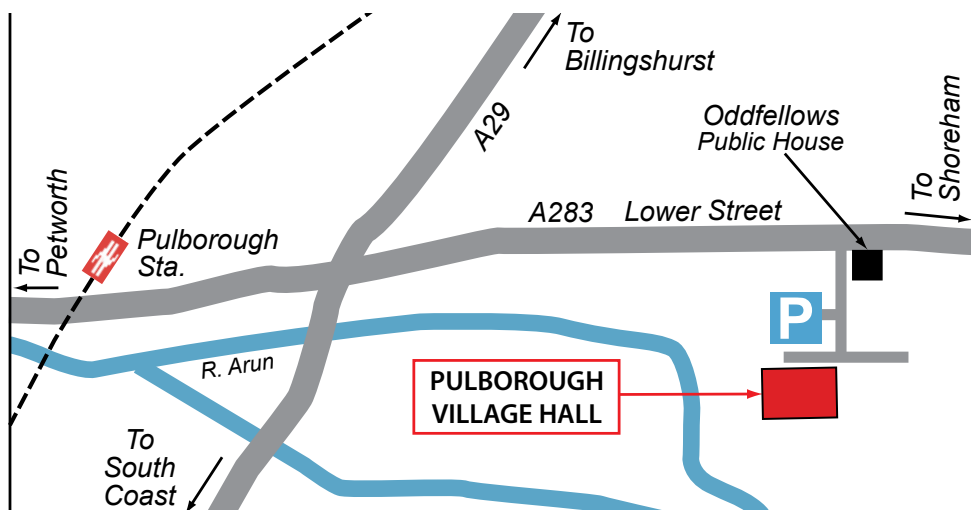
**Saturday 28th October 2017, at Pulborough Village Hall,
Swan View, Pulborough, starting at 2.30pm**

In a slight change from previous years, this year's Autumn Meeting will not be convened as a formal Extraordinary General Meeting (EGM) of the Trust. Instead it will be an informal session designed to brief members on developments on the canal over the last few months. There will be plenty of time to ask questions and drink tea or coffee.

The tradition of holding an additional meeting in the autumn started in 1995, when there

Provisionally the updates planned for this Autumn Meeting are:

1. The Chairman's view.
2. Our financial position (Finance Group).
3. Gennets Bridge Lock (Eric Walker).
4. Summit update (Tony Ford).
5. Shalford-Bramley update (Philip Oliver).
6. Harsfold Bridge (Nigel Yarwood).
7. Drungewick Lock (Brian King).



was a feeling among members that some business simply could not wait for the next Annual Meeting. The Extraordinary General Meeting (EGM) of 1996, at which a motion of no confidence in the Board was proposed and defeated, was the most tumultuous in the Trust's history. Since then, EGMs have generally been calm affairs, mainly devoted to updating members on progress and plans, which is what we hope to achieve this year, but without having to take Minutes, publish a formal Agenda and so on.

Directions to Pulborough Village Hall

The Village Hall is in Swan View, which is just south of Lower Street (A283), the main street of Pulborough. Take the turning by the Oddfellows pub, marked "Brooks Way, leading to Swan View". Very shortly on the right is a public car park (pay & display, unless you have a Horsham District Council Annual Parking Disc). The Village Hall is next to the car park and has 40 parking spaces of its own. The railway station is about half a mile away.

Trust News

Legacies

The Trust has been delighted to receive news of a significant legacy from the estate of Mrs Margaret Holland of Peterborough. Mrs Holland's late husband Peter was a Life Member of the Trust who joined in 1972. Mrs Holland also left legacies to other waterways causes, but our share of an initial distribution was just over £33,000, a tremendous help as we plan for some very ambitious work in the next 12 months or so. We expect to receive another smaller sum when the estate accounts are finalised.

An extensive search of Trust archives for information about the Holland family has so far failed to turn up any real information. We did find out that Mr & Mrs Holland won 8th prize in the Christmas Draw for 1991 and we hope they enjoyed their Family Ticket to Amberley Chalk Pits Museum. We will be grateful if any older members can share any relevant memories.

Drungewick Lock

It was unwelcome news that Drungewick Lock, at the southern end of the Loxwood operational section, has had to be closed to navigation. For some time we have suspected that water was leaking through the lock structure rather than the lock gates. Our volunteer engineer Brian King was asked to look more closely.

During May, a Consultant Engineer for the Inland Waterways Association (IWA), Roy Sutton, who is a highly respected expert in his field, visited the lock with Brian and made detailed observations. Roy's report makes it clear that there is significant movement in the wall on the non-towpath side. There are cracks both vertically and horizontally along the wall. Water is getting into the void behind the wall and washing away the clay, adding to the instability.

Our Engineering Group is considering how to remedy the problem in the most effective and economical way. Drungewick Lock was restored by volunteers in 1989-1990 but did not see boat traffic until 2003 when Drungewick Aqueduct officially opened. Problems with the lock are not a new occurrence; towards the end of the 2003 boating season a bulge appeared in the west wall of the lock and this needed repairs over several months. At the moment we do not know how long it will take to overcome the current problems, but we can expect that the lock will remain closed for at least the

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The Wey & Arun Canal Trust

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The aim of the Wey & Arun Canal Trust is the preservation and restoration of the former inland waterway route between the Rivers Wey and Arun, with a view to reopening this to navigation.

All communications and copy either by post to:

Wey-South, Wey & Arun Canal Trust
Bridge End, Somerswey
Shalford, Guildford
Surrey
GU4 8EQ

Or e-mail to:

weysouth@weyandarun.co.uk

Address changes, non-delivery, etc: please notify the Membership Secretary at the address above or e-mail to:

membership@weyandarun.co.uk

Material published in *Wey-South* represents the views of the contributors and should not, unless specifically indicated, be assumed to be the policy of the Trust.

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If at all possible please e-mail copy by attachment in Microsoft Word format. Typed copy is also acceptable. Photos are always welcome – prints or hi-res digital please.

Issue 180

**September/October/
November 2017**

rest of 2017. We also have to be prepared for some significant costs.

Our website

It has been sitting in one of the web's quieter, more shadowy places for a while, but during July the time came to thrust our all-new website design out into the bright lights. You can find it in exactly the same place as ever (www.weyandarun.co.uk), but many members have already contacted us to say how much they like the new look and features.

Many organisations completely 'reimagine' their websites at regular intervals. Ours has undergone a vast number of changes but the basic design has stayed the same for a long time. It is a tribute to long-serving webmaster Richard Crook that our website has been such an effective shop window for the Trust. Richard took over the job in 2003 after Arthur Dungate was taken seriously ill.

It is impossible to thank Richard enough for his work over the last 14 years. The job of a webmaster is often lonely and can be thankless - when everything's working fine no-one gives it a second thought, but if there's a glitch then it is highly visible and needs to be fixed yesterday. The web is a 24-hour business and Richard has certainly put in many late-night hours to keep things going.

According to our research, the Trust's first website appeared in 1995, using facilities provided by Surrey County Council. In 1999, Dan Evans launched a new site, claiming "We were the first UK canal trust to have a website". (Would anyone like to disagree?) By 2000, Arthur Dungate was listed in our directory as Website Manager.

The new website is the work of volunteer Tom Crawshaw. Today's websites are expected to be hugely more sophisticated than their 1990s ancestors, but fortunately modern web



On 31st May 2003, Dr David Fletcher, former Chief Executive of British Waterways, turns the windlass at the official opening of Drungewick Lock. (WACT Archives)

developers can choose from a huge range of tools, mainly free, to make their jobs a little easier. Tom has chosen to use Drupal (a content-management framework, if you'd really like to know) as the foundation of our new website.

Most importantly, the framework allows for a collaborative way of working, so that our staff and volunteers can keep their own pieces of the website up-to-date. This means that we should no longer see Tom as 'webmaster', responsible for every single word and picture on the site, but perhaps more as the conductor of the orchestra or the team manager.

Also part of the new website are facilities for booking events online, which we have already used for Annual Meeting events, walks and Boat Rallies, and for taking payments online. Over time we plan to allow our members to manage their membership online and we are testing the possible introduction of Direct Debit payments.

Living Waterways Awards

In the days of British Waterways (BW), the 'Oscars' of the national waterways community were known as the Renaissance Awards. Now BW has become an independent charity, Canal & River Trust (CRT), a new name was obviously needed for the awards as well, which are now the Living Waterways Awards.

There is no money in these awards, only glory, but on the other hand it costs nothing to enter and the winners benefit from some great publicity. We have previously achieved success with the Loxwood Link Extension (2003), Loxwood Bridge & Lock (2011, our only winner's certificate so far) and the Loxwood Canal Centre (2013).

We have learned that it is only worthwhile to submit our biggest projects, the ones with a real 'wow' factor, but we decided that surely Compasses Bridge was worth a go. In March 2017 we sent in our paperwork. There are



Our first success at the Renaissance Awards - in 2003: the picture shows Peter Foulger (WACT Chairman), Eric Walker (Project Manager) and Alun Michael MP (Waterways Minister).

three stages of judging; if you survive to the second you get a site visit and this took place in late June, hosted by Tony Ford and Bill Nicholson. In early July we were delighted to learn that our project was one of 19 finalists in seven categories (we have entered in 'Contribution to the Built Environment' and 'Community & Volunteering'). Our competition includes some very big boys, such as Amey plc, the Inland Waterways Association (IWA) and multiple projects from Canal & River Trust itself - we are privileged to appear in such company!

Now we are holding our breath until the gala dinner in Birmingham on September 27th at which the winners will be announced.

New Directors for Boat Group

The Trust's Boat Group has announced that Chris Jones and Julian Morgan have been appointed to the Board of W&A Enterprises Ltd. Chris Jones takes up the important post of Director, Safety & Compliance, contributing valuable professional experience in Quality Assurance. Chris will have overall responsibility for the Boat Group's Safety Management System. Julian Morgan is the only member of the Trust's main Board who is also a qualified boat skipper; his main role with the Boat Group will be to ensure good communications between the two Boards. This job had been vacant since Peter Foulger's retirement.



During the summer, the Trust has continued work on Gosden Aqueduct, between Shalford and Bramley, so we can understand its structure and plan for its conservation. During May the Midweek Working Party supported a small-scale investigation by our consultant archaeologist Martin Cook. The most significant discovery was that there is a flat lime-concrete capping covering all four of the barrel-shaped water channels.

Above: Some unusual views through the aqueduct's arches.

Below: Martin Cook (foreground) records findings. (Pictures by Nick Houston)



Volunteer Opportunities

We're now receiving 2018 bookings for speakers from groups and clubs in the area. Spreading the message in this way is an extremely valuable part of our publicity work and raises useful funds as well. The job of finding a speaker for each potential booking and making the arrangements is currently done by - you guessed - our hard-working Chairman. She would love it if a volunteer could come forward to take over the task of **Talks Coordinator**. It does not need any advanced IT skills although it would be helpful if you could use a spreadsheet to record information.

The Trust would be keen to put on more events but we need an **Events Coordinator** to organise them. The events include official openings, unveiling plaques, special events for members, guided walks, Heritage Open Day weekend ... the list continues. If you like doing this sort of thing, and are good at organising, then we would be pleased to hear from you. We would not throw you in at the deep end; perhaps you could just start by helping out with one or two events so that you learn the ropes. To chat over any of our opportunities, please contact Sally Schupke (sas@weyandarun.co.uk, 01483 503029).

2017 Puddle is a tremendous success

We had perfect weather - sunny and warm, but not excessively hot, for our annual sponsored walk on 4th June. Around 150 walkers took part, a very good number in recent years, and the organisers had many appreciative comments on the well designed route (no significant hills to climb) and the excellent waymarking.

A large part of the route was in the lovely Upper Arun valley, following the canal towpath past some notable past and potential future restoration sites. The start and finish of the walk, which measured just over 11 miles, was at Ingfield Manor School, a special school for pupils with neurological motor impairment

such as cerebral palsy. It is not a boarding school so we had plenty of space for parking, check-in and refreshments.

Congratulations are due to organiser Margaret Darvill and her team, including 'last man' Chris Tavener, for all their hard work. Events on this scale do not 'just happen'. The final pre-walk was on 2nd April and preparations are already well underway for next year's event - planned to start and finish from Walberton, Sussex, on 3rd June 2018 and follow part of the Portsmouth & Arundel Canal.

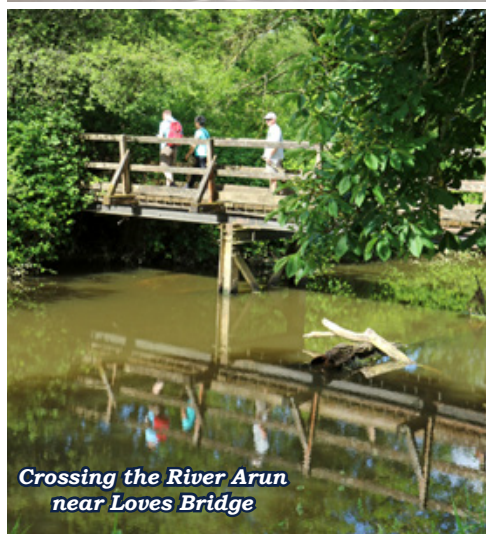
Proceeds from this year's walk are expected to reach over £10,000, including Gift Aid.



Not the 2017 Puddle (the bare trees are a clue). The final pre-walk in early April pauses at Rowner Lock.



Ingfield Manor School



***Crossing the River Arun
near Loves Bridge***



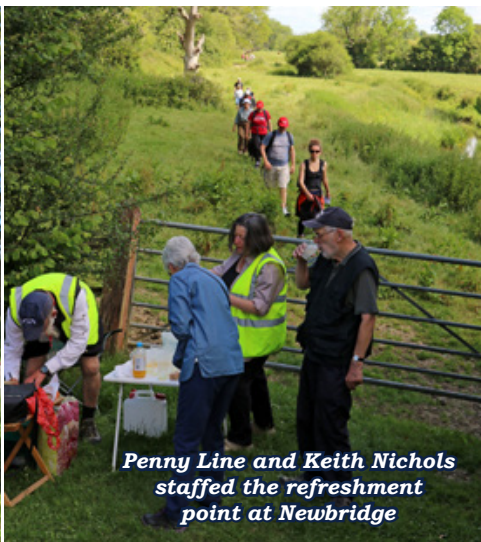
***Scout group at
Loves Bridge***



***Keith & Sandra Tidey show off
their updated 2014 T-shirts***



Northlands Lift Bridge



*Penny Line and Keith Nichols
staffed the refreshment
point at Newbridge*



*Big Sky country north of
Lordings (the line of the
canal is on the right)*



*Lordings (or Orfold)
Lock and Aqueduct*

Poddle 2017



Orfold Flood Gates Bridge

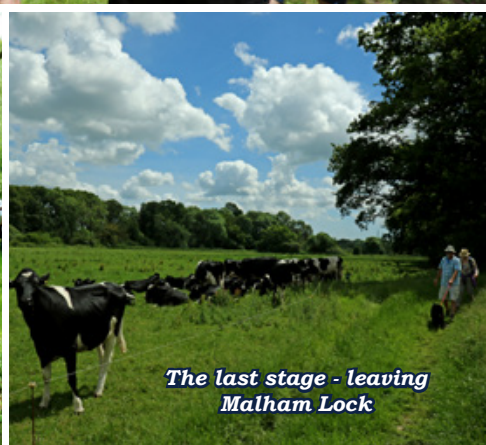
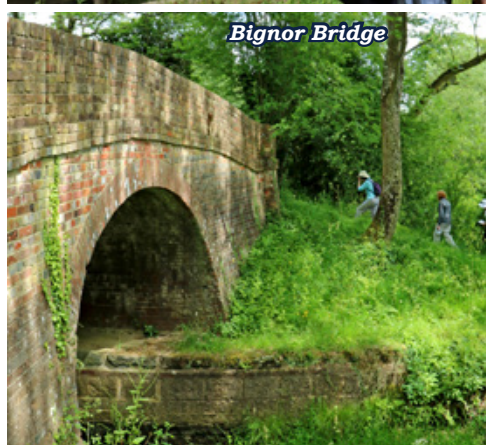


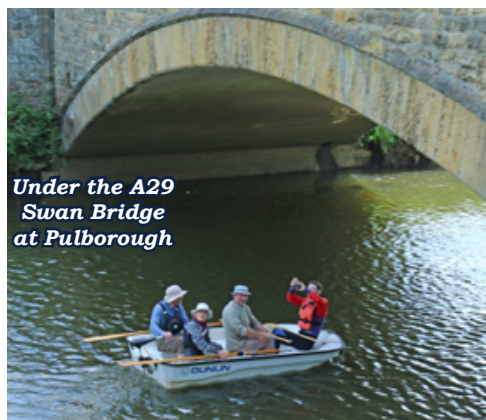
Harsfold Bridge



**Poddle
pictures by
Julian Morgan and
Janet Phillips**

Lunch stop at Wisborough Green





**Under the A29
Swan Bridge
at Pulborough**



**Launching at
Pulborough
Slipway**

**Our River Arun Boat Rally on 14th May
attracted at least 25 craft of various types
and sizes. Most succeeded in navigating
the challenging final section to the tidal
limit at Pallingham Farm Bridge.**

**(Pictures by Julian Nowell
and Julian Morgan)**



**The 15th
century
Stopham Bridge**

River Arun Rally



*A paddleboarder at
Pallingham Quay Farm*



Pallingham Farm Bridge



*The tricky bit - shallow
and fast-running*



Never give up



*No problem for
serious canoeists*



Compasses Bridge is looking splendid now that volunteers have completed nearly all the final landscaping work. The last major work was the sloping path down from road level to the landing stage on the north (airfield) side, with the associated gates and fencing.



Compasses Bridge





Gennets Bridge Lock

Above: The completed bridleyway bridge at the south end of the lock.

Below: At the north (top) end of the lock, the picture shows the brickwork approaching completion and the opening for the lock paddles (under the umbrella).





Above: Excavating the new winding hole (boat turning area) to the north of Gennets Bridge Lock (the canal bed is on the left).

Below: Looking northwards across the parapet of the new bridge. (All pictures on these pages by Geoff Thomas)



Working Party Roundup

Several times in the past we have been asked why we spend so much time and effort on canals when we could be raising money for medical research, hospitals and the like, all of which are in dire need of assistance. I think the answer lies in the therapeutic value of our waterways; not just for the sick or underprivileged, but for the whole population. Who hasn't had their spirits lifted by a still stretch of water with the greenery reflected on the surface – better still if there are boats or wildlife around. And if a humpback bridge or lock beam appears on the horizon, it makes the scene complete.

We are fortunate to be in such a beautiful part of the country which is further enhanced by its rural waterways. It isn't only Timothy West and Prunella Scales on their TV programme who have remarked that the Wey & Arun Canal must be the most remote and one of the most beautiful in the whole country. That is all the more remarkable bearing in mind its location in heavily-populated Surrey and West Sussex. Our volunteers are restoring a really valuable asset, one from which everybody can benefit.

The volunteers get a lot of pleasure from their achievements. They must – a lot of them turn out on working parties. Looking down the calendar, we have regular working groups on Mondays (at least twice per month), various Tuesdays in autumn/winter/spring, every Wednesday, Thursdays, some Saturdays and every Sunday, plus various ad-hoc projects. I think they probably deserve to have a rest day on Friday.

If you would like to join any of them you would be most welcome. Contact details are at the end of each group's report in this section, or you can subscribe to the monthly Working Party News email newsletter. It is available on the website, or you can receive your own copy as soon as it is published by sending a request to listadmin@weyandarun.co.uk. You can receive a paper copy by sending a supply

of stamped envelopes (with your address on of course) to the Trust's Loxwood office.

Bill Thomson

Midweek Working Party

MWWP continues to have a busy time, with the number of volunteers still averaging over 20. The period began with clearance near Harsfold Bridge and towards Lordings in preparation for the Poddle. Harsfold to Haybarn is an area the team loves going to. Where we have cleared it is looking very good but there is still a great deal of overhanging branches, old trees and vegetation to be removed.

A small group spent two days at Gosden Aqueduct helping with an archaeological dig, forming three large trial pits to investigate the construction of the aqueduct and how it can best be repaired, at the same time rescuing bricks from the river bed. It was raining at times, so they got very wet.

Other tasks included clearing the bank and towpath between Tickner's and Compasses. Between Compasses and Farnhurst we have cleared the towpath side, similarly between Loxwood and Devil's Hole, while two members on *May Upton* cleared dead trees on the non-towpath side and removed logs from the canal at Southland. One of our members continues to keep the area around the Canal Centre looking neat and tidy, planting where necessary.

The group intends to organise training for other working parties, including First Aid and spraying Giant Hogweed.

**Contact Margaret Darvill, 01483 894606,
margaret_darvill@weyandarun.co.uk**

Hedgelaying Group

The group's season finished at the end of May, and the team will resume in late September. The final jobs of the season were at Lock 10, where about 90 yards of hedge has been laid, leaving another 20 yards to do. The group achieved more than expected. The work

included felling nine trees, but these have been replaced with 10 new ones as well as over 60 saplings. The lock-side looks more open than before following felling and coppicing but there is a net gain of more than 50 trees. During the whole season, the group managed to lay a grand total of 360 yards of hedge.

One welcome bonus is the variety of wildlife – bird, animal and plant – encountered on the work parties. Organiser Keith gives his thanks to the team - Bob, Chris, the two Daves, John, Nick and the two Steves – not just for their hard work, but for the laughs and company. See you in September.

**Contact Keith Nichols, 01403 753882,
hedging@weyandarun.co.uk**

Thursday and Sunday Group

In May the better weather was a great boon, as it always is with construction, to the group's work at Gennets Bridge Lock (GBL), and by working extra days on the bricklaying, time lost earlier was made up. These extra bricklaying days continued through to August.

The last major concrete pour took place at the end of April, signalling the beginning of the end of the GBL project. Twice the concrete delivery lorry broke down on the site and had to go back to the depot for repairs. WACT benefited from these breakdowns, because the lorries had to dump some concrete to get away and we were able to make good use of this freebie material, so more was achieved than if it had all gone to plan.

The digging out of the winding hole was started (you can see this on Google Maps) by moving the electricity and water services to the lock. This digger work provided the opportunity for recertification of the drivers. They produced a great heap of topsoil, which will be used for the site landscaping at the end of the project.

There are several threads of work going on all the time at GBL, one of which was the early stages of clearing the site, with timber and steel going back to the Tickner's depot.

The site mains cabinet was moved into its final position, and the electric cable put into the trench at the back of the lock.

Right at the end of the May the fourth Great Crested Newt (GCN) pond was dug by the lock, another milestone in completing European Protected Species Licence requirements. When we started the project, we were required to make a temporary 'pond' in the canal for GCN and to be able to remove that we have to have GCN in two of the three ponds we have made, including this one.

In July the question was, is the TSG going through a purple patch? Danilo, after a torrid time in hospital with a burst appendix, was well enough to come to GBL and spot a Purple Emperor butterfly, which specialises in eating rotting flesh. He then spotted some Great Crested Newts in the pond we have made for them, nine months earlier than expected.

Then at last the parapets were completed. The next task was to remove the scaffolding and to raise the bridleway and towpath, up to a level where the bridge could be used. This was frustrated by an oil leak from the Hanix excavator. This meant that the whole cab had to come off in order to replace a small hydraulic hose. The excavator is now working sedately in its usual form.

With the receipt of the ekki 'bumping block' (to go on the front edge of the top cill), and the blue bull-nosed bricks, the curved wall of the top cill could be addressed. Elsewhere on the top cill, the metal frame and sluice, which are parts of the ground paddles, were fitted to the lock. These had been held up while we raised cash to put into a special ring-fenced fund which we then used to buy the equipment.

By the way, for Google watchers, the GBL bridge is at 51° 04' 56.57" N 0° 31' 58.85" W.

**Contact Eric Walker, 07717 855340,
tsg@weyandarun.co.uk**



During July, work started to remove the Compasses Bridge works compound. On July 15th, a specialised lorry moved the heavy cabins and storage containers to a new site near the future Summit Slipway. In the picture the Northern Working Party is taking a lunch break.



The start of the Summit Slipway is in the foreground of the picture above.



Thanks to work by volunteer Bob Macey, the former tripboat John Smallpeice has recently moved under its own power on the Summit Level near Compasses Bridge. The boat has been somewhat neglected during the bridge construction work but is expected to be useful as a work boat in the future.

Above: Bob Macey is at the front and Julian Morgan is at the wheel.

Below: Dave Evans supervises while a junior volunteer scoops rainwater out of the bilges.



Northern and Summit Working Party

Our work since the beginning of May has concentrated on completing the Compasses Bridge project. This time I am confident in my prediction that we shall be offsite by the time you read this. I write with just two onsite tasks to complete. First is to concrete the steps that provide access from the towpath to the landing stage built by NWPG in 2012. Second is the construction of a third retaining wall – fortunately much smaller than the other two but necessary to prevent the steeply sloping bank on the Tickner's (south) airfield side of the bridge slipping down towards the canal. As to what we have done since the last *Wey-South*, these are the substantive parts:

- Completion of the ramp down from the airfield entrance road to the towpath towards Farnhurst Bridge, including an edged and surfaced path, post and rail fence and wooden access gate plus a paved area close to the road.
- Reprofilling, top soiling and seeding of banks.
- Completion of the airfield security fence and towpath gate to prevent unauthorised access to the canal and airfield.
- Removal of the Farnhurst (northern) earth dam.
- Removal of the large store of materials and equipment from the land adjacent to the towpath.
- Relocation of the site compound, including moving the containers, site cabins, etc to a new site adjacent to the Thriscutt Slipway ready for work to restart on that project, and dismantling of the timber hoarding erected back in November 2014.

We have also worked at Shalford. In June the combined efforts of the Northern Working Party and the Newbury Working Party Group spent four days installing bank protection for the river bank in Hunt Park. This was a complex exercise made especially difficult. First by the need to construct a temporary pond in

the Compasses compound to store the coir mats and rolls to be used in the job - I don't think that Dave Evans will be willing to do that again on his own! Next, all the materials and plant had to be transported to the site at the beginning of the four-day weekend and taken away again on the Monday afternoon. All this meant that the time available for actual building was cut to about three days. Consequently we managed to complete about 66% of the three lengths of bank required. The third section (fortunately the shortest) defeated us altogether as the large number of rocks in the river bed prevented driving in the timber piles that anchor the bank reinforcement mesh and coir rolls. A rethink will be necessary for this section. Now that we have an idea about how to do the job we should be able to finish the jobs before the winter rains begin.

On the Summit we will spend the autumn, winter and spring working to complete the slipway. After that who knows where we'll be?

We welcome new and returning volunteers to our team. We meet every third Saturday and on many other ones as well.

**Contact Bill Nicholson, 0779 1097773,
bn@weyandarun.co.uk**

Monday Group

The Monday maintenance group, also known as the 'Mrs Bucket' group because its work involves keeping up appearances, continues to emerge into the rural canalside parts on two – sometimes three – Mondays per month. Nick Wood writes: In May, a first visit this year was made to Run Common. We also tackled Southland and Devil's Hole locks, including reinforcing the noticeboard at the latter. Visits were made to Loxwood and Drungewick Aqueduct. Although not one of our 'regulars', we tidied up at Drungewick Lock as well. We gave Lordings much needed attention on our second monthly meeting. The banks and towpath around the lock, the flood lock and the bridge were all cleared in preparation for the Poddle. (⇒ page 26)



Over a long weekend from 9th to 11th June, volunteers from Newbury Working Party Group (NWPG) undertook the difficult task of reinforcing the river bank in the Hunt Park at Shalford. Several sections of bank were seriously eroded by the floods of Christmas 2013, reducing the distance between the river and our riverside path. The project was managed by Richard Stephens, who chose a 'green' technique using wooden posts and coir matting to allow natural regeneration. (Pictures by Bill Nicholson)



We tidied up around the flood lock noticeboard in readiness for its repair next time; the 'chain' stile was removed and taken away for repair. Newbridge was visited too and, as requested, time was found to install three notice boards in Sidney Wood, one near Firtree Copse, one at Lock 16 and one in the middle of that section.

In June we were at Haybarn, Newbridge, Drungewick Lock, Drungewick Bridge/Aqueduct site, Loxwood, Devil's Hole Lock, Southland Lock, Tickner's Heath, Three Compasses Bridge (now that 'The Summit Team' have finished there) and Run Common. We spent a long time at Loxwood as the location required considerable effort, particularly on one very hot Monday, cutting the overflow car park, tidying up the offside tripboat moorings and installing a new fence post on the lock side. In addition to all that, we replaced four fence posts, after digging out the original concrete bases (hot work in high temperatures) and restored the fence rails on the upstream side of Gosden Aqueduct. A lot achieved in two outings by nine volunteers on each occasion. This was followed by heavy rain - which means more growth.

The calendar dictated three meetings in July. At the first we were able to bring all our regular sites up to date, which is easy to say but time-consuming to achieve.

Lordings required a bit more attention so nine of us spent a whole day there. The site suffers prolific growth and we had a lot to do including 'rolling up' the carpet of weeds etc from the bottom of the lock to reveal the brickwork so competently laid under the direction of the late and great Winston Harwood. Finally on the last day of July we made our first visit of the year to Malham Lock which was probably more overgrown than in previous years. We spent a lot of time cutting and tidying up the hedge on the meadow side of the wire fence to the lock. We didn't quite finish the job and will need to return again shortly. C'est la vie!

**Contact John Empringham, 01483 562657,
mondaygroup@weyandarun.co.uk**

Tickner's Heath Depot

Well here we are again, the good old British summer is still with us, just, and of course with the usual predictability after a cracking start the weather has returned to standard (i.e. damp). Are we at this outpost of the Trust's empire downhearted? No, certainly not, plenty to do and little time to do it in, so here is a rough resumé of the quarter's activities.

For many months - or should that be years - the depot has been host to an old plant trailer that had been quietly rusting under the vegetation, as it was not fit to be used. Mick Jones and Richard Powell removed anything that could be reclaimed and cut up the remaining frame. That, and placing all the ironmongery in our newly acquired skip, turned out to be quite a job. At times the whole team had to be called upon to lend a hand but at last it was cut into manageable chunks and placed into said skip.

June of course is the usual time for the annual Poddle walk and as it approached the team could be seen delving into various sheds and store cupboards to ensure that the organisers had sufficient items to make sure of a successful day out for those brave souls who put so much cash into the Trust coffers. The only trouble with dishing the stuff out is that when it all returns one invariably has forgotten where it all resides, but the jigsaw was soon solved and all was stowed away safely and is now awaiting its next outing in 2018.

Our signboard expert David Robson hasn't been allowed to rest on his laurels. After he and Ken Bacon had finished painting the backs of the 'Danger Walkers in Road' signs, he set to with his usual gusto and produced a couple of parking signs for the Poddle, only for yours truly to be informed that it is unlikely that they would be needed this year, but they are here at the depot should they be required in the future.

Feeling confident that all was well at the depot yours truly ventured into foreign parts, well Brewhurst Lock really. Apparently some kind-hearted soul had decided that their need

of a keb was greater than the Trust's and had managed to wrench said rake from its housing in the stop plank shelter. The securing device was replaced and another keb fitted and we hope this will last a bit longer until a superior locking device can be designed and fitted.

As there had been an increase in the usage of the Trust's trailers over the last quarter it was thought a good idea to check that all was well in the beasties' electrical circuits. So the team dusted off the Wellerd patent STIFO box, short for Side, Tail, Indicators and Fog (see picture) and set to ensuring that everything was doing what it should. All seemed to be in order: at the same time the skipper took time out from his busy and onerous supervisory role to refit a trailer safety cable proving once and for all that he does occasionally get his hands dirty.

With the advent of the grass cutting season the team became increasingly concerned about the state of the drive belt for the depot's sit-on mower. To be honest it's a miracle it had not snapped before now. A new one was purchased but proved to be the wrong size, chiefly because the boss of the purchasing department didn't have his brain in gear when looking at the supplier's website. So at the second attempt, after feeding in the part number clearly marked on the old belt into the laptop, the correct size was obtained and fitted. After the belt has bedded in, the mower should be back to its efficient best.

As July came to a close the depot generator choose to give up the ghost. This was rather annoying, considering that it is only just under two years old, and needless to say is out of warranty. The engine is perfect – that runs a treat – but there is no sign of electricity coming out of the alternator. The supplier's technical bods have been contacted and their advice taken and put into practice. However, the beast still refuses to generate anything other than muttering from the team. So it would seem that it will have to be moved on to the professionals. Repairs will not come cheap, but probably a darn sight cheaper than purchasing a new one.

We did have some success in another area though. Earlier in the year we had managed to get the Swedish Mixer going, only for it to fail on first use by Dave Evans's crew. Having a bit of spare time Mick Jones decided to have



The STIFO Box ready for action. (John Piper)

another look at the carb. After we had stripped it down and cleaned everything in sight, once put back together the thing started and ran like a good'un, so, fingers crossed it is now ready for use should it be needed.

Well I think that is all for this worthy edition, keep smiling.

**Contact John Smith, 01903 235790,
depot@weyandarun.co.uk**



We congratulate Northern Working Party leader Bill Nicholson on his recent significant birthday. Bill tells us: "The plaque was given to me by a work colleague who found it amusing how many blue plaques keep appearing all over the place. I thought that our site cabin was an appropriate location for it."



Our celebration for the 150th anniversary of Jarrett Bacon Dashwood's journey from the Thames to the Solent (July 8th) attracted modest support. However, we are very grateful to the National Trust River Wey Navigations for their cooperation, to Richard and Vanessa Smith for setting up a refreshment and publicity point at Coxes Lock (top picture) and to all who brought boats along, especially those who navigated all the way to Shalford.



Left: What would JBD have thought of these 21st century craft leaving Thames Lock?

Below: An attempt at Victorian boating costume at Coxes Mill.

(Pictures by Julian Morgan and Julian Nowell)



Membership Report

We now have 2,995 members of the Trust. Our main sources of new members are our website and the Canal Centre.

We would like to extend a very warm welcome to the following new members who have joined us over the last three months. I would also like to thanks those of you who have offered to assist with our various volunteer activities.

David & Andrea Arnold	Rosemary Hearnshaw	Colin Quemby
Margaret Bailey	Edward Herington	Martin & Ann Shewry-Fitzgerald
Andrew & Delia Barton	Alison James	Pim & Tineke Sierks
John Berge	Finn Jolly & Michelle Clark	D. Smithson
Robert Bogucki	Tim Keogh	Nigel Taylor
Andrea Brown	Howard Lovenbury	Malcolm & Ann Toghill
Alan Budd	Patricia Mason	Brian & Carol Tomking
Kenneth & Jacintha Chitty	Kevin May	Victoria Truett
Stephen & Maxine Dakin	Guy Meakin	Jennifer Turner
Robert Daykin	Anne & Martin Meehan	Frank & Kate Warren
Dana Dean	Roger Millard	Thomas Welford
David Erswell & Lisa Tilley	David Miranda	Diana Willcock
Loraine Gillman	Stephen & Coral Morris	Lucy Williams
Jean & Warwick Goater	David Murrell	Wendy Williams
Ruth Grego Vieira	Stewart Paton & Louise Williamson	Sybil & Nigel Yeo
Margaret Grundy	Simon Powell	
Nick Hamson	David & Angela Putland	

We have learned with regret of the death of:

Mr J Barker	Mr N Beal	Mr D Bristow	Mr A Bonetti
Mrs A Burton	Mr T Francis	Ms G Hansen	Mrs A Meadows

In addition to this magazine we also provide regular interim updates by e-mail. If you would like to receive these news e-mails then please let me know and I will arrange for you to be added to the distribution list.

Alan Dyer, Membership Secretary
(membership@weyandarun.co.uk)

Numbers Game

The Numbers Game makes a very useful contribution to Trust funds as well as giving subscribers a monthly chance to win £100. There are three winners every month and members contribute £3 by standing order for each number they hold.

If you would like to join in, Timothy Lewis, the game's administrator, will be pleased to hear from you. Contact him via the Northern Office (details on page 3) for an application form.



Christmas Dinner

It's a bit strange to be writing this just as the school holidays start, but you may wish to put the Christmas Dinner date (8th December, 7pm for 7.30pm) in your diary. This will be an informal meal at the Three Compasses in Alfold, which hosted an excellent Northern Dinner last year.

For a variety of reasons, there will be no Christmas Dinner at the Norfolk Arms in Arundel this year. We are very grateful to Vanessa and Richard Lamey, who have kindly organised this event for the past few years, but now wish to take a deserved retirement.

The price of the Three Compasses Dinner is £19.50 for two courses and £25.00 for three courses, including service but not including drinks. The capacity of the pub's dining room is limited so if you would like to receive the menu when it is available, please contact Emma Williams, 2 Mill Lane, Bramley, Guildford (01483 890515, nd@weyandarun.co.uk).

Time to buy your raffle tickets

Please support the annual Christmas Raffle, which usually makes an important contribution to our fundraising activity. There are six prizes, all in cash or tokens that can be used nationwide; the top prize is £200. We are enclosing tickets with this issue of *Wey-South*.

For a second year the Waterway Recovery Group has kindly offered to include our tickets in its magazine *Navvies*. To allow time for tickets to be returned, the draw will not be until 16th January 2018.

Calendar returns

After a pause last year, the popular Wey & Arun Calendar is returning for 2018, in a strictly limited edition. It is in the same large (A4) format as in previous years, with a box for each date, showcasing some great seasonal pictures from up and down the canal route, and printed on thick art paper.

The price is £7.50 and by the time you read this the calendar will be available from the Loxwood Canal Centre or by mail order - details are enclosed with this issue of *Wey-South*.



Older members will be sad to hear that Tony Francis has died at the age of 74. Tony joined the Trust in 1978 and was one of our first boat skippers (only a team of about seven in those days). He was a member of our Midweek Working Party (MWWP) and regularly attended our meetings after his active volunteering days were over. He had nearly a lifelong association with Horsham Amateur Operatic & Dramatic Society (HAODS), serving as stage crew from his teenage years and including a term as Chairman. In professional life Tony worked for the BBC.

The picture was taken to mark the 100th gathering of the MWWP, in 1996. (Back row) Tony Francis, Frank Peddle, Peter Sterling, Gordon Hibbert, Roger Ashton, Keith Nichols, Geoff Perks, Ken Bacon, David Robertson; (seated) Mary Fuller, Peter Withan, David Warren, Bill Manning, Gordon Parker, Iris Piggott. We believe the picture was taken by Colin Gibbs, first leader of the MWWP.



The members' coach trip to Stratford on Avon on July 1st, kindly organised by Mark Anderson, was a very enjoyable day out. Stratford was crowded, both with people and boats, and there was plenty to do and see. Mark tells us that about £200 was raised for the Trust. (Picture by Dave Verrall)

Provisionally the date for next year's trip is 30th June 2018 and Mark is planning to visit Bath, including a boat trip and a visit to Claverton Pumping Station.

Dates for your Diary

Saturday 28th October

Autumn Meeting at 2.30pm in Pulborough Village Hall (Arun Hall). Full details on page 4.

Friday 8th December

Informal Christmas Dinner at The Three Compasses, Alfold. 7pm for 7.30pm. Details on page 29.

***Sundays 10th and 17th,
Thursday 21st, Friday 22nd and
Saturday 23rd December ****

Santa Special Boat Trips from Loxwood at 11am, 12 noon and 2pm. Early booking highly recommended.

Friday 15th December *

Santa for the Grown-ups Boat Trip at 7.30pm.

Tuesday 26th December *

Boxing Day Special Boat Trips at 11am, 12 noon and 2pm.

Monday 1st January 2018 *

New Year's Day Special Boat Trips at 11am, 12 noon and 2pm.

Saturday 21st April 2018

Annual Meeting at 2.30pm at Loxwood North Hall.

**** For all boat trip information please contact the Loxwood Office (details on page 3). Bookings can be made with the office or online at weyarun.org.uk/trips. Booking is essential for Santa trips and recommended for Boxing Day/New Year's Day trips.***

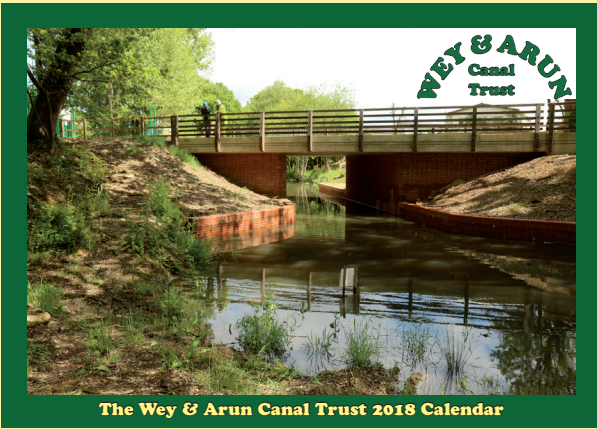


Above: Our dredger moored at Drungewick Slipway.

Below: In July the dredger suffered an engine failure below Baldwin's Knob Lock. Charlie Coxwell, Martin Smithers and Neil Mariner mobilised Josias Jessop to tow the dredger back to its normal mooring place. (Martin Smithers)



*The Wey & Arun
2018 Calendar
is now on sale*



2016 Bicentenary Celebrations at Loxwood

By Dave Vorrall

October 2018

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	1	2	3	4	5	6
	8	9	10	11	12	13
	15	16	17	18	19	20
	22	23	24	25	26	27
	29	30	31			End of B&T

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www.weyandarun.co.uk

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- ★ Features selected pictures of the canal taken by Trust members
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⇒ Or visit the Trust's website, & buy online: www.weyandarun.co.uk

⇒ Or to order by post please contact the Loxwood Office (01403 752403, office@weyandarun.co.uk, Mon-Fri 9.30am-1.30pm) or use the order slip below.

Price: £7.50



To: Wey & Arun Canal Trust, The Granary, Flitchfold Farm, Loxwood RH14 0RH

Please supply ____ Wey & Arun Canal Trust 2018 Calendars at £7.50 each.

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Address:

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Telephone: E-mail:

Please add £3.00 postage for up to 3 calendars - for more than 3, contact the Granary office to confirm postage).

Please make cheques payable to W&A Enterprises Ltd (for card payment, contact the Loxwood Office or Canal Centre).

Christmas Raffle 2017



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CHRISTMAS DRAW 2017

First Prize: £200
Second Prize: £100
Third Prize: £75
Fourth Prize: Marks & Spencer token for £50
Fifth Prize: £40, Sixth Prize: £30

*The draw will take place on Tuesday 16th January 2018
at the Northern Office, Bridge End, Somerswey, Shalford GU4 8EQ*

Promoter: Sally Schupke, Bridge End, Somerswey, Shalford, Surrey GU4 8EQ
Registered under The Gambling Act 2005 with Guildford Borough Council. Licence No. SL134
Printed by www.raffleticketsdirect.co.uk

For members who receive Wey-South by post, we enclosed raffle tickets with this issue. Of course this isn't possible for electronic subscribers. If you would like to buy raffle tickets, please contact the Northern Office (northernoffice@weyandarun.co.uk, 01483 505566).

The closing date for buying tickets is 9th January 2018.