

WEY & ARUN



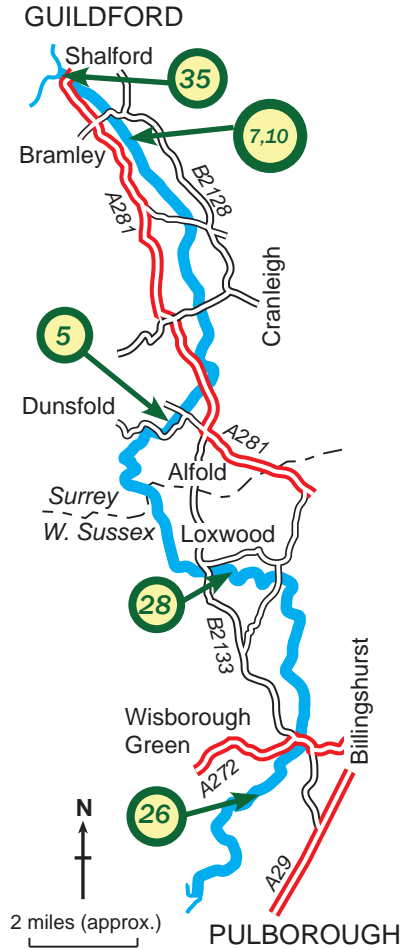
**Quarterly Magazine of the
Wey & Arun Canal Trust
Issue 201 December 2022/January/February 2023**



Volunteers have been profiling the banks of the footbridge at Tickner's Heath road crossing. Teams planted hazel, field maple and oak on the embankment of the pedestrian bridge, cleverly reusing surplus matting to act as protective guards. Improvements were also made to the footpath leading to Sidney Wood. The fine, smaller stone scalplings now provide a smooth surface more suitable for dogs and horses.

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Wey-South team:
Sue Batey (proofreader), Gill Davies,
David Jessop (proofreader),
Julian Morgan, Peter Winter
(Working Party Roundup)

Trust website: weyandun.org.uk
Facebook: [weyandun](https://www.facebook.com/weyandun)
Twitter: [@weyandun](https://twitter.com/weyandun)

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

Front cover: Brian King and his team have revived Lordings waterwheel. Its use is wholly dependent on water levels in the River Arun, which when this photo was taken by Gill Davies weren't high enough to turn the wheel. Find out more on page 26.

Autumn Meeting 2022: preparing for the future

It's been an interesting year (in a good way), Finance Director Julian Morgan told the audience as he kicked off the presentations for this year's Autumn members' meeting at Alford Village Hall. "For 2022 so far we are roughly in a break-even position - our income for the year is just slightly down on last year. However, we haven't spent so much this year because we haven't done as much restoration work – the headline story is that we've faced delays in getting permissions and the go-ahead for major restoration work and that is why we are in such a relatively strong financial position."

Spend on maintenance this year was heavier than expected (Baldwin's Knob Lock repairs were more extensive than anticipated and Brewhurst pumps failed) but the good news is that members and supporters responded generously to the Birtley Bridges appeal and the total stands at £56,000. Major donors also renewed their charitable donations, which was most welcome.

"We can fund what are doing currently – Birtley Bridges can be funded to completion – but the pipeline of work (planning permission granted or applied for) will cost at least £5m. We have to balance income and spending – it could mean some tricky decisions," Julian concluded.

Boat operations

Boat trips were suspended from July 31st and restarted with a private trip on October 19th, a break of 10 weeks. "This wasn't catastrophic however, as we do the majority of our boating business before August and hope for a good Christmas."

Julian sounded a word of caution "as a finance person" about any expansion of boat trip operations at the Loxwood section. Our reliance on having water supplies means the operation "is fragile" and without a reservoir in the Loxwood area (not a current option) we have to be realistic, he said.



On the morning of the Autumn Meeting, members got to see the current progress of Tickner's Heath Road Crossing and what's next in stage 2.

Plea from the Chairman

Chairman Sally Schupke had a stark message about the need for more volunteers in support roles – and the consequences if the situation doesn't change.

"There are lots of great ideas from members and supporters to take the Trust forward, but to put all these good ideas into action we need more people. For example, we would love to hold more events, but we don't have the manpower and few people are coming forward to help."

Manpower to run events such as meetings (the Autumn Meeting included) and boat rallies is very thinly stretched and we run the risk of these activities having to stop unless we have volunteer resources to continue them.

Sally added: "In the past we had lots of committees – special events, landowner, publicity, local authority – we don't have any of that now with just a few people covering those tasks. So my message is that if you know someone (family or friends) who can give us a hand we would be very grateful. Please email support@weyandarun.co.uk for more information."



Tickner's Heath Road Crossing

Summit Project Manager Tony Ford provided an update on the Summit activity, starting with Tickner's Heath Road Crossing project. He said the new footbridge was now open to the public, providing a safe route alongside the road as well as enabling our work to be more visible. He added: "There has been considerable progress with the excavation of the new canal cut on the north side of the footbridge and construction of the first part of the training walls on that side. The temporary diversion for Dunsfold Road (to allow access to construct the road bridge) is partially complete.

"But, and this is quite a big 'but' I'm afraid, we are still grinding through the process with Surrey County Council to get the design for the temporary road agreed and the highways legal agreement with Surrey is not yet in place. This is quite frustrating as it has been going on for a long time."

Added to this is the diversion of Thames Water's main onto the footbridge which is tangled up in its re-tendering for their framework contractor. "As a consequence we are unable to progress with any other works for the time being and activities at the compound have been scaled back," Tony said.

"Nevertheless we are pressing on with the planning application for Stage 2 and the good news is that the Common Land consent we also require has been granted. We are also involved with Forestry England, owners of Sidney Wood, as they have raised some points of access about the track. However, there is some progress to report as far as Stage 2 is concerned."

The Quarterly Magazine of

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

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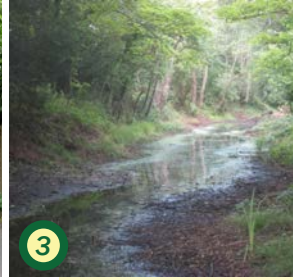
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The Wey-South team always welcomes articles and pictures for possible use in the magazine.

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December 2022/January/
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1. Fastbridge

At Fastbridge an opportunity has arisen courtesy of Dunsfold Park's new roundabout to the north and, key to this, the reduction in speed limit. "That makes it feasible to think about a diversion of the A281 onto a new bridge to the west," Tony reported. Opportunity also comes from the chance to improve countryside access for walkers, cyclists and horseriders. "What we're hoping is not only to restore the canal but to improve the accessibility to that section." Local consultations with landowners and county council are underway.

2. Elmbridge

There has been no change at Elmbridge in Cranleigh since the last report at the Annual Meeting. The plan is for highway improvements to the current single-lane road and construction of a new canal bridge, built and funded by Surrey County Council. We submitted a planning application in October 2020 and negotiations are still continuing.

3. Rye Farm

No movement here either at this 350m stretch of canal north of Elmbridge Road where a planning application is with Waverley Borough Council. "A lot of effort has been put into clearance of the canal bed and banks and we want to keep this project moving forward."

4. Desilting on the Summit

We had begun to tackle the desilting of the stretch of canal from the Thruscutt Slipway to Compasses a few years ago with

Planning applications

Following the rejection of the Rushetts/Run Common planning application, mainly on the basis that it would affect future reinstatement of the railway, we have had to rethink our proposals for this area and Bramley Link too. Tony said: "We are looking to reformulate our proposals to be more compatible with a possible reinstatement of the railway."

He also explained that the County Council's ambitions to enhance the Downs Link as a cycle route were also having an impact on current thinking. "We are increasingly of the view that the Council's aim is not wholly compatible with what we would like to see on a canal towpath, which is more of a walking, fishing, taking the dog out kind of use, not having cyclists whizzing past at speed."

the purchase of a dredger and a newly formed dredging team, but then Covid hit and the team "was furloughed". In the meantime Dunsfold Park undertook investigations of contamination across the entire aerodrome site in preparation for their "garden village" development. It was discovered the site adjacent to the slipway (formerly used for fire service practice) contained some low-grade contamination and as a result Dunsfold Park will now be the ones to remove the silt at their expense, using a national contractor. "I hope by the next meeting there will be progress to report and a specific timescale for the work," Tony said.



Water flow makes it heavy going at Birtley Bridge 2 construction site

EWG working party member Peter Winter gave a presentation on progress at Birtley, where volunteers have begun the task of constructing a lift bridge here at the canal just south of Bramley.

Peter reported that there was a lot of preliminary work required before construction of the bridge itself could begin, thanks to the need to divert a gas main and create a temporary bridleway diversion. Peter explained how the Trust's first use of a SpeedyDam (a sausage-shaped tube that is filled with canal water) helped dam the canal and allow volunteers to drain and desilt the site ready for Southern Gas Networks (SGN) to move the medium-pressure gas main.

"An interesting aspect of this site is that it is extremely wet and what we found was that



Top: Piling contractors had to battle with the soggy ground. Above: The temporary bridleway diversion looks very smart. Passers-by get a good view of the ongoing work.

as we tried to dig a trench for the gas main to go into the stuff just fell in again. All along this stretch water flows into the canal from the west, and at quite a high rate. At the area north of the old causeway it flows in at about 50 litres a minute. At the site it was 30 litres a minute."





The reinforcement for the ground beams is almost complete, but it has been a difficult task for the EWG team thanks to the constant ingress of running water from the west bank which has had to be channelled to a sump with a constantly running submersible pump. Every shift starts with pumping out water.

The solution was to hire in metal trench boxes, sink them into the canal bed and dredge out with an excavator, continually pumping out the water. Eventually SGN could lay the diverted pipes, the team completed construction of the temporary bridleway and excavation of the site could begin.

Ahead of piling contractors coming in, the team needed to create a firm base – again not easy given the water coming in – but with meshing and hardcore they were eventually able to provide the stable base. On the western side four piles were installed, and on the eastern side three piles, all 12 metres deep.

A 100mm layer of concrete blinding was then added to the base to give a solid platform on which to work and support the steel reinforcement of the ground beams. “Even with that it is spongy to walk on,” Peter added.

In order to construct the abutments an awful lot of reinforced steel work is needed, despite the site measuring just 4.5m x 5m overall. “Because it is a lift bridge there are a lot of really big forces going on within the abutments. We will probably be working on steelwork for three weeks – there is a ton of steel to go in.”

Once the steel cages have been finished the team can install the pre-made formwork panels which have been constructed at Tickner’s depot.

Following that the first concrete pour can go ahead. “One good bit of news is that Singh concrete works are close by and we talked to them and they are going to pipe the cement from their cement works straight to the site,” said Peter.

Digging into the past at Birtley Bridge 2

Work on constructing Birtley Bridge 2 has granted us the opportunity to reveal an historic structure of the canal. Alan Johnson delves deeper.

Often something of the form of civil-engineering features of disused canals can be deduced by going back through the more detailed Ordnance Survey (OS) maps. Unfortunately the canal was legally abandoned in July 1871 before publication of the first editions of OS maps at the useful scales of 6 or 25 inches to the mile, by which time many reaches of the waterway were derelict. Hence there was insufficient detail to show the type of bridge formerly at Birtley. One could only speculate on its shape; the west-east downwards slope of the site suggested it would have been difficult to accommodate the standard humpback bridge of Josias Jessop's design, while also achieving a manageable gradient on the ramped approach from the river valley to the east.

The only way to discover more was to use the excavations for construction of the foundations of the proposed new lift bridge to investigate what might remain below ground level. Following completion of the bridleway diversion and the diverted gas main, our expert consultant archaeologists Martin Cook and Suzanne MacLeod attended the site for this purpose in mid-August.

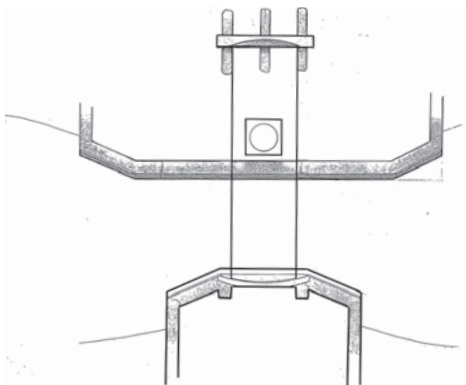
Considering the minimal physical evidence of original canal structures uncovered by excavations at Tanyard Lock (2014) and Fanesbridge Lock (2020), at Birtley we were in luck. Mechanical and hand excavation by the EWG revealed substantial remains of the canal-facing brickwork walls of the east and west abutments of the former bridge. The historic OS map notation showing that the towpath had crossed the bridge was confirmed by the excavation finding no evidence of a towpath in the bridge-hole. Fortunately Josias Jessop's April 1816 plan of the footprint of a standard 'turning bridge' for the W&A Junction Canal survives, confirming the suspicion that the Birtley canal bridge was a swing bridge.



Archaeologists at work: The aerial view of the excavation, looking north west. Photo by Martin Cook.

Investigations unearthed interesting – and unexpected – features of the former bridge. First, it became clear that the brickwork structure of the west abutment was supported on thick timber planks located below canal-bed level. By today's standards such construction is counter-intuitive because experience shows that brickwork rising from a perishable timber foundation will become structurally defective. This objection proves to be less applicable to the constructional form of historic canal structures in which timber elements – such as the wooden cills against which the lock gates close – are protected from rotting by being continually wet.

At Birtley a condition of permanent sub-surface saturation is guaranteed by the presence, parallel to the canal on its west side, of the high embankment that carried the Guildford–Horsham railway line. This mass of earth seems to act like a giant sponge, soaking up rainwater descending from Hurst Hill and discharging much of this eastwards to saturate the ground surrounding the canal.



Clockwise from top left: The north-eastern wing wall (photo by Dennis Gillen); Josias Jessop's plan for Wey & Arun swing bridges, drawn 1816; an iron stirrup, possibly part of a Sunday chain; the timber foundation revealed beneath the west abutment wall (photos by Martin Cook).

This condition of sandy, waterlogged ground has posed difficulties for EWG, but also acted to preserve the buried timbers, exposed to the air only in late summer before their removal to allow drilling of the piled foundations which will support the concrete substructure of the lift bridge. Raising the brickwork of the west abutment from a timber base was probably adopted because it was known that localised slumping of brickwork founded on soft soil could be mitigated by spreading its load across a wooden 'raft' foundation.

The second unexpected discovery was a shallow crescent of brickwork close to the north-east corner of the former bridge when an iron 'stirrup' to which was attached a short section of heavily corroded chain emerged at the brickwork's north end. The archaeologists' surmise is that this is likely a relic of a 'Sunday chain' which would have been stretched across

the canal - typically at a lock or bridge location - to discourage navigation on Sundays. In the early 19th century it was normal for the waterways to carry goods on all days of the week, though increasing religious piety from the 1830s onwards caused some companies to ban use of their navigations on Sundays, early converts to this regulation being river navigations in north-west England. At the time of writing it is not known if the W&A Junction Canal was subject to this restriction.

This article has shown that much new knowledge has been gleaned from excavations on what might have seemed an unpromising site; much more remains hidden along the course of the Wey & Arun Canal!

Alan Johnson
Technical Liaison Officer

Life on a WRG Summer Camp at Loxwood

By Bill Nicholson

The week-long Waterway Recovery Group camp in August was meant to be at Birtley, starting the lift bridge, but it was always going to be a tall order to get everything in place in time and so it was that Plan B had to come into force: to Loxwood and the navigable section.

The Trust had been given several grants: from Loxwood Parish Council and Loxwood Fete Committee to upgrade the towpaths and one from the Canoe Foundation to provide low-level timber landing stages to help canoes and paddleboards to portage around the locks.

The camp's tasks were to build up to four stages and carry out about 250m of towpath improvement work from Devil's Hole Lock towards Southland Lock. This provided plenty of variety with plant driving and carpentry being the main skilled tasks.

Four weeks from the decision to change venue allowed just enough time for the Douglas Fir (from a local timber yard) to be ordered and delivered and the risk assessments and method statements to be prepared.

Our accommodation was at Kirdford Village Hall and on Saturday morning the well-established Newbury (NWPG) camp team swung into action, moving chairs and tables, putting up gazebos for the outside dining area and storing kit, all with the aim of making as much space as possible in the main hall and back room to ensure compliance with WRG camp Covid guidelines. The team introductions and accommodation safety briefings done, we enjoyed our traditional first night BBQ ready for the week's labours.

Our team comprised our own Adam Rayner and Dave Evans, NWPG regulars plus four others – among them a new volunteer for whom this was to be his first time working on a canal. The catering team of Sue and Dave kept us excellently fed throughout the week. So to the work. We divided into two teams and broadly stayed in those for the week. The towpath team



had the use of two dumpers, two diggers and a sit-on roller and drivers rotated so that the hard graft of raking and levelling the Fittleworth stone could be shared.

The second team took charge of the landing stage construction. A timber preparation operation was set up in the site compound and the younger team members plus Dave and Adam led on the landing stages themselves. The first task was to drive the 6 x 6 timber legs into the canal bed, the original suggestion to do this with a sledgehammer being rejected by the camp leader on the grounds of average age of the team and a wish not to spend too much time with the nearby defibrillator. So Dave sourced a gadget that could be attached to a digger and which forced the reluctant posts noisily into their allotted position.

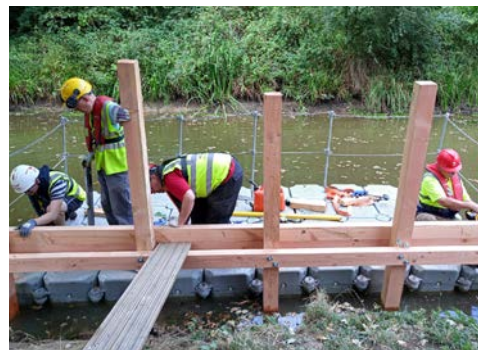
Posts in place, the fun bit of installing the horizontals, braces and deck could begin, with some working from aquadocks and others from the bank. The stage below Devil's Hole Lock was the most complex as it had decks at two heights – one for the trip boat and the other for canoes. Good teamwork and methodical working meant that by Thursday we had completed three of the landing stages, one above and one below Devil's Hole Lock and another above Loxwood Lock. The fourth, at Brewhurst Lock, was left for another day with time short and the site being some distance from our compound.



Other camp jobs included fitting new stop-planks at Rowner Lock and further towpath works at Birch Copse.

It was not all work, though. In the evenings we found time to explore the canal around Lordings Lock and visited the Birtley Bridge site, enjoyed wood fire pizzas with skittles at Wonersh Village Hall, had a quiz night and played Molky (a Finnish skittles game). Jigsaws and beer also featured heavily in our unwinding. Boat trips were off – no water.

It was a relaxed camp and while it wasn't the job planned when bidding for a camp last winter, it was fun and rewarding and we achieved a lot. We're looking forward to another next year!



In a week the volunteers managed to put together three landing stages, one of which was a double for boat crew and canoeists.



The summer camp provided an opportunity to upgrade the Loxwood towpath at Birch Copse and the section from Devil's Hole Lock to the Ifold footpath. Generous donations from Loxwood Parish Council and the Loxwood Fete Committee helped fund the materials and hiring in of kit needed. These sections were worst affected in bad weather and the improved surface should make a big difference this winter.





Visiting volunteers help us out with Loxwood tree work

We have also been lucky enough to have several weekend visits from KESCRG and London WRG volunteers in recent months, as well as a week-long WRG Forestry team visit in October, to join our regular volunteers in tackling the ash dieback problem along the canal.



Like the rest of the UK our trees have been hit hard by the disease – it is estimated that just 5% of ash trees will survive nationwide – and diseased and dying trees will need to be removed. After an independent survey was commissioned by the Trust a three-year removal plan has been put into place and tree work has been taking place at the Loxwood section from late summer into autumn and winter.

We are indebted to the visiting groups for helping us undergo this major project that will ensure the towpath and waterway remains safe for all users.





**Left to right:
Owen Sayers,
Sam Finch and
Todd Roper.**

London's Lost Route to the Sea – by kayak?

What happens when three friends - self-proclaimed Ordnance Survey nerds and passionate kayakers – get together? Answer: A mad-cap scheme to kayak the length of London's Lost Route to the Sea in just three days and in the height of summer.

"We love kayaking and are interested in the local area and its waterways," explains Todd Roper, one of the team behind the ambitious plan. "We have done quite a lot of kayaking on the River Arun at Pulborough and our idea started with us looking back at maps and tracing the route of the Arun. We'd always had a vague knowledge of the Wey & Arun Canal – I've done a little bit on foot before – but we didn't know the true extent of it. That led us to wonder how far could we get by kayak."

So it was that Todd (from Partridge Green) and team mates Owen Sayers and Sam Finch (from Steyning) set themselves the challenge of kayaking from the Thames to the sea at Littlehampton over the Queen's Jubilee weekend, keeping as closely as they could to the original route of the Wey & Arun Canal.

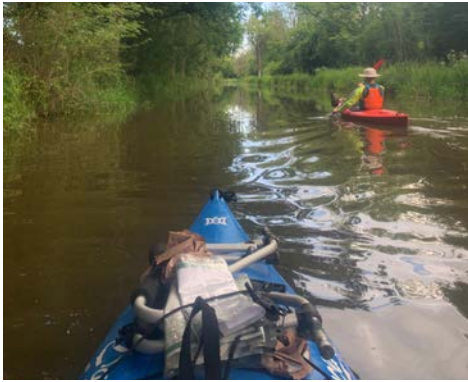
"The route we chose followed the canal as much as possible, using the Wey-South Path

where required – it was important to us we did things by the book. We mapped everything out on the OS maps and the plotted route was 58 miles. We even got access to historical maps and figured out the route the canal would have taken and contrasted with where it was now. We wanted to start at the Thames to really get the whole London's Lost Route to the Sea ticked off."

The expedition took "weeks and weeks of planning", Todd admits. They immediately realised there would be a lot of walking (and portage round locks) so had to use trolleys that could be taken apart and stored onboard their kayaks when not in use.

They also had to pack enough rations to last the trip - army ration bags for 3 days and 6 litres of water each. The empty kayaks weighed 15-20kg but add in the kit and their load came in at a hefty 35kg.

The young men's endurance was put to the test from day one when they set out on their voyage from the Thames at Weybridge, dragging their kayaks in and out of 14 locks before reaching Run Common for their first night's stop.



The explorers were faced with much more walking than paddling in the course of their journey from Weybridge to near Pallingham Quay.

Day 2 involved less kayaking and more walking, pulling their kayaks to Dunsfold where Sam sadly succumbed to heatstroke and was forced to abandon his trek. The remaining two ploughed on and made it to Loxwood, where a stop at the Onslow Arms and a refreshing paddle on the restored section revived spirits and got them to their second camping spot.

The final day also involved more walking than paddling – Todd admits there was a lot less water than anticipated (which could be due to repair works at Drungewick Lock and the very dry spring and summer.)

The duo pressed on until disaster struck at about 4pm. Close to Pallingham Quay Todd's straps from his trolley got wrapped around

the axle and ripped the valve stem out of the trolley wheel's inner tube. They came to a hissing stop and, with no puncture repair kit and both tired and sore, they called it a day.

Todd says: "We didn't quite make it to Littlehampton but we did know that doing almost 60 miles in 3 days would be a tall order. We've revisited the plan and now think it would probably take 5-6 days and we would need to carry a lot less weight – that was what really tired us out.

"I don't consider it a failure though - it was a really great trip, we learnt a lot about the history of the canal along the way. We're only 24 so still quite young and we'll keep going. We're definitely going to give London's Lost Route to the Sea another crack."

Hot foot it: Walking the Wey & Arun Canal

One of the delights of the canal is the miles of walking routes it affords, from paths less travelled to well-trodden towpaths at Loxwood. If you're a walking fan or would just like to get out more and are not sure where to start, there are plenty of sources for routes.

OS Maps

Things have moved on from having to wrestle with a folded OS map in a weatherproof pouch. Today you can buy a paper map and get a digital version alongside it to download onto your mobile phone. You'll have to set up an account on OS Maps, though, to redeem the code for your free download and log in whenever you need the digital version.

Alltrails app

This free app for iPhone and Android suggests walking trails based on your location but clever filters allow you to search walks by difficulty, length and even by scenic views. The app offers routes for running and cycling too. You'll need your mobile phone on for the duration of your walk to follow the route, unless you upgrade to the Pro version where routes can be downloaded to use offline.

Kamoot app for Android or iPhone

Another great free route finder with the added feature of turn-by-turn voice navigation to ensure you're on track. You can download individual routes or entire maps for use offline. Routes can be added by the Kamoot community and even include a guide to the *Wey-South Path*, with notes and photos of canal features, written by contributor Kit P.

Fancy Free Walks

<https://fancyfreewalks.org/>

According to the website, the name Fancy Free Walks came about because the first guides



There are miles of towpaths to explore.

were offered to passers-by with the words 'Fancy a free walk?'. Today the website features 500 walks in the south east, many taking in the Wey & Arun Canal. The bonus of Fancy Free walks is the careful, precise directions and feedback from users which keeps the walks up to date. Walks can be printed out or downloaded to access from your smartphone.

The Wey-South Path Guide and our website, www.weyarun.org.uk

We have our own walking guide, of course, in the form of the *The Wey-South Path Guide* which follows the course of the canal as closely as possible from Shalford to Pallingham. The guide not only charts the linear *Wey-South Path* route but offers 12 shorter, circular trails as well. Better still, the handy A5 book fits in a pocket and won't let you down should your phone die. It costs just £4 and can be bought online on our website or at the Canal Centre in Loxwood. We also have walking routes to download on our website.



Stepping up for the walking community

When Clare Stoner began putting photos of her walks on a Whatsapp group little did she know that the interest would lead to the creation of a Facebook group with some 12,800 members. Two years ago she founded the Walking in Sussex, Surrey and Beyond Facebook group in which members either organise or sign up for free walks – and its popularity has been astonishing.

The group's inaugural walk was along the canal at Loxwood and the waterway remains a focus for walks today. In fact, on the group's anniversary members head to Loxwood for a re-run of the first ever walk.

The key feature of the group is that it is open to everyone, regardless of age or gender. "The idea is to get people out walking and enjoying the countryside, whether it is ½ mile or 14 miles as there's a walk for all levels and abilities. What the group does is help you to explore new areas and it's sociable as well

as physical," says Clare. It's rare there's a day without a walk – weekdays there are usually 2-3 walks with 9-10 at weekends.

Clare is a big fan of the canal and one of her favourite walks is a 5½ mile route from the Onslow Arms. "I love the canal and walking by water. The towpaths are also great for people who aren't greatly fit as they are flat."

There is no charge to join walks or the group but it relies on members setting up and leading walks. "It's informal," says Clare. "There are no fees with the group, it is just reliant on people setting up walks."

There are now three admins running the group alongside Clare - Jo Pratt, Charlotte Hoffman and Dave Jones - leading the crusade to get people into the fresh air, improve their mental and physical health and have some fun along the way. You can find out more about Walking in Surrey, Sussex and Beyond by searching for the group on Facebook.

Hedgelaying alongside the Wey and Arun Canal

By Nick Baxter

‘What is this life if, full of care, we have no time to stand and stare’. WH Davies

Anyone who has enjoyed a canal holiday, or even just walking beside a canal, will know that canals slow everything down and life beyond seems especially (and often unrealistically) fast. Hedgelaying is very similar - it all happens at human speed and allows time to reflect on and enjoy the environment in which we are working.

As a team, we are indebted to the late Keith Nichols who had the foresight to set up the Wey & Arun Hedgelaying Team around two decades ago.

What is a hedge?

A hedge is a linear feature containing shrubs and trees, and while very common in southern England these are not seen very often in nearby continental Europe, which tends to have an open landscape with occasional ditches between fields. Elsewhere in the UK, depending on underlying geology, a good supply of stones allowed stone walling to be used instead.

Hedges have come about in two ways: by deliberate planting, especially following the Enclosure Acts which removed large areas of common land; and as remnants of old woodland which has been cleared - known as assarts. Assart hedges are usually more interesting floristically and may contain trees that are rarely planted in hedgerows, like limes or wild service trees.

Why hedgelay?

Hedgelaying came about to produce a stock-proof hedge, strong enough to prevent sheep and cattle from straying, using living material which did not need replacing unlike a wooden



Which billhook to use is a personal choice. This is a two-sided Leicestershire pattern billhook.

stockade. Equally importantly, hedgelaying regenerates the plants in the hedgerow, keeping it in a rapid growing, youthful stage, rather like pruning garden shrubs and roses.

Sadly, the invention of barbed wire (and later, electric fencing) saw its use decline and the art was almost lost, though more recently there has been a resurgence of interest, both as a country craft and as a way of conserving hedgerows.

What is hedgelaying?

Laying a hedge involves cutting almost all the way through an upright shoot as near to the ground as possible, leaving a small amount of bark and the important cambium tissue underneath (which comprises tubes transporting water and sugars from the roots to the shoot and visa versa). Without this small amount of tissue, the shoot would die. At this point the shoot becomes known as a pleacher, and is bent over to join others and then, depending on the style, is sometimes staked and also bound together with whippy material to make the laid hedge as strong as possible.



Top: Southern Counties hedge, with stakes and binders opposite the towpath at Loxwood.

Right: Southern Counties style hedge: double brushed with stakes and binders at Brewhurst.



What is the difference between laying and layering?

Layering is a natural form of vegetative propagation, often used in gardening to increase the number of plants. This is where a length of a lateral branch from a parent plant is tied down to touch the earth (sometimes buried) and quite often notched underneath to encourage rooting. Good examples of natural layering can be seen in the ancient yew trees at Kingley Vale National Nature Reserve, near Lavant.

Different styles

Different parts of England have different styles of hedging. In Cornwall, hedges are merely stone walls infilled with soil and rubble, which may, or may not, have trees and shrubs growing along the top! In the Midlands, West Midland Bullock hedging provides a

very strong hedge with stakes and binders for support, but also usually relies on a ditch being present on one side to protect new growth at the base.

Alongside the canal, we use Southern Counties style, which also includes using stakes and binders to support the laid hedge. In this case, the twigggy ends (known as brush) are allowed to stick out from both sides of the hedge, to protect the new growth at the base.



What happens if you do not lay a hedge?

Mechanical topping tends to produce a hedge with all the new growth coming from the previous cut line, often between one or two metres from the ground, with no new growth coming from ground level. This produces a leggy hedge which livestock can easily push through. Eventually the hedge becomes a line of lollipop bushes and as individual hedgerow bushes die out, the hedgerow becomes fragmented and is ultimately lost.

Is a hedge good for wildlife?

In the first couple of years after being laid, hedges are not ideal for nesting birds, but after about year 3 or 4 they will provide good nest sites, especially if the upright faces of the hedge are trimmed, which encourages the plant to produce dense growth. Hedges provide important corridors for plants, invertebrates and mammals to migrate along to reach other features.

What tools are used?

Hedgelaying usually involves billhooks, slashers (long-handled cutting tools) and

A hedge on Exmoor, laid on top of a stone and earth wall, with no stakes or binders. It prevents sheep from jumping the wall.

axes. Each locality is associated with its own design of tools and in the past these would have been hand-forged by local blacksmiths. Unfortunately modern tools tend to be stamped out, meaning that the cutting edge requires much more sharpening as it does not taper like hand-forged tools do. The weight, shape and style of everyone's billhook is very much a personal matter, which is why the hedgelaying team recommends newcomers try different billhooks before buying one.

Do you wish to join us?

We meet on Tuesdays across winter. No previous experience is necessary, but do not expect to start laying immediately! First we need to cut stakes and binders, then we have to prepare the hedge by removing excess growth from the front and back faces. Actual laying is the final part and the result is all down to the preparation, which necessarily takes time.

For more information please email hedgelaying@weyandarun.co.uk.

Save the date: 50th anniversary Poddle on June 4th 2023

2023 marks a significant milestone for our sponsored walk, the Poddle. It will be the 50th such event and fittingly will begin in the grounds of Petworth House - the home of Lord Egremont, whose ancestor the 3rd Earl of Egremont backed the 1813 Act of Parliament, authorising the building of the Wey & Arun Junction Canal.

The 12-mile circular walk will set off from the historic Battery House in Petworth, with the half-way lunch stop at the picturesque village of Lurgashall. As is tradition walkers will be provided with top-notch food and drink, with copious amounts of cake to keep energy levels high along the way.

The event is a significant fundraiser and the Poddle 2022 in June raised £10,000 for the Birtley Bridges project.

If you would like to volunteer some time to help with refreshments or be a route marker, please email support@weyandarun.co.uk.



The stunning landscape of Petworth House is the venue for the Poddle 2023.

Registration forms for the walk will be on our website in due course.

You're hired! Apprentice Adam joins as a permanent team member

Adam Rayner has been made a permanent member of staff following the successful completion of his 18-month apprenticeship and we are now looking to take on a second apprentice.

We were the first independent canal trust to take on a Level 3 Water Environment Worker Apprentice back in 2021, in conjunction with Bridgwater and Taunton College and will continue the scheme with a new apprentice.

Adam said he has really enjoyed his time with us and was looking forward to the future. "With the skills and experience I've gained I am now confident and capable working with the Trust, managing different aspects of the waterway and working with volunteers to progress the canal's restoration."





The Loxwood stretch suffered from low water levels over the summer when there was no rain and our licence to pump from adjacent rivers was suspended. Photo by Julian Morgan.

The age-old problem of water levels

This year our Loxwood boat trips had to be suspended between early August and mid-October because there was not enough water. We take a look at the water question now and in the past.

A lack of water in the canal is not a new issue. While we suffered this summer and boat trips were put on hold, historic accounts make reference to water shortages since the canal opened in 1816.

The initial plan to get water into the canal was simple: the canal route climbs up from the River Wey in the north and the Arun in the south to reach an 8km (5 miles) Summit Level in the Cranleigh area. All that was needed was to get water into the summit and let it pour down to both sides. The original plans from 1812 (pictured) showed two reservoirs – Vachery and Baynards – formed by damming streams, however in the end only the Vachery

reservoir was built. Vachery Pond is about 2.2km (1.4 miles) from the canal and Baynards would have been further away. The summit level itself was supposed to act as a reservoir – its depth was specified as 6ft (1.83m) rather than 4½ft (1.37m) for the rest of the canal.

So what went wrong? It seems the original engineers did not fully understand the soil conditions and the canal leaked into sandy ground, added to that every lock operation took water from the summit and water evaporated quickly in warm weather.

A number of initiatives were tried to improve the situation but none was really successful. The reservoir was dug deeper and the banks were raised; the canal lining was improved; and on advice from the engineer George Rennie in 1833, two windmill pumps were installed – at Lock 17 (Rowly, near Cranleigh) and Lock 18 (Fanesbridge, south of Bramley).

It seems the pumps never worked reliably and in 1853 the materials were sold at auction. As PAL Vine states in his book *London's Lost*



An extract from the canal plan of 1812 showing the two reservoirs. "Baynards" is incorrectly spelled as "Banyards". The small numbers on the plan refer to the landowners listed in the Book of Reference.

Route to the Sea: "Hardly a year passed when there was not some cost incurred in trying to regulate and improve the water supply".

One rather ingenious plan that never got to see the light of day was to erect a steam engine to supply water to the canal. Shareholders were loathe to spend more on the canal and the idea was duly rejected.

The water issues were never totally resolved by the time the canal was put into abandonment and they remain a consideration for our current and future restoration. Today there is no reservoir supplying the canal; Vachery Pond still exists but it is privately owned and past consultations with the landowner about using it for the canal have come to naught and the supply channel would need renovation.

On the Loxwood operational section water is lost through leakage, evaporation and transpiration through the trees. We do have licences from the Environment Agency (EA) to pump water in two places from the rivers Lox and Arun but these can be suspended if the

rivers run low, as they often did this summer, and we have to pay for the licence and for the electricity used for pumping. We do our best to conserve water by backpumping at each lock, meaning that water used during lock operation is pumped back to the higher level and reused.

We also have a significant asset unavailable to our forebears, namely the aerodrome at Dunsfold. The military builders found a simple solution to disposing of the vast quantities of rainwater which would accumulate on the runways and taxiways – they piped it into the big derelict ditch alongside which happens to be the Wey & Arun Canal. Those storm drains still discharge into the canal and this will continue when the aerodrome is eventually converted into a new "garden village".

Past engineering studies have recommended a similar solution to 200 years ago – storing water in reservoirs during the winter for use during the summer. Building a reservoir will not be easy but it may be the only way to guarantee the canal's water supply. There have been recent initial discussions with landowners and we are hopeful that a scheme will emerge in due course.

It is unlikely that we can pump more water from rivers. The whole south-east region is short of water and it is possible that we will eventually lose the existing licences, or they may become impossibly expensive.

PAL Vine surmises that some of the issues could have been avoided by digging deeper at the summit level and placing the locks at the south end of Sidney Wood closer together in a flight. "A 10ft of additional excavation would have produced a 9-mile Summit, obviated at least 7 locks and provided ample water supply." Hindsight is a wonderful thing.



Historic waterwheel given a new lease of life

Did you know we are the owners of the only working noria in the UK? To save you running to Google, a noria is a hydropowered scoop wheel used to lift water into an aqueduct. The noria in question is the waterwheel at Lordings Lock and Orfold Aqueduct, near Wisborough Green, an undershot wheel designed to take water from the River Arun and feed it into the canal.

Brian King and his team have been restoring the wheel after vandalism and deterioration rendered it unworkable, with a grant from a charitable trust funding the project. They have been working on the project since last September but, although quietly confident their fixes would work, it has been a waiting game for them to test out their engineering skills. The lack of rain this summer meant levels on the River Arun hadn't been high enough to turn the wheel – until October when after heavy rain the team were able to get the wheel in action. The result was a resounding success.

The wheel has proved something of an enigma over the decades. It was discovered by restoration pioneer Winston Harwood in complete disrepair in 1992 with no records to show its design. "No one knew exactly how it

worked," says Brian. That didn't stop Winston, for whom Brian has nothing but admiration. "I was intrigued not only by its operation but the creativity and ingenuity of its design which Winston had established, starting in 1992, resulting in him getting it operational again in 2003. I am in awe of Winston for developing it into this unique working waterwheel," he says.

How the wheel works

The canal here on the Arun Navigation is carried over the river via a three-arched aqueduct, with the waterwheel - powered by the river – designed to lift the water into the lock. The wheel is some 13ft in diameter, located in a narrow brick chamber adjacent to a larger open pit. Two separate streams come into the waterwheel: one controlled by a manually raised slide gate which admits water to the bottom of the wheel and which then flows out through a culvert under the lock.

As the wheel rotates, its 32 buckets pick up water entering from a separate stream of water from a leat gate between the pit and chamber. The buckets raise the water to 9ft at the highest point, where water is discharged down a chute and into the lock.



Top: The wheel discovered by Winston Harwood in 1992. Below: Work on the site earlier this year.

Right: Brian with YouTubers Paul and Rebecca Whitewick.



Waterwheel video hits 357,000 views

The waterwheel has become an internet sensation thanks to YouTubers Paul and Rebecca Whitewick. They were given special access to the waterwheel at the end of September and their video of the day had been seen by an impressive 357,000 people as *Wey-South* went to press.

Sadly water levels weren't high enough to run the wheel fully when they visited but their film includes footage taken by Brian of the wheel in operation.

To watch the video, entitled *A Unique Relic uncovered by an Abandoned Canal*, go to <https://www.youtube.com/watch?v=QEc925r6Kng>.

The repairs

Investigations found that the wheel's central support bolts had sheared, so were no longer able to hold and contain the stub shafts. This meant the whole wheel had dropped onto the brick base. The solution was to commission a bespoke single stainless steel shaft with associated end flanges to support the wheel, manufactured to exact sizing and fixed in place by a specialist engineering contractor.

Water had also been leaking in through the brickwork next to the River Arun, which risked the wall collapsing. The team lowered the level of the River Arun by removing the weir boards adjacent to the wheel and so were able carry out repairs and replace the rotten boards.

A specialist contractor was brought in to reweld the wheel's damaged buckets, and a new quadrant piece of stainless steel was added at the front of each to allow the water

to be held long enough until it discharges at the top of the wheel's rotation.

A Corten steel chute was introduced to convey the water from the wheel to the canal and new tubular handrails, access ladder and new brick arch for the leat were added.

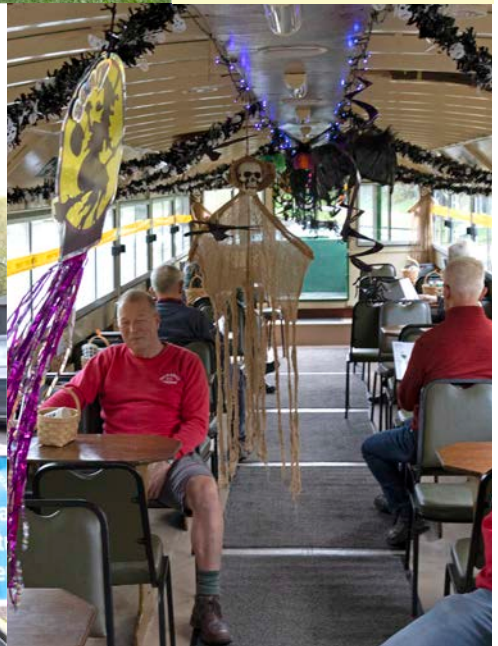
When it was operated in early autumn Brian recorded the waterwheel's throughput at 3,100 gallons per hour, running at 1.5 rpm. It is hoped to demonstrate the wheel in action in the spring - river levels permitting.



Fang-tastic Halloween trips

Double, double, toil and trouble; Fire burn and cauldron bubble... Volunteers went all out to work their magic and transform Wiggonholt into a suitably spooky venue for Halloween boat trips this year. The autumn also saw private trips back in operation and as Wey-South went to press some Santa trips had almost sold out, helping to make up for lost sales in the summer.

Below: Canal Centre volunteers Tricia Stephens, Lyn Nash and Sally Schupke; The decorated boat interior that almost spooked the crew.





Smart thinking

The lack of rainfall seen in the spring continued well into late summer and put boat trips on hold until mid-October. The inactivity on the water was too good an opportunity to let pass and so a volunteer painting team spent some time painting the saloon of Zachariah Keppel, the port side, for'd and aft areas, and the yellow rails along the top. All three tripboats have now been given a spruce-up ready for Christmas trips.

ZK was also taken out of the water for its annual inspection by the Maritime and Coastguard Agency. (Late news: ZK and Wiggoholt both had their certificates renewed for another year.)

Top: This shot of a Common Kestrel was taken close to the Loxwood Canal Centre on 21 December 2021. I'd like to say there was great skill involved, but it really was a case of right time, right place.



In raptures over raptors

One of the big nature success stories in recent years has been the growth of the raptor population. These are powerful predator birds that use gliding skills to reach a great height and then devastatingly sweep down on their prey, usually a small animal or a smaller bird. The population has started to be a problem in some areas, such as the Thames Valley, but not yet around our canal. If you are out and about on the canal route, you are quite likely to spot (or hear) a buzzard, kestrel or kite.

Red Kites are the largest of our common raptors. Their wingspan can be up to 1.65m (5½ft). They have a distinctive V-shaped tail. Buzzards and kestrels have a fan-shaped tail. They can be a little harder to tell apart but Common Buzzards are larger (wingspan up to 1.3m/4¼ft) than Common Kestrels (wingspan up to 0.8m/2½ft) and a kestrel's wings are more rounded.

Julian Morgan



Above: a majestic Common Buzzard, photographed by Liz Walker. Inset left: a Red Kite, the largest of the common raptors.

All the pictures on this page were taken in the winter months.



Gennets before and after the Monday Group treatment.

Working Party Roundup

The heat of the summer eventually subsided and in October there was sufficient water in the canal for boat trips to resume and for the PEST Group to get active. It's good to see the Canal Maintenance Unit back in action so now there will be a full complement of work parties operating over the coming months.

Peter Winter

peter_winter@weyandarun.co.uk

Monday Group

August was another busy period for the Group. In the early part of the month the banks between the Drungewick slipway and the lock were strimmed, mowed, lopped and raked. Two visits were made to the Loxwood overflow car park and Devil's Hole Lock, the former to brushcut the area and to cut back brambles and the latter to prepare for the WRG Summer Camp. Finally, the volunteers attended Rowner Lock for a much-needed tidy up, a location we hadn't visited for a long time.

All three outings in September were held between Drungewick Lock and the aqueduct site, brush cutting, mowing the bank/towpath and cutting back overhanging branches on the dry bed of the canal.

In October the group fully returned to 'keeping up appearances'. We largely completed cutting back the reeds and branches between

Drungewick Bridge and the lock, including trimming stuff on the offside of the canal as it was possible to walk across the canal in wellies.

Reading from north to south, all the 'regular' and some other sites were visited during the rest of the month and tidied up: Gosden Aqueduct, Run Common, Compasses Bridge, Tickner's roadside by the causeway, Gennets, Southland, Devil's Hole, Loxwood and Brewhurst. For a team of eight volunteers that is quite an achievement.

Nick Wood

EWG

For details of what EWG has been engaged in, please see page 7.

Midweek Working Party

MWPP has completed clearing Mill Farm. They have found and cleared two culverts and it is now very obvious where Utworth Bridge was. The canal-style bridge over the river at Mill Farm has been cleared of ivy and shows a very large crack.

Some of the group tidied up the towpath at Birtley while another group have been clearing the base and sides of the canal at Drungewick.

October has been a time for many of our volunteers to go on holiday. However, we have completed clearing the base of the canal north of Mill Farm and pulled all the Himalayan Balsam from the south side. The group has



Above: The Canal Maintenance Unit did a great job of replacing the deck of May Upton. Right: BKL is just big enough for Wasp and May Upton at the same time.



been back to Haybarn and have felled a number of ash trees and cleared most of them up and will return in November.

Hunt Park has had a great deal of attention, clearing up from where the adjacent school has installed a new fence and strimming the autumnal growth.

Margaret Darvill

Canal Maintenance Unit

The Canal Maintenance Unit has been operating every Thursday since June, under the direction of Dave Evans. After assisting with the repairs at Baldwin's Knob Lock we have been undertaking various repainting tasks at Brewhurst and Loxwood Locks, and replacing the felt roof shingles of the stop-plank shelters at Loxwood and Devil's Hole.

On two particularly hot days in August groundwork was carried out at Brewhurst in preparation for the replacement of the back pump. At the end of the month we replaced *May Upton's* deck flooring, which was in urgent need of repair. This will be beneficial to PEST and ourselves as we will be regularly using the workboats as transport.

We have been carrying out a variety of tasks such as painting the mooring bollards at Loxwood, getting ready for a clean out of Devil's Hole Lock and preparing the deck of a new bridge for Brewhurst Lock.

It was different tasks every week for us in October, including improving the ground surface around the bench at Barnsill Bridge, reed removal at Drungewick and replacement of the top lock gate walkway at Loxwood Lock.

The opportunity was taken to bring *Wasp* back to Loxwood and we found that Baldwin's Knob Lock is just long enough for *Wasp* and *May Upton* to both pass through at the same time.

Ian Lower

Boat Maintenance

With boat trips on hold in August it gave the team time to clean and paint the boats (see page 29). A new hatch handle was fitted to *Zachariah Keppel* as the wood ridge was coming loose and the hatch tracks greased to aid their smooth running. Small jobs like this improve the working of the boats for the volunteers who operate them. Ian also scraped off *Wiggonholt's* wheelchair platform from years of paint layered on rust and primed it with grey rust preventer paint.



Northern Working Party members Gordon and Stephen practising their chainsaw skills in front of trainer Rob Allen.

We have also been sorting out the programme and volunteers to arrange the slipping and survey of *Zachariah Keppel*.

David Arnold

Northern Working Party

Following the all-consuming work at Baldwin's Knob Lock, a variety of smaller tasks were carried out in August. Surface dressing was applied on sections of the towpath in the area of Baldwin's Knob and a new timber post and five-bar gate was installed on the towpath at Brewhurst.

In preparation for the visiting WRG Summer Camp, temporary compounds were erected at the Canal Centre at Loxwood and the work site at Devil's Hole Lock.

Despite the forecast of thunderstorms a contingent ventured out on the first Tuesday of September to carry out tree felling on the towpath by Loxwood Lock. As well as chipping and chopping the felled trees into logs, a trailer load of clippings was taken to Dunsfold Aerodrome in preparation for the construction of hibernacula for amphibians that are to be relocated from the canal alongside the airfield.

Due to their time out of the water during the lock repairs at Baldwin's Knob, the wooden

gate planks had shrunk considerably and needed caulking to help prevent leakage. This was a slow job, requiring about 70 tubes of sealant to treat just one side of the gates!

In October a Saturday working party met at Barnsill Bridge for more tree felling and towpath clearance. The opportunity was taken to begin training two new volunteer chainsaw operators to assist with the canal-side clearance of more diseased ash trees in the coming months.

Work then moved to Devil's Hole Lock to tackle the problem of the trip boats grounding. An impressive extended digging clamshell scoop (or 'long dangly thing', for the uninitiated!) was hired and attached to digger 'Sally' to remove silt from the bottom of the chamber.

For the last week of October, our volunteers joined a visiting party from the WRG Forestry Team. For more details see page 11.

Dave Miller

Boat Group PEST

The PEST 'clear navigation' team were back in action in October after an enforced lay-off through the summer due to insufficient water. *May Upton* and *Wasp* both benefitted from continuing maintenance and improvements with the engines of both serviced and *MU* given new decking.

With the improvements to *Wasp*, the team will be making more use of her in future taking advantage of her greater capacity, front ramp facilitating unloading and her easier handling.

The team took *MU* and worked on the pound between Brewhurst and Baldwin's Knob Locks to clear the mass of weed and floating debris from the water. Three full loads were removed and taken for disposal – it proved to be a back-breaking task, as one can imagine.

Chris Jones

Hedgelaying

As always, summer is the time for us to check that the hedges laid in previous years are still alive. I am pleased to report that all are good so far, even with the very dry weather in June and July. We now head towards a new season starting with coppicing for stakes and binders in November, then hedge preparation and laying at Drungewick slipway, relaying a hedge that had been worked on by a previous incarnation of the team about 12-14 years ago.

Last season I was approached by a local Morris group to ask if we could provide new hazel sticks to hit each other with; apparently it encourages them to dance faster and better! As we always have spare lengths of hazel from producing stakes we were pleased to help. The picture shows the Alton Morris (a mixed side) in action earlier this summer with the hazel sticks.

Nick Baxter



If you would like to receive the full version of the monthly Working Party News please email listadmin@weyandarun.co.uk.



Success all round at the Surrey Hills Wood Fair

Our own events team, Northern Working Party members plus visitors from the KESCRG group pitched in to help run our stall at this year's Surrey Hills Wood Fair.

The event is a celebration of woodland and nature organised by Surrey Hills Enterprises and one of the highlights of the year for the

Trust. Not only does the events team attend with its mobile display vehicle but we also brought a range of construction vehicles for kids to try their hand at driving.

As in previous years the 'drive a digger' experience was a smash hit with families over the two-day fair.

Membership Report

Seventeen new members joined us in the last quarter and our membership now stands at 2,943. We would like to extend a very warm welcome to the following new members:

Corinne Aves	Nicki Cashmore	Stephen Giles	Oliver Hutley
Sue Llewellyn	Keith Lyall	Todd Roper	Tanya Spreadbury
Paul & Zoe Taylor	Joelle Tommaz	Richard Vernon	Trevor Von Puttkammer
Philip Wakeling	Paddy Willis	Gaynor & Mike Wilson	

We have learned with regret of the death of:

Stuart Elms	Kenneth Bowles	Richard Husband	Frederick Partridge
John Wheeler	Tony Hodge	Geoff Thomas	Jan Spencer

For members currently paying by cheque, please can you consider changing to payment by standing order or direct debit? It would help reduce our administrative costs and effort.

John Tovell
membership@weyandarun.co.uk



This is Hunt Nature Park in Shalford in November by Julian Nowell, just one of the stunning images to appear in our 2023 calendar. You can order your calendar online at www.weyarun.org.uk for just £8.

Christmas Draw tickets are also on sale online at <https://weyarun.org.uk/raffle>. The draw will be held on January 24th, with a first prize of £200 up for grabs.

Numbers Game winners - it could be you

August: First prize (£100) number 140
second prize (£30) 33, third prize (£10) 87.

September: First prize (£100) number 2,
second prize (£30) 20, third prize (£10) 7.

October: First prize (£100) number 157,
second prize (£30) 61, third prize (£10) 50.

You could be among the lucky winners by taking part in the monthly Numbers Game. To join or to add more numbers, please email support@weyandarun.co.uk, or call 01483 505566.

Shalford guided heritage walk proves a hit

Once again we took part in Walkfest, the annual celebration of walking in and around the Guildford area, and we're pleased to say our event was the second most popular of the 39 walks offered.

The heritage walk entitled Route of the Lost Canal took participants on a journey from the origins of the canal to the present day, following a three-mile route from Hunt Nature Park to Bramley.

Walkfest takes place throughout the month of September with walks run by volunteer groups across the borough.

The Loxwood section was the focus of activity for much of September, October and the beginning of November as the major project to remove the dead and dying ash trees took place. This bird's eye view shows the WRG Forestry team in action. Photo by Gill Davies.





Join our Milestone Club

What is the Milestone Club?

Wey & Arun Canal Trust members who make a monthly donation in addition to their annual membership join the Milestone Club and receive a membership newsletter and are invited to special events.

Trust Income and Restoration

Most of the Trust's income is from unpredictable sources such as one-off donations, legacies and grants, which makes budgeting for restoration projects uncertain.

We have come a long way since the canal restoration started, but now need to accelerate our restoration efforts and capitalise on new land given or leased to the Trust.

Can you help the Trust grow its income by making a monthly donation?

If you can, please see how to join the Milestone Club on the reverse of this leaflet.



Birtley Bridge 1, near Bramley (Surrey), built by volunteers on a section of canal newly acquired by the Canal Trust

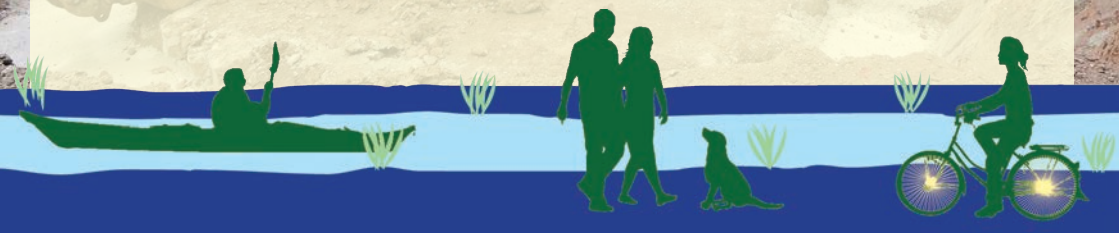
Already a Milestone Club member?

How can we keep you better informed on the progress the Trust is making and how your money is being spent?

Please share your ideas by e-mailing gordon_powell@weyandarun.co.uk.

Has your standing order been in place for a long time? Please review and update it if you can give a little more.

Registered charity number 265331



How to join the Milestone Club

Here's how to join the club and support the Trust with a monthly donation

① E-mail membership@weyandarun.co.uk with your name and address and confirm how much you would like to donate each month.

If you don't use e-mail, you can send your membership application to Milestone Club, WACT Northern Office, Bridge End, Somerswey, Shalford, Guildford, Surrey GU4 8EQ

② Set up a standing order for your monthly donation

If you use online banking, set up a new monthly payment with the following information:

To: **Wey & Arun Canal Trust Ltd**

Account number: **50961949**

Sort code: **20-35-35**

Reference: **MC and your membership number**

If you don't know your membership number e-mail membership@weyandarun.co.uk

If you don't use online banking, pop into your local bank branch and ask them to set up a monthly standing order with the information above.

Alternatively, you can call 01483 505566 and request a Standing Order form to be sent to you. If you are leaving a voice mail please remember to leave your full name and your address with postcode.

