

A yellow excavator is shown in the process of demolishing or clearing a large, rough stone wall. In the background, a bridge with a green metal railing and a wooden walkway is visible, surrounded by lush green trees. The scene is set outdoors on a bright day.

# WEY-SOUTH

Quarterly Magazine of the  
Wey & Arun Canal Trust

Issue 175 June/July/ August 2016



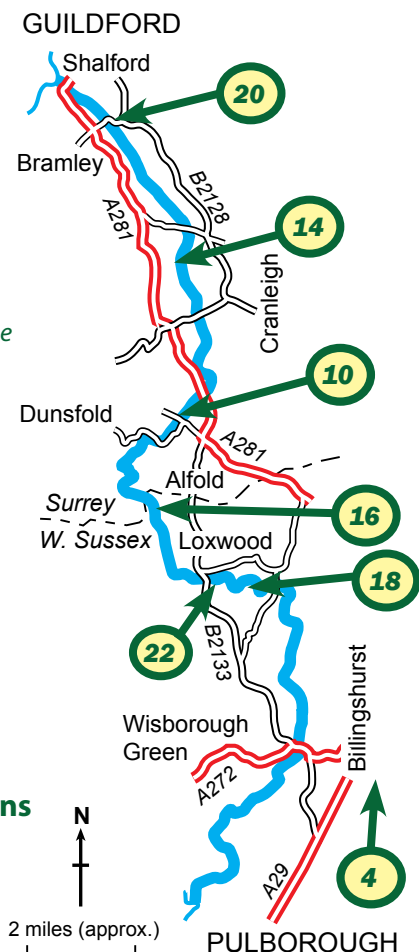


***Above: Breakthrough! On 14th May the WACT digger equipped with a powerful 'pecker' removed the old causeway wall at Compasses Bridge. (Peter Jewell)***  
***Below: The Trust's Mobile Display Vehicle is on the road again and seen here at the Merrist Wood College Summer Show on 15th May. (Julian Nowell)***



# Contents

- 4**     **Annual Meeting at Billingshurst**  
*Chairman reports “a truly exciting time”*
- 6**     **Trust News**  
*New directors, Peter Foulger retires*
- 8**     **Trust Finances**  
*We are spending heavily at the moment*
- 10**    **Compasses Bridge**  
*Four pages of pictures as traffic moves to the new bridge and the causeway disappears*
- 14**    **Whitley Manor**  
*Visiting working party opens up new views*
- 16**    **Gennets Bridge Lock**  
*Cill and bridge take shape*
- 18**    **Ageing lock gates surveyed**  
*Checking for rot at Baldwin’s Knob Lock*
- 20**    **Bramley Link Update**  
*What’s happening on Phase 1*
- 22**    **More TV filming**  
*“Escape to the Country” at Loxwood*
- 24**    **Plans for Bicentenary Celebrations**  
*A full weekend of events*
- 25**    **Working Party Roundup**  
*All the latest from our frontline teams*



**Loxwood (The Granary) Mon-Fri 9.30am-1.30pm**  
**01403 752403 ([office@weyandarun.co.uk](mailto:office@weyandarun.co.uk))**  
**Website: [www.weyandarun.co.uk](http://www.weyandarun.co.uk)**

**Shalford Office (visitors by appointment only)**  
**01483 505566 ([support@weyandarun.co.uk](mailto:support@weyandarun.co.uk))**

**Wey-South team: Julian Morgan,**  
**Geoff Perks (proofreader),**  
**Rob Searle, Geoff Thomas**  
**(Working Party Roundup)**

**Front cover: On May 14th, the Trust’s digger, operated by volunteer Andy Evans, demolishes part of the north wall of the old Compasses causeway. The new bridge is visible behind the digger.**

## Annual meeting report – a ‘truly exciting time’ for WACT

There had been unprecedented work along the canal during the previous six months the Chairman, Sally Schupke, reported to the Annual Meeting in April. Completion of the road diversion at Compasses Bridge at the end of March was a fantastic achievement and there had been good progress at Gennets Bridge Lock (GBL). It was the first time in the Trust’s history that two major construction projects had been in progress at the same time, which was truly exciting.

Sally paid tribute to Eric Walker and the TSG for their work at GBL. They had carried on despite the difficulties when others would have given up in despair. At Compasses, great work had been done by Dave Evans, Bill Nicholson and

the many other volunteers involved. There was still a lot to do, so the Trust was launching a “last push” appeal for £120,000 to pay for the completion of the bridge.

In the last year, nearly £¾million had been spent on restoration work – just short of 2008’s record figure. In the last 10 years, spending had totalled £3½million, showing the Trust is serious about what it is trying to do..

Other achievements along the canal route from south to north included:

- At Harsfold, near Wisborough Green, the Trust was looking at the feasibility of replacing the causeway with a bridge. There had been a borehole investigation of ground conditions and ecological surveys were to be carried out.
- A new orientation board at Newbridge on the A272, paid for by a grant from D’Oyly Carte Foundation, was raising public awareness of the Trust.
- Work had started in Sidney Wood with the removal of a bund across the canal. Towpath improvements and removal of another bund were scheduled for later in the year, all part of the strategy to keep the canal bed dry to avoid environmental problems.
- WACT was indebted to visiting working parties. WRG BITM had done clearance work at Whitley railway bridge, opening up views of the canal. A planning application for an orientation board for this site had been made.
- Physical progress could be seen on the Bramley Link, the third location of the three-site strategy, under the direction of Philip Oliver. The Hunt Nature Park viewing platform was opened last October and since then WRG Forestry had been busy along the edge of the new canal route in Tanglewood Farm. A visitor information centre was being planned for the park, in a high-profile position next to the A281.



***A view of the canal route through Sidney Wood.***



***The new orientation board being installed at Newbridge.***

## Remembering Jim Phillips and Peggy Gledhill

Sally Schupke began her Annual Meeting report by paying tribute to Jim Phillips, who died in January. She invited members to reflect on what Jim had achieved in several WACT posts, but particularly as Treasurer, from 1997 to 2013.

She also praised those members who had left legacies to the Trust. These legacies had been a huge help towards achieving our ambitions for the canal. "Without the fabulous legacy from Mrs Peggy Gledhill this report would have been much less cheerful," Sally added. "Peggy, if you're listening, we hope we have used your money in the way you intended – to give a real boost to the restoration of the Wey & Arun Canal."

## Trophies for exceptional volunteers

Sterling work for WACT was recognised this year with the presentation of two trophies during the Annual Meeting

The Jack King Cup was presented to Peter Marchi (pictured below) for his work on the Trust's MDV (Mobile Display Vehicle). The cup – otherwise known as the 'Eager Beaver' award, was first presented in 1982. It commemorates the owner of Paplands Farm, near Rowner Lock, where the first restoration working party on the canal took place, in 1971.



This year's John East Trophy was awarded to Membership Secretary Alan Dyer, recognising in particular the key contribution that Alan made to keeping the Trust's financial administration in good order during 2015.

Alan has spent countless hours administering the membership list, including informing members of the subscription increases and recording Milestone Club donations. The trophy dates back to 1994 and honours the first Chairman of the Wey & Arun Canal Trust.

The Quarterly Magazine of

**The Wey & Arun Canal Trust**

Registered Charity no. CC265331

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 email to:**

[weysouth@weyandarun.co.uk](mailto:weysouth@weyandarun.co.uk)

**Address changes, non-delivery, etc:** please notify the Membership Secretary at the address above or email to:  
[membership@weyandarun.co.uk](mailto: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.

© 2016 The Wey & Arun Canal Trust Ltd

Wey-South is normally published in the 2nd week of March, June, September and December. Please submit copy by the end of January/April/July/October.

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

**Issue 175**

**June/July/August 2016**



## Trust News

**A**t the Annual Meeting, Tony Coles and Richard Stephens were elected to the Trust's Board. Both were co-opted to the Board in 2015 and have already given extremely valuable service to the Trust.

Speaking at the Meeting, Chairman Sally Schupke announced that former book-keeper Katie Price had found that the role we had on offer was not quite what she expected and left by mutual agreement at the end of February 2016.

Sally gave members some very direct views on the use of volunteers and paid staff. Currently the vast majority of finance and book-keeping work is being done by volunteers – this is not sustainable in the longer term. In this and other administration areas we are on the lookout for more paid staff but experience has taught us that candidates have to share our passion for the canal project. Working for the Wey & Arun Canal Trust is not just another job and our 'head office' is a very small, lean and mean organisation. The rewards are not only financial (and let's be honest – we're a charity) but the opportunity to make a real difference.

Sally explained that sadly the Trust was short of people, whether they are paid staff or volunteers. Our crying need is for people who can take responsibility for significant jobs, not just take instructions from a manager, because our "managers" are volunteers and just don't have the time to go into the detail of everything. Here Sally explained that she was not talking primarily about our front-line restoration activities, although we could do with a few more working party leaders, but the work that will enable us to grow our organisation, improve our recognition and attract more funding and support.

Sally said that a prime example was our bicentenary celebrations; we would love to do more for our bicentenary but quite honestly we don't have vast numbers of

volunteers ready and willing to help with event organisation. So sometimes we will need to cut back and reduce our ambitions. We have to do what we can with the amount of assistance available.

Even if we had vast funds available, which we don't, "Let's employ someone" is much easier said than done. We have to find the right person and then train them in our ways of thinking and working.

If you or anyone you know might be interested in helping the Trust on either a volunteer or a paid basis, please contact Sally Schupke for an informal chat.

### Tribute to Peter Foulger

Peter Foulger retired from the Trust's Board at the Annual Meeting, after 29 years' service. The Trust would certainly not be where it is today without Peter, Chairman for 12 critical years between 1997 and 2009 and the most supportive landowner we could possibly wish for in the Loxwood area. We trust that Peter will be with us for many years to come so that we can still benefit from his vast experience and wise advice.



***Peter Foulger (centre) at the 2009 opening of the Loxwood High Street Canal Crossing.***

## Volunteers the key to success of boat operations

I am delighted to report that W&A Enterprises Limited (WAEL), the trading arm of the Trust and also the public showcase for the Trust's achievements, can report another successful year in 2015.

Turnover for 2015 was £108,828 – a 15.3% increase over the previous year. Each year, the increase may seem to be almost automatic, but I must temper expectations for the future in two areas: A dry summer – which we have not had for some time – could adversely affect the number of trips we can put on. Secondly, we have a finite number of volunteers to crew the boats, so we must get more to join us.

Gross profit was 74.8% of turnover at £81,404. Our contribution of £51,360 to the Trust represents an 18% increase over the previous year.

I wish to give credit to the entirely voluntary efforts of everyone involved in running the operational side of WAEL, including the Board of the Company and those who crew the boats. I would also like to add a big thanks to the staff at our Loxwood office.

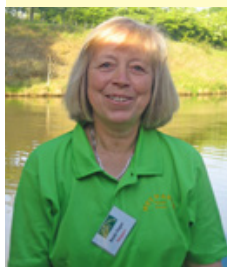
### Milestone Club Update

We are extremely grateful to members who have joined, or continue to support, our Milestone Club. Club members commit to a monthly donation on top of their subscriptions, meaning that the Trust has a reliable income from this source and can tackle projects with more confidence.

Income from the Club rose from £890 in January 2016 to more than £1,200 in May. It is so much easier to apply for grants when we can demonstrate such excellent support from our members.



**Derek Heath and Rosie Sugar have retired from the Board but intend to stay active in WAEL.**



It was only quite recently that I was appointed to the Board of WAEL and even more recently elected as Chairman and so I must give the credit for the achievements of the past year to the Board under the guidance of my predecessor, Derek Heath. Derek and our Boat Operations Manager, Rosie Sugar, both deserve particular credit, as they have actively remained key members of the Board and team even though they each moved house during the year.

In the nature of voluntary organisations, we are always looking out for able-bodied people to commit to the objectives of the Trust. Some stand out more than others so in addition to my hope that we shall see more volunteers, I should also like to thank my fellow Board member Martin Smithers for assuming a considerable part of the burden during a period of significant change for WAEL.

**James Field**  
**Chairman, W&A Enterprises Ltd**

Another predictable source of income is subscriptions, but this money is mainly allocated for staff and operating costs. We also, of course, value the donations made via the Numbers Game and Localgiving.com initiatives.

Milestone Club application forms can be downloaded from our website Members Area. You can request one to be sent to you by e-mailing [support@weyandarun.co.uk](mailto:support@weyandarun.co.uk) or by calling 01483 505566. As well as helping the Trust achieve some financial security, members benefit from invitations to special events.

## Trust Finances (Money)

Julian Morgan summarises the Trust's finances in 2015:

If I were the Financial Director of an actual profit-making company, this would be a rather gloomy report. Our formal accounts for 2015 show income of £561,000 and expenditure of £909,000 – to save you doing the sums that's a 'loss' of £348,000. But, of course, in Wey & Arun land that is great news because it means that during the year we have been able to afford to spend a large amount of money on restoring the canal – mainly on Compasses Bridge and Gennets Bridge Lock but also on expensive but essential studies for the Bramley Link.

The good news is the Trust's bank balances are reasonably healthy. Our long-serving Treasurer Jim Phillips would always say "Is the Trust solvent? Yes". Don't worry – that's still true. But in terms of the funds we have ring-fenced for current and future projects, we have very little to spare. For example, at the end of March we had about £161,000 assigned to the Bramley Link project, but our Compasses Bridge fund will be nearly empty once we have paid the latest contractors' bills. The board can shuffle funds around so that the bills get paid, but we might have to make some unpleasant decisions. This is why we are launching a "Last Push" appeal to finish the Compasses Bridge project.

I won't pretend that 2015 was an easy year for the Trust's finance team. It was the year that we really came to understand what Jim Phillips had done for us up until his retirement. We employed some professionals but, frankly, we were disappointed in what they did for us. We had to pour volunteer effort into finance and book-keeping work – and most of us would rather be out on the canal than processing payments and reconciling bank accounts. But if we don't do this work we are not running our company properly and that can have really serious consequences – look what happened to Kid's Company and a few other high-profile charities.

I'm happy to report that our book-keeping is now in pretty good shape. Our formal accounts for 2015 were prepared on time (an improvement on last year) and with very few questions from our Independent Examiner – incidentally saving the Trust some £2,000 in professional fees. Our member Roger Penny has recently joined our staff to give us some part-time administrative support. But currently your Chairman is dealing with all our invoices and payments – that is not a good use of such a valuable resource.

In the fine tradition started by Jim Phillips, your stand-in Treasurer tried to finish his presentation with a couple of jokes. These had been sent to him by someone who thought he was the Vicar of Shalford (he isn't). Most people got the first: "Did you hear about the cross-eyed teacher who lost her job because she couldn't control her pupils?" But the second seemed to leave a few scratching their heads: "This girl said she recognised me from the vegetarian club, but I'd never met herbivore."

### Special Offer to New Members

We are currently offering people who join at the Loxwood Canal Centre and pay their subscription by standing order a free standard boat trip (terms and conditions apply). Please mention this offer to your friends, relatives and anyone else who may be interested in joining.

### Autumn Meeting 2016

The Trust's board has decided that, unless an urgent need arises, there will be no Autumn Meeting (EGM) this year. This is to allow us to concentrate on the bicentenary celebrations at the beginning of October. The Trust's constitution only requires one General Meeting per year. You can of course stay up-to-date via our monthly e-newsletter, our website and *Wey-South*.



## John Smallpeice remembered

***The 21-foot narrowboat John Smallpeice was a gift to the Trust from member John Roffey in 1996. The boat's original name was Roffys; its current name commemorates the clerk of the Wey & Arun Junction Canal Company from 1813 to 1837. After fitting out in 1997, JS became the Trust's second tripboat at Loxwood. Replaced by the newly acquired Josias Jessop in 2010, JS moved to the canal's Summit Level in 2012 and was used for limited public trips in the same year and 2013.***

***JS had its fans but generally was not popular with crews and skippers. It took a while to master its tricky wheel steering and the petrol-driven outboard motor did not cope well with weeds and other debris in the canal. The boat has now been judged unsuitable for public trips and will be used as a workboat on the Summit Level.***

***Right, from top: fitting out (1997); in Brewhurst Pound (2000); near Compasses Bridge (2016). Below: inaugurating Long Meadow Winding Hole near Drungewick Lock (2003).***



## Compasses Bridge

March

25



***A critical week in the project plan for Compasses Bridge, as traffic was switched to the new bridge over Easter. Above: The road was closed from early on Good Friday morning. Below: The WACT digger lifts the old Dunsfold Park security gate out of place. Facing page above: Our contractors complete the final road surface on the new bridge (the old bridge is behind the fencing on the right). Below: On schedule, traffic uses the new bridge. The target for completion of the Compasses project is September/October this year, in time for the canal bicentenary celebrations. Project manager Tony Ford says there is also plenty of work to do to bring the canal into use towards Tickner's Heath and towards Fast Bridge. (Pictures by Roger Beazer, Julian Morgan and Dave Verrall)***













***Facing page top: A reminder of the masterplan for Compasses Bridge that Tony Ford presented to the 2013 Annual Meeting - building a new bridge alongside the existing causeway, so allowing the causeway to be demolished. Facing page below: It's April 21st 2016 and volunteers have broken up the causeway road surface (the new bridge is on the right). Above: a view showing the new Dunsfold Park security gates. Below: seen from the north side, removal of the causeway is starting. (2016 pictures by Dave Verrall).***





## Whipley Manor



***This is not a bridge! Clearance work by Waterway Recovery Group BITM (Bit in the Middle) over the weekend of 19-20 March makes it clearer how the canal and railway fitted together at Whipley Manor. The brick retaining walls you see in the pictures did not cross the canal; what crossed the canal was an unusual iron bridge between the two walls. After the railway closed (in 1965) an embankment replaced the bridge. In all the pictures the photographer is looking south (towards Loxwood). The top left picture is at the south end of the bridge, with the route of the canal on the right. The top right picture shows the north end with the canal route going towards the embankment on the left. The picture below is also at the north end and the logs are stacked along the embankment.***





## Brian's rousing band concert gets feet tapping

Rousing music filled Cranleigh Village Hall when Trust Member Brian White staged a fundraising concert in February. Brian arranged for the Bourne Concert Band, one of Surrey's most popular wind bands, to stage a performance on a travel and transport theme.



Musicians of all ages and walks of life perform for this friendly community band, which comprises some 45 members playing brass and woodwind instruments.

Their repertoire for WACT ranged from Those Magnificent Men in their Flying Machines to the Thunderbirds theme, with Coronation Scot and Fly Me To The Moon in between.

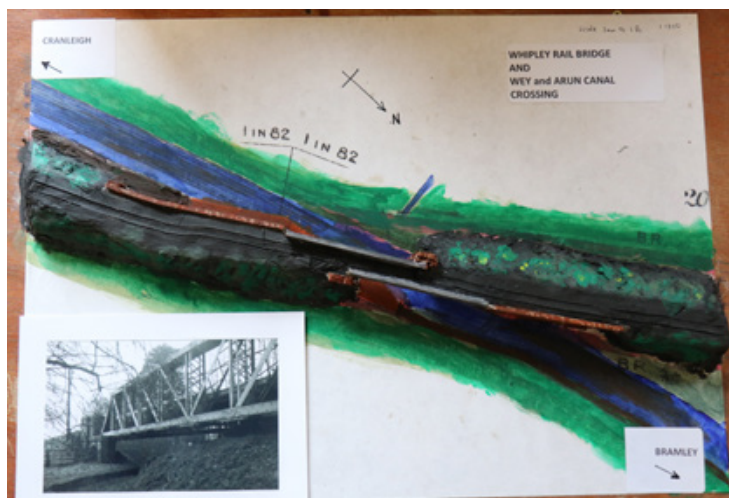
Guests included the High Sheriff of Surrey, Elizabeth Kennedy, and a former Mayor of Waverley, Councillor Liz Wheatley, who both praised the work of the Trust in speeches at the end of the event.

Brian was helped in running the concert by Rob Searle, Martin and Anita Smithers, Fanny Lines and Alison Newell.



**Above: Bourne Concert Band's musical director and conductor, Harvey Baigent, addresses the audience. Below: Brian White thanks the attendees for their support. (Photos Julian Morgan)**

Their efforts brought in £249 for WACT funds after expenses, less than was hoped but all those present agreed it was a thoroughly entertaining evening.



**Our Hon Sec Tony Tyrrell made this scale model of the Whitley Manor bridge, based on the original British Railways plans of the site. The model was on show at the Annual Meeting.**

## **Gennets Bridge Lock**

***Concrete pouring in progress to construct the top cill of the new lock. (All pictures on these two pages by Geoff Thomas)***



***Putting the “Bridge” into Gennets Bridge Lock. Top: the deck of the new bridge is on the right. Below: a first view of the bridge arch from inside the lock.***





## Stopping the rot at Baldwin's Knob Lock

Baldwin's Knob Lock (BKL) was restored for use by Spring 1993. By 1996, a tripboat service had begun to operate through the lock. The frames of the lock gates had been used previously before arriving at Loxwood, necessitating adaptations for the new use, including the addition of balance beams. Over 23 years, the gates have given good service – their planking was replaced around four years ago – but long exposure to British weather means that the balance beams have deteriorated.



Rainwater penetrates the grain of the beams' top surfaces, resulting in a paradoxical condition in which these heavy baulks of timber rot from the inside outwards. Given the high stresses generated in opening and closing the gates, there is the possibility that a beam will shear as it is swung.

The balance beams are more susceptible to this defect because – in contrast to the framing of the gates which is of highly durable greenheart timber – they are formed from oak. After more than 20 years' service, even accounting for some quite recent reinforcement of joints, the balance beams will soon be life-expired.

The rational first step in assessing the beams' suitability to continue in use was to commission expert physical investigation through use of a virtually non-invasive fine-bit Sibert decay detecting drill. This plots a graphical profile of resistance of the timber to penetration of the drill as it passes through

the beam. This investigation was carried out in mid-February by David Brooks of Decadet Timber Surveys and his process is illustrated in the accompanying photograph. His report confirmed that there are internal 'soft spots' in all four beams, the beams of the bottom gates being worst affected.

Accordingly, WACT's Council of Management (CoM) has decided that all four balance beams at BKL should be replaced quite soon. CoM is grateful that the task of identifying a suitably qualified and experienced manufacturer/installer has been taken up by Brian King, who also organised the visit of Decadet Timber Surveys.

Given the superior durability of the greenheart gate-framing it is hoped that replacement of the balance beams may achieve a further 20 years' use from the gates before complete renewal is necessary.

**Alan Johnson**  
*Technical Liaison Officer*

# Easter Bunny Boat Trips



***Good Friday had the best weather of the Easter weekend before Storm Katie moved in to spoil the fun. Clockwise from centre left: Ian Barber, Martin Smithers, Julian Morgan, Rosie Sugar and flock, Penny Bridger, Tony Rozier. (Pictures by Dave Verrall).***



## Bramley Link Update

The Environmental Impact Assessment for Phase 1 of the Bramley Link, Shalford to Gosden Meadow, was complete and had brought no unpleasant surprises, Bramley Link manager Philip Oliver told the Annual Meeting. However, the Civil Engineering Design Study – which was very late – had exposed a major problem with a gas main crossing the proposed line of the canal, which would be costly to re-route.

Land acquisition and lease negotiations were continuing and would now include the entire Gosden Aqueduct, which had two different owners and was in both Guildford and Waverley boroughs. Flood study work for Phase 1 could now be completed.

Decisions on how the canal would be routed along Gosden Meadow would be affected by the choice of the Phase 2 route, for which there were two options – taking the canal around Bramley in the Cranleigh Waters river or following the route of the Downs Link path.

If the Downs Link route was chosen, the aqueduct would have to be completely



***Philip Oliver answering visitors' questions about the Bramley Link at the 2015 Surrey County Show.***

rebuilt, as the canal would be routed across it. Philip went on to list the advantages and disadvantages of the two options.

Philip reiterated that the estimated cost of building Phase 1 of the Bramley Link was £2.9 million, of which £200,000 had been spent on surveys and planning.

### Advantages of the river route:

- A natural watercourse.
- A potential for flood alleviation.
- Good water supply.
- Visually attractive for boat users.

### Problems with the river route:

- Multiple land ownership.
- Some owners implacably against the canal following the river.
- Restricted public access, so very little towpath could be provided.
- EU Water Framework Directive restricts modification of main rivers.
- Working in water makes construction more costly and riskier.

### For the Downs Link Route:

- One landowner – Surrey County Council.
- Good public access.
- Construction would take place in the dry.
- Fewer environmental constraints.

### Against the Downs Link Route:

- Crossing Station Road, Bramley, could present problems.
- It would be difficult to maintain public access on the right of way during the build.
- Some sections of the canal would have to be single width.
- The canal construction would be complex.



## Stepping out for a floral walk to lesser-known locks

Magnificent carpets of bluebells and stunning drifts of primroses greeted some 30 members who wound their way along woodland paths to view some lesser-known sections of the canal.

The walkers were led by Canal Centre Manager Lyn Nash, with Rob Searle acting as “back-stop”, for an excursion into the countryside on the morning of the Annual Meeting.

Their route, starting and finishing at Newpound Common near Wisborough Green, took in Malham Farm, Malham Lock, The Rose Walk, Loves Bridge, Rowner Lock and Paplands Farm. The group was impressed by the condition of the two locks, original canal structures which have been partially restored. Rowner Lock was the site of the first restoration working party on the Wey & Arun Canal and is notable for having an electricity pylon straddling the canal.



***Walkers on their way to the canal through a beautiful bluebell wood. (Photos Rob Searle)***

Further up the canal another group of members were also “making a day of it” with a visit to the new Gennetts Bridge Lock (GBL), on the West Sussex-Surrey border.

Eight supporters made their way up to GBL from the Canal Centre, enjoying a commentary from Project Manager Eric Walker reflecting progress on the Loxwood Link over the last 11 years. Five more walkers joined the party at the lock, greeted by working party member Danilo Ostacchini.

The group was able to look round the construction site, with Eric and Danilo available to answer questions about the project.



***Left – walkers view the partially restored Malham Lock. Right– commemorative photos being taken on the bridleway bridge at Rowner Lock.***

## Canal gets another starring role on TV

Our beautiful length of navigable canal is to star in another TV programme, this time as an attraction which can lure people to live in West Sussex. The Trust hosted a film crew from the BBC show *Escape to the Country*, who brought along two young househunters for a canal experience.

Ruth and Chris, from South London, were welcomed to the Loxwood Link by boat group members Graeme Lewington and Martin Smithers. Graeme, with his vast knowledge of the canal and its history, gives talks about us to other organisations and is a skipper; Martin is a Director of W&A Enterprises Ltd and a member of the TSG working party.

Our representatives were questioned in the canal centre by the couple, who were taken



**Graeme Lewington steers *Josias Jessop* towards Brewhurst Lock while Martin Smithers answers questions from the househunters. (Photos Rob Searle)**

on *Josias Jessop* up to and through Brewhurst Lock. Graeme gave Ruth a lesson in steering JJ through the lock while Chris got some instruction from Martin on working the gates and paddles.

It was Martin's turn to be quizzed during the cruise, as the couple were keen to find out about the Wey & Arun and its history. Both of our people were very patient at the producer's request for retakes and questions being posed for a second or even third time from a different angle. "We've only got one camera," was the explanation.

It was a sunny late-April day when filming began, although somewhat chilly, with the canal presenting itself in its spring finery. However, a 10-minute burst of huge slushy hail while JJ was returning through the lock disrupted proceedings, leading to coats being donned and a brolly being rapidly deployed to protect the camera.

A final scene-setting cruise on the canal was curtailed by the mishap of two mini-cameras tumbling into the water after they had been positioned fore and aft of the boat. Various ways of retrieving the equipment were at first



**Martin Smithers dragging the weed rake along the canal bed to try and locate one of the mini-cameras, watched anxiously by film crew members.**

tried and failed, including trawling with a plastic crate on a rope.

Martin eventually came up with a weed rake, which proved an effective tool for dredging up the cameras. Relief all round and the producer-cameraman saved from a dip in the icy water to get his gear back. Fortunately, the cameras were waterproof and still worked.

The West Sussex episode was still being edited when *Wey-South* went to press and we are told it will be a few months before it is broadcast. The WACT segment will be around six minutes. The filming at Loxwood took around four hours and was an insight for all concerned on how TV crews do things back to front and in a different order to how the scenes are shown.

*Escape to the Country* is one of the BBC's most-watched daytime shows and our appearance should help to raise the profile of our boat operation and restoration projects.



**Above:  
lessons in  
locking at  
Brewhurst.**

**Left:  
Graeme  
answering  
questions  
in the  
Canal  
Centre.**

## Could you help in a behind-the-scenes role?

Several potential volunteers came to chat about jobs that need to be filled at a special information session on the morning of the Annual Meeting. While it is hoped several will sign up to take on support roles, the Trust still needs more people to step forward.

Restoration is progressing apace through our three-site strategy and we could do more if the resulting increase in admin work was properly tackled. We would like to fill these jobs with volunteers rather than have more paid employees.

If you are less active than you used to be but still willing to work for the Trust, there is a lot you could do. Examples of jobs to be done are:

- Helping organise the visits of our Mobile Display Vehicle (MDV).

- Supporting the fundraising team by finding extra sources of grants and donations.
- Assisting in the organisation of working parties, such as booking accommodation for visiting groups.
- Helping organise events such as official openings and our bicentenary celebrations.
- Identifying award opportunities and applying on behalf of our band of stalwarts.
- Assisting with project planning, surveys and obtaining building consent.
- Manning stands and the MDV at events from fetes to the Surrey County Show.
- Updating noticeboards along the canal.

To find out more, e-mail Sally Schupke on [sas@weyandarun.co.uk](mailto:sas@weyandarun.co.uk) or call 01483 505566.



## 200th Anniversary Celebrations 2016

**A weekend of special events to celebrate the anniversary of the opening of the canal in 1816 with events throughout the festive weekend. Below are the highlights – for booking the events marked \* please go to [weyarun.org.uk](http://weyarun.org.uk) (or see below).**

### Saturday, 1st October

**11am** Opening ceremony at Pallingham Quay Bridge

**11am-4pm** Small Boat Rally at Loxwood\*

All boats to launch from Drungewick slipway, where parking is available. Please be prepared to portage around the locks up to the Canal Centre, or beyond to Southland Lock. If you need use of the locks, please show this information on your booking form and we will contact you with the lock opening times.

The afternoon will include boat trips, children's activities and everyone is invited to dress in Late-Georgian costume, typical of 1816. Go on, we dare you!

There will be a special historical display in the Canal Centre with music from the popular band Sax'n Swing.

### Sunday, 2nd October

**11am-1pm** Small Boat Rally on the Summit section in Alfold\*

Launching details will be available nearer the date.

**Midday** Formal opening of the new Compasses Bridge by actor Penelope Keith, Patron of the Surrey Hills, followed by refreshments for all. Parking for everyone will be available at Dunsfold Park, through Compasses Gate across the new bridge. Please note that there will be no access to the celebrations via the aerodrome's main entrance in Stovolds Hill.

This celebrates the opening of the bridge, the Trust's first major construction project in Surrey. Guildford Friary Brass Band will be there to entertain you.

Barbecue lunch to be booked direct with The Three Compasses pub at £10 a head (01483 275 729) - hot dogs or burgers or vegetarian alternative with salad. This will be the only food available from the pub; the normal menu will not be on offer.

**2pm-4.30pm** Small boat rally from Gun's Mouth, Shalford, near Guildford\*

Launching details will be available nearer the date, depending on the number of bookings. The idea is to travel from Gun's Mouth where the canal meets the River Wey Navigation. The intention is to progress up to Guildford and through the town centre to the accompaniment of the bells ringing out at Shalford and St Nicolas churches – as they did for the canal opening 200 years ago.

The flotilla will take about one-and-a-half hours to travel up to Dapdune. Those who would like to take part in a shorter voyage will be able to launch at the town centre lock, which has plenty of public parking nearby.

**4.30pm onwards** Celebration tea at Sea Cadet Hall, next to Dapdune Wharf, Guildford\*

To complete our celebrations, we invite everyone to join us for a traditional English tea as a fitting end to our weekend. Please reserve places so that we can organise the catering. Book via the above web link, phone 01483 505566, or write to WACT Northern Office, Bridge End, Somerswey, Shalford, Guildford GU4 8EQ.

We look forward to seeing you.

# Working Party Roundup

## Monday Group

In February, we completed our main winter task of cutting back the vegetation on both sides of the canal in Sidney Wood, from Firtree Copse to the site of Lock 16, some 1,500 yards, which we had started in November. We 'restaked' eight gravel boards which support the towpath and spent some more time clearing the undergrowth from around the exit of culvert 2 to allow the water leaking out of it to flow more freely.

We removed a large tree that had fallen in the canal on the non-towpath side of the canal south of the Tickner's Heath road crossing. On the southern unrestored section of the canal, we have set ourselves the objective of clearing the heavily overgrown towpath bank north from Haybarn Swing Bridge to the 90-degree turn in the canal – some 500 yards – to assist the hedgelaying group and to improve the towpath for walkers. We made three visits in February and March, but work had to cease with the onset of the nesting season.

Other work during February and March included cleaning the two bench seats by the Canal Centre in Loxwood, temporary repairs to the landing stage below Brewhurst Lock, sorting out the paper for recycling in the skips at Loxwood following earlier flooding, removing the old noticeboard and replacing it with an Infopost and a new interpretation board at the Newbridge road crossing and installing an Infopost at Gennets Bridge lock.

In April, with the growing season upon us, we started on our spring/summer programme of 'keeping up appearances' at our nine regular sites – Run Common, Fast Bridge, Tickner's Heath, Southland and Devil's Hole Locks,



***The dilapidated bridge over the canal near Fast Bridge and MWWP members rebuilding it.***

Loxwood, Drungewick Aqueduct, Newbridge and Haybarn Swing Bridge. This does not, of course, preclude the group meeting other requests in the coming months!

**Contact John Empringham, 01483 562657,  
[mondagroup@weyandarun.co.uk](mailto:mondagroup@weyandarun.co.uk)**

## Midweek Working Party

The MWWP has been attracting record numbers to its sessions in the last quarter, averaging 23 and, except for the first week in March, we have had excellent weather. At the beginning of March we cleared the ditch just inside Dunsfold Aerodrome so that the new road could drain. It was a difficult task due to the wind, hail and snow. However, the job is now completed and Dave Evans's group has completed it by pulling out the tree roots with the digger.

We now have completed working at Bonfire Hanger and now have two happy landowners there. Unfortunately, the result is that the nettles are all growing up due to there being so much more light. Except for one week in April, when we planted saplings by Tickner's Heath and cleared some of the non-towpath side of the canal, we have been back to

Fast Bridge. The landowner has very kindly dropped the water level, but this has meant that the work has multiplied at least five-fold as we had no idea how many branches and trees were in the canal.

We will continue to clear this for many weeks and rebuilding the bridge over the canal, so we can get to the other side, has made our life so much easier. Above are some pictures of some of the team building the bridge. We are hoping for a good Summer to do this job.

**Contact Margaret Darvill, 01483 894606,  
margaret\_darvill@weandarun.co.uk**

## Hedgelaying Group

The team consists of six members at the moment. These 'magnificent 6' have worked hard this year at Haybarn so that, at the time of writing this, we have laid 283 yards with no days lost to bad weather this year. This doesn't mean that it has been continuous good weather though. We have had a day of light showers, floods, a very heavy hail shower with visibility going to about 30 yards for 15 minutes and two heavy snow showers on the 26th April.

We had one day left of laying in the beginning of May, which used up all of our coppice

material and took us to about 300 yards of laid hedge, leaving a further 300 yards to lay in a future season. Then we will have about two days of clearing up to finish this season off.

This quiet section of the canal has been good for watching wildlife, mainly birds but butterflies as well. The 10 groups of marsh marigolds have been stunning.

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

## Thursday and Sunday Group

Restoration is quite dependent on the weather and the ambiance and so reports on the work at Gennets Bridge Lock often reflect this. This Winter there has been no snow at the site, but it has been very wet at times.

In March, despite having a newt fence to keep them out, we had newts, toads and frog spawn in the lock, showing Spring has arrived. Heavy rain had caused the fence to be breached, so maybe that is how they got in. By the beginning of May, the number of newts etc found in the lock dropped off to tell us the early Spring had passed by. Well, we had all adjusted to British Summer Time.

In the lock, the bricklaying concentrated on the bridge abutments and the bridge parapet foundations. So on 14th February Eddie Fairman reached the top of the bridge abutment on one side and in March Geoff Thomas reached the top on the other side. These milestones cleared the way for the parapet foundation walls at the end of the lock to be brought up to a level to enable the preparations for the bridge arch to progress.

While the work in the lock was being done, the team, Brian Whibley, Len Hasler and George Mundy, under Martyn Baker, were preparing the top cill by placing the steel reinforcement and doing a lot of pressure washer cleaning.

**Brian Dunman (left) and Jason Falkner laying blocks at Gennets Bridge Lock. (Geoff Thomas)**



Their work, the concrete top cill invert, was concluded in late April. In just a few hours 40 tonnes of concrete were pumped on to the top cill and a major milestone was achieved. The concrete pump operator knew the Wey & Arun Canal Trust, for he had operated a concrete pump at Loxwood Lock while working for another company.

Our tracked vehicles, the horses, pedestrians and, in particular, the very wet weather caused the bridleway and footpath to Barberry Bridge to get a bit muddy. So, at the end of March, some cosmetic repairs were done using 40 tonnes of material.

With the bridge parapet foundations completed to a given level, the next task was to fill in between the parapet foundations, where the bridge approach ramps will go, with some 80 tonnes of DTp Type 1 compacted in at 100mm layers. With the infill in place our 13-tonne CASE excavator stood on it to put the two steel arches in place – another milestone.

The site routine at the beginning of the day is checking that the scaffolding is at the right level for the bricklayers to work from, mixing the mortar and getting the bricks ‘bumped’ out for the ‘brickies’. At the end of the day, the principal task is putting up and repairing the new fence.

For any passers-by, the tops of the bottom gate quoins, now painted black, give a good indication of the top level of the lock copings when the lock is finished. This will also be the exit level from the bridge and the restored level of the towpath, which will be about 5ft (1.5m) above what is there now. The centering frames and the shuttering to support the concrete when it is poured to form the arch were made on site at the end of April, with the shape of the



***A mid-May view of the south side of Compasses Bridge shows progress with the brick facing.***

arch visible from the towpath by early May.

This Autumn, we will be looking for hedging plants for the landscaping at GBL and back to Loxwood. Brian Whibley has started to help Keith Nichols (he of the Hedgelaying Group) growing on with a couple of hundred trees. But we need many more – any ideas?

In April, another batch of car batteries was sent for recycling, so thanks to the donors. Keep them coming! We also got a bag of domestic batteries at the end of April but, unfortunately, we can only recycle the lead versions. Look for the Pb sign.

During February there was e-mail correspondence with a gentleman from the USA who was monitoring our work in great detail on the WACT website, so you have been warned that we have no hiding place.

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

## **Northern and Summit Working Party**

Early January saw the completion of the main structure of Compasses Bridge by the contractor. The site was then handed over to the

Summit Working Party, which focused on securing the diversion of the road planned for Easter. Nominally working every third Saturday of the month, it was soon realised that more time would be required especially with Easter being early.

March was the main period of activity and a team of up to eight volunteers gave a whole week to carry out a whole range of road building tasks, from installing kerb edging and block paving to building traffic islands and service chambers. On one day, there were no less than three contractors on site as well as the volunteer teams.

Elsewhere, in the relative quiet under the bridge, the brick and block layers continued the work of cladding the bridge and building the training walls. Work over the three weeks leading up to Easter could only be described as intense. The reward was that it was all ready for the surfacing contractors to move in and complete the final surface over the Easter holiday, with the road over the canal (rather than through it!) being opened to the first vehicles on 28th March.

With Phase 1 complete, the project team led by Tony Ford and Dave Evans could relax a little – but only a little, as the first two weekends of April were booked for visiting groups KESCRG and NWPG. KESCRG did an excellent job in placing and grading top soil along the wide verge edges into which all the services had been diverted. They also planted a large number of trees and a hedge.

Down in the canal, both groups continued with the block and bricklaying – a task that will be ongoing until the Autumn. NWPG had the task of starting the removal of the causeway. The Trust's excavators and the hired six-ton dumpers made rapid work of taking off the old asphalt road and sub-base, with the latter being taken to Tickner's Depot to provide a new storage surface.

The big question was whether there were any remains of the old bridge to be found, to which we soon found that the answer was no – apart from two or three loose bricks. Martin,

the Trust's appointed archaeologist, quickly declared the excavation a history-free zone, which to some was disappointing but at least this will make the task of constructing the northern side training walls that much easier.

Looking ahead to the work for the summer, two weeks of WRG camps are booked for July, before which it is intended to remove the rest of the causeway. This will include the dismantling of the concrete side walls, which we hope can be done without making too much noise. A plan is in place.

The first job for the camp will be to cast the concrete footings for the training walls, after which work will start on the walls themselves. With the removal of the causeway, work can start on the brick facing to the northern walls of the bridge itself. The plant and excavation team will move to the Burnside to start the construction of a slipway that has been generously funded by a Trust benefactor. We also have to build a new head wall for a culvert that was put under the road close to the Three Compasses pub.

We work every third Saturday and often on other days. At the time of writing, there are still spaces left on the second week Summer Camp (9th-16th August). Booking via the WRG website or contact me.

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

## Tickner's Heath Depot

Well, here we are again - it seems only yesterday that your humble scribe was penning a missive to this august publication and bemoaning the fact that there were a lack of therms in the atmosphere. Nothing seems to have changed, and don't those upstairs realise it's supposed to be spring and with the longer days it's meant to heat up a bit.

But such is the lot of we who patrol this outpost of the W&A empire. Well, rather than complaining, I suppose I had better let you know what we have been up to at the depot.

Our last working day in January saw us decamp to the canal centre for the annual ceremony of changing the lock combination but, unlike last year, things went like a dream and all was done and dusted by the time yours truly turned up to supervise. However, I did have time to ensure our resident painter and decorator managed to complete his task with the minimum of fuss. I shouldn't really have bothered, as the team were all under the watchful eye of Lyn Nash, which was enough to ensure that we were all on our best behaviour.



***The Tickner's Heath Depot team taking a well-earned break. From left, Ken Bacon (front), John Smith (rear), Francis Wellerd and David Robson. (Mick Jones)***

After our trip into the foreign, we took advantage of a slack period and the team set its collective skills towards the task of putting in place an electrical circuit for the workshop and garage. After a lot of hard graft, we managed to finish the task in February and we now have an embarrassment of riches when it comes to light. Of course, it comes as the days get lighter, but who cares. Under

the supervision of our chief designer, Ken Bacon, the team of highly qualified electrical engineers (don't laugh) have produced a system which can only benefit future incumbents of the depot. So well done one and all (self-praise is great isn't it).

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

## The latest Numbers Game winners

**T**he WACT Numbers Game winners since the last issue of *Wey-South* were:

### **FEBRUARY – £100 first prize:**

Anthony Maughan, Horsham – 39; **£30 second prize:** Kenneth Bacon, Loxwood – 89; **£10 third prize:** Brian Jeffries, Felbridge – 159.

### **MARCH – £100 first prize:**

June Osborne Sinnock, Storrington – 58; **£30 second prize:** Richard Harverson, Ewhurst – 72; **£10 third prize:** Eddie Fairman, Kingswood – 20.

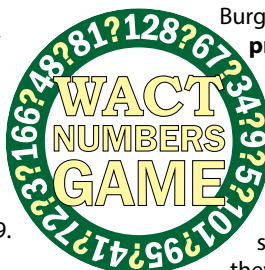
**APRIL – £100 first prize:** Ruth Wilkinson, Dunsfold – 44. **£30 second prize:** David

Burgess, Pulborough – 71; **£10 third prize:** David Probett, Crawley – 8.

The May winners will be posted in the Members Area of the WACT website.

Numbers Game members contribute £3 per month by standing order for each number they hold, helping raise a significant amount of money for the Trust.

Ask Rob Searle for an application form, by e-mail on [rob\\_searle@weyandarun.co.uk](mailto:rob_searle@weyandarun.co.uk) or by post via the Northern Office – find the address on page 3.





## Membership Report

As at 1 May 2016 we had 2,994 members. 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 thank those of you who have offered to assist with our various volunteer activities.

Barbara Adams  
Sally Adams  
Tim Adams  
Ginny Birkett  
Robert Darby  
Sylvia Darby  
Lynne Darnes  
Carol Davies

John Divine  
Giles Eyre  
Jason Falkner  
Sarah Falkner  
Mrs G Goldsmith  
Andrew Holmes  
John Lovelace  
Anne Lovelace

Bob Macey  
Breck Macey  
David Pollard  
John Sargeant  
David Sayce  
Malcolm Sheppard  
Lynne Stedman

We have learned with sadness of the death of:

Robert Adamson  
Mrs I East

Mervyn Fromm  
Frederick Kingshott

Anthony Stevens

In the last issue of *Wey-South* we announced that the membership rates have been increased. I am in the process of writing to those of you who pay your annual subscription by standing order, asking you to increase in your existing payments to the new rates. To manage the load this will be spread out over the coming year; so you will hear from me in due course.

**Alan Dyer, Membership Secretary**  
([membership@weyandarun.co.uk](mailto:membership@weyandarun.co.uk))

## Volunteers rescue Easter trips after Storm Katie

Easter Sunday evening/early Monday morning saw a violent storm sweep over the canal route. Volunteers arriving for the scheduled Easter Bunny trips found that *Wiggonholt* had broken free of its mooring ropes and was only held in place by its heavy-duty electric cable.

There was a tree and a power cable down across the canal just below Brewhurst Lock and so much water coming over the top gates of Loxwood Lock (see Kevin Baker's picture at right) that it was impossible to drain – so both directions looked impassable. Just to help, the car park started to flood and there was no power in the Canal Centre.

So were the trips cancelled? What do you take our team for? Of course not! Relocating the Easter Bunny's burrow to above Brewhurst Lock allowed some slightly shortened trips to continue with very happy passengers and around £1,100 in ticket revenues. Congratulations to all who helped to achieve this result.



## Loxwood Boat Trips – revamped with more variety

For the 2016 season, the Boat Group has taken a fresh look at the public boat trip schedule. The main aim is to offer customers a wider choice – both in the sections of canal visited and the length of trips.

Until navigation to Devil's Hole Lock became possible, the plan for weekends was a series of standard trips (don't call them 'short trips') to Brewhurst Bridge and back, then one longer trip. On Saturdays, the longer trip was to Drungewick Lock (The Enthusiast's Trip) and on Sundays to Baldwin's Knob (The Sunday Outing). The destination for standard trips was changed to Devil's Hole Lock when this section opened and from 2015 The Sunday Outing

normally headed for Southland Lock. The medium-length (around 1½ hour) trips have generally been the most popular. For 2016 the timetable is:

### Saturdays

- 12.15 Devil's Hole Lock (50 minutes)
- 1.30 Brewhurst Bridge (30 minutes)
- 2.30 Drungewick Lock (3¼ hours)

### Sundays and Bank Holiday Mondays

- 12.30 Brewhurst Bridge (30 minutes)
- 1.30 Baldwin's Knob Lock (1½ hours)
- 3.30 Southland Lock (1½ hours)

The new timetable also gives boat crews a more relaxed schedule.

## Dates for your Diary

<b>Friday 24th June *</b>	<b>Midsummer Sensation special boat trip - 7.30pm</b>
<b>Wednesday 6th July *</b>	<b>Cream Tea Voyages - 2.30 &amp; 4.30pm</b>
<b>Friday 8th July *</b>	<b>Pimm's &amp; Posh Ploughman's special boat trip - 7.30pm</b>
<b>Friday 22nd July *</b>	<b>Pimm's &amp; Picnic special boat trip - 7.30pm</b>
<b>Tuesday 26th July *</b>	<b>Cream Tea Voyage - 2.30pm</b>
<b>Friday 5th August *</b>	<b>Pimm's &amp; Posh Ploughman's special boat trip - 7.30pm</b>
<b>Tuesday 9th August *</b>	<b>Cream Tea Voyage - 2.30pm</b>
<b>Tuesday 9th August *</b>	<b>Quiz &amp; Nibbles special boat trip - 6.30pm</b>
<b>Thursday 11th August *</b>	<b>Pirates &amp; Princesses Adventures - 10.30am, 12.30 and 2.30pm</b>
<b>Thursday 25th August *</b>	<b>Pirates &amp; Princesses Adventures - 10.30am, 12.30 and 2.30pm</b>
<b>Wednesday 7th September *</b>	<b>Cream Tea Voyage - 2.30pm</b>
<b>Saturday 10th September</b>	<b>Heritage Open Days - 4-mile circular walk visiting four sites containing relics of the Wey &amp; Arun canal and Horsham &amp; Guildford railway. Meet at Shamley Green church car park at 2.15pm. Free but please book with Northern Office.</b>
<b>Sunday 11th September</b>	<b>Heritage Open days - Guided walk starting from the Gunpowder Store at Stonebridge Wharf, Shalford, along parts of the course of the canal to the former Bramley Wharf. Parking available at Broadford Business Park, Shalford GU4 8EP. Free but please book with Northern Office.</b>
<b>Saturday and Sunday 1st and 2nd October</b>	<b>Bicentenary Celebrations including official opening of Compasses Bridge (see page 24 for full details).</b>
<b>* For all boat trip information and bookings, please contact the Loxwood Office (details on page 3). Booking is essential for all special boat trips.</b>	



***Above: Over the Easter weekend, Andy Smith (white hat) and Roger Beazer (yellow hat) lay bricks on the traffic island for the new Dunsfold Park security gates at Compasses Bridge.***

***Below: On 14th April, Dave Verrall captured some unusual activity in the canal at Loxwood. Grass snakes often grow to over 3 feet long and are not venomous. Dave also took the photo of this little ship as it cruised by the Canal Centre. A type of vessel called a cutter, it is one of several craft owned by a WACT member and model boat enthusiast.***

