

A large white crane is lifting a blue industrial container from a canal barge. The container has labels including 'WANDS WORTH', '10000 LBS. CAP', and 'PROCLAM'. An orange excavator is also on the barge. The background shows a grassy bank, a green fence, and bare trees under a clear blue sky.

Wey & Arun

Quarterly Magazine of the
Wey & Arun Canal Trust

Issue 186 March/April/May 2019



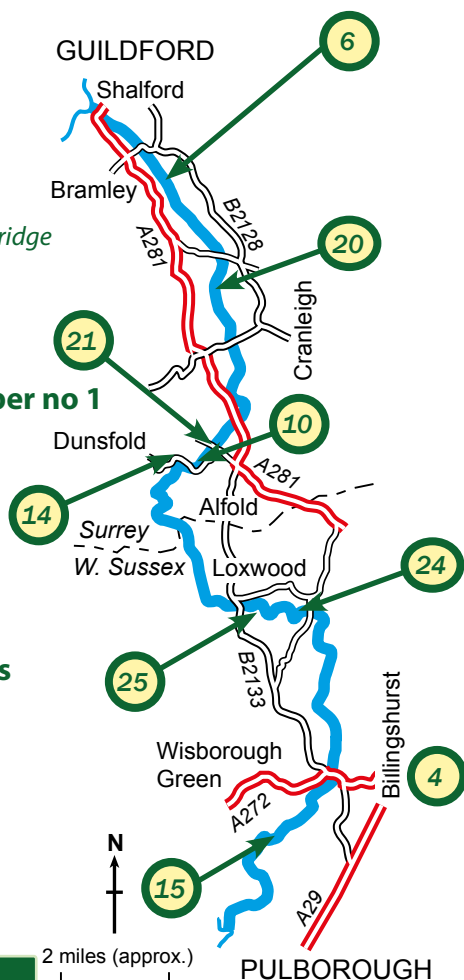
The Trust is now the proud owner of this piece of canal history. The lock gate pictured above is based on a full-size gate and was made using the original ironwork taken from an abandoned lock gate dug out of the Portsmouth & Arundel Canal, near Chichester. The wood used came from a London timber merchant, while the nails were handmade at the Weald & Downland Museum.

Creator Adge Roberts, a carpenter and local historian, spent 300 hours crafting the gate, along with fellow carpenter Roger Reed and helper Barry Chadwick, about six years ago. Despite the challenges of bringing the rusty ironwork back to life, Adge said he thoroughly enjoyed every minute of the task.

The gate had been on display at the Chichester Ship Canal heritage centre, and Adge said he was delighted the gate had now found a new home. The Trust is now considering where best to show it off.

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**Front cover: Our new dredger, part of a suite of new equipment,
makes a dramatic entrance at Compasses Bridge on 2nd February.**

Notice of Annual Meeting at Billingshurst

27th April at 2.30pm

The 46th Annual General Meeting of the Wey & Arun Canal Trust Ltd will take place at the Village Hall, Roman Way, Billingshurst, on Saturday 27th April 2019 at 2.30pm.

The formal agenda will be as follows:

1. Apologies for absence [see note 1 below].
2. To receive and adopt the Minutes of the Annual General Meeting held on 21st April 2018 [see note 2 below].
3. To receive the Chairman's Report.
4. To adopt the Accounts and Balance Sheet for the year ended 31st December 2018, together with the Directors' and Independent Examiner's Reports [see note 3 below].
5. To appoint the Independent Examiners for 2019 and to authorise the Council of Management to determine their remuneration.
6. Election of Directors. Alan Johnson, Margaret Darvill, Philip Oliver and John Talbot retire in accordance with section 42 of the Trust's Articles of Association and are eligible for re-election [see note 4 below].
7. To receive a Report from W&A Enterprises Ltd.
8. To transact any other business proper to an Annual General Meeting.
9. Date of next meeting - date and venue to be confirmed.
10. Close of formal meeting.

At this point the meeting will break for refreshments. You will have the chance to visit our displays and sales stands and to talk with project and group managers.

After the refreshment break the programme is planned to be:

1. Birtley project update
2. Drungewick Lock update

3. Tickner's Depot update
4. Summit update
5. Harsfold Bridge update
6. Presentation of the Jack King and John East Cups.

Notes:

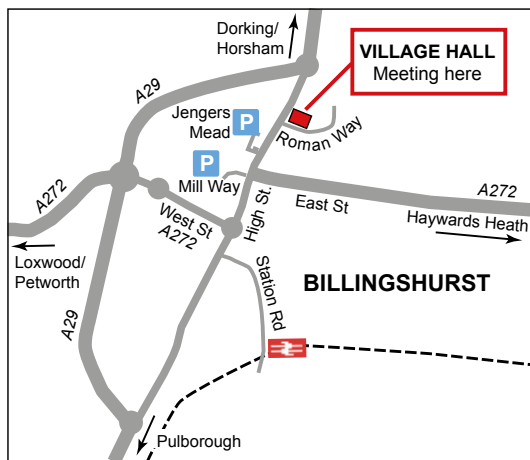
1. Apologies for absence should be supplied to the Hon. Sec before the start of the meeting.
2. Copies of the previous (2018) Minutes will be available at the meeting.
3. Copies of the Report and Accounts will be available at the meeting; if you would like a copy in advance, please contact the Northern Office (support@weyandarun.co.uk).
4. The Trust warmly welcomes new candidates for election as Directors. The formal requirements are: a) A paid-up member of the Trust must propose your election in writing (and you must agree to the proposal); b) The proposal must reach the Hon. Sec at least 14 days before the meeting – that is, by 13th April 2019 (the Secretary has a proposal form, although you are not obliged to use it).

Make a day of it

Take your pick from two organised activities in the morning of the Annual Meeting and make a day of it.

Activity 1 - Harsfold Bridge:

A short guided walk to Harsfold Bridge. The walk begins from Wisborough Green, along a track over the River Arun, to the Wey & Arun Canal. The route will take us through farmland and meadows to cross the canal at the site of the proposed Harsfold Bridge.



Billingshurst Village Hall is located in Roman Way, just off the north end of the High Street. If you are coming from the Pulborough or Loxwood/Guildford/Petworth directions, follow the A272 (Haywards Heath) direction until you reach the High Street. Turn left and follow the High Street past the East Street turning (on the right). About 200 yards after East Street and just after the Jengers Mead shopping centre (on the left), Roman Way is on the right.

If you are coming from the A272 Haywards Heath direction, turn right when you reach the High Street. Roman Way is about 200 yards on the right.

If you are coming from the A29 Dorking/ Horsham direction, follow the signs for Billingshurst centre. Roman Way is the second turning on the left after the roundabout where you leave the A29.

Activity 2 - Boating at Gennets Bridge:

Canoe on our new restored section of canal at Gennets Bridge Lock. We can now offer this short stretch to small unpowered boats, canoes and paddleboards during the morning of the Annual Meeting. Please note that access is restricted because there is no large car park, so we will need to introduce timed entries. Entries are at 10.30am and 11.30am.

Registration is required for both of these events. For further details please see the flyer inserted in this magazine, or go to <https://weyarun.org.uk/agm-2019>, or email events@weyandarun.co.uk.

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 re-opening this to navigation.

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

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

Issue 186

March/April/May 2019

Restoration update: What's next for the Wey & Arun Canal Trust

Working parties will have a lot to get their teeth into over the coming months with several projects preparing to get under way along the canal route.

The next few pages show the first phases of work being done at three sites and some of the areas ready to develop, given the required planning consents.

The plan to the right demonstrates the areas the Trust will be concentrating on: Birtley Reach at the north of the canal; the Summit at Dunsfold/Alfold; and the south, beyond Lordings Lock.



Tickner's Heath Bridge



Harsfold Bridge



Birtley Reach

Birtley Reach



The Wey & Arun Canal Trust has acquired a 900-metre stretch of abandoned canal near Bramley in Surrey. The Birtley Reach area of the canal is particularly picturesque thanks to its position on a slope between the Downs Link path above (which follows the route of the former Horsham-Guildford railway) and the Cranleigh Waters in the valley below.

The Trust is planning to create a new circular canalside walk linking to the Downs Link, providing an attractive amenity for locals and visitors.

The purchase has been made possible by the generosity of an overseas Trust member.

The project includes the construction of a lift bridge, for which planning permission is currently awaited.

Visiting working parties began work at the site in the autumn, creating an access track and fencing off the farm land surrounding the area. Regular and visiting working parties have also been tackling the fallen trees and overgrown vegetation.

Birtley Reach



A visiting working party completed 250 metres of fencing along the canal side in one weekend in January. The heavy machinery also came out to level and surface the track.



A 2.4m trench was dug by to allow the team to assess the soil structure ahead of any construction work.



More fencing was completed by weekend working party volunteers in February.



The Trust now awaits planning permission for the construction of a lift bridge. Thanks to the preliminary work, the site is now ready to go as soon as permission is granted, expected in late spring. The structure will comprise two concrete brick-faced supports built within the canal with a water span of 4.4m between the two.

Tickner's Heath: the next bridge for the Summit

Following the success of the Compasses Bridge project, we now want to do it all again at the next bridge down, where Dunsfold Road crosses the canal at Tickner's Heath.

The canal water level here is only about a foot below the road level, so the original canal bridge – demolished in the early 1900s – must have been very 'humped'. The original road was a short distance east of the present crossing and had a very sharp bend immediately north of the bridge. When the canal was filled in and the road realigned to cross on the present causeway, the bends were eased somewhat, but the crossing is still constrained by a pair of severe bends in the road, well outside today's highway design standards.

To complicate matters further, there are now several residential properties close to the crossing. And the whole area is designated as 'Common Land with no Registered Owner', which means it is not legally possible to use our favoured method of moving the road in order to make space for the bridge.

We have looked at a range of options. This included a moveable bridge (lifting or swing), but the need to install traffic light control plus the costs of repair and maintenance would make this very expensive. Our solution is not to construct a crossing in the present position, but



Top: The new bridge will be where the road rises in the centre of the photo.

Above: Volunteers have made a start on overgrown vegetation.

instead to build a new fixed bridge some 100 yards to the east and to make a short diversion of the canal to pass below the road. This also means the bridge will be at a point where the road is some 6ft higher, so we will only need to raise the road by a further 3ft.

The diversion of the canal will sweep it round into the agricultural field to the south. We are in the process of purchasing an area of the field, which will also serve as our construction compound.

The bridge will be similar to Compasses, utilising the same timber parapets and with the same 30-degree skew to

the canal. The sequence will be to divert Dunsfold Road temporarily to the south, install the piles for the bridge from road level, construct the bridge deck and re-open the road to traffic. Subsequently, we will excavate the canal diversion, then tunnel underneath the bridge deck and between the piled walls to form the bridge opening, then build the side walls prior to flooding the new route.

This is a big project and we have decided to plan it in two stages, which may be several years apart. The first is to achieve the goal of getting to the other side of Dunsfold Road. The second will be to make the connection back to the original canal on the west side of Dunsfold

1. The existing layout of the Tickner's Heath area. 2. After we have built the bridge and made the first part of the canal diversion. 3. The final layout with the canal connected fully.

Road. The final stage includes a further bridge, to take the forest track into Sidney Wood. Our aim is for this to be a brick arch bridge, similar to that at Drungewick Lane.

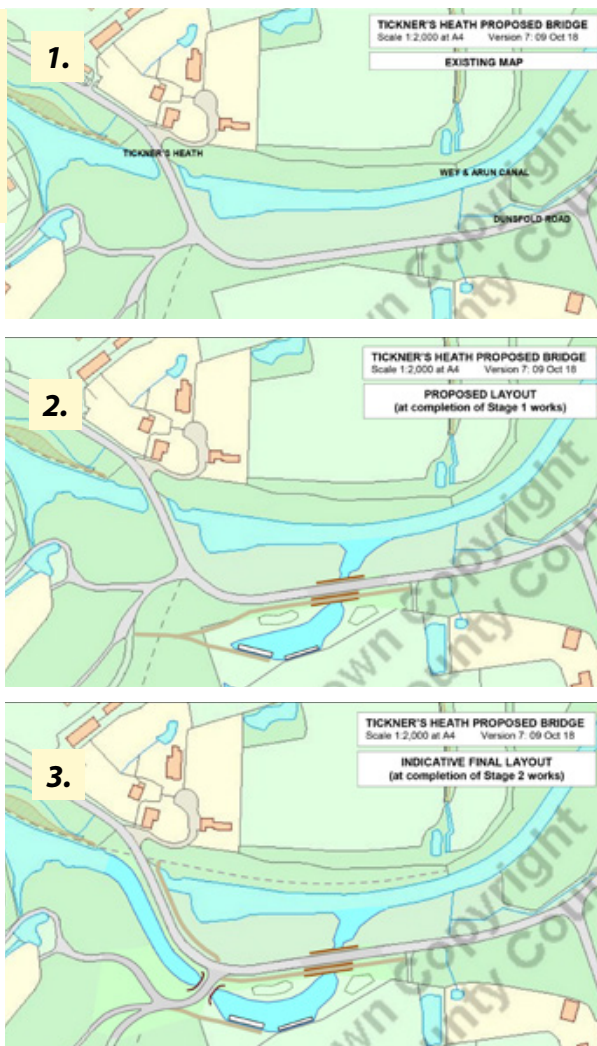
Due to the common land constraints, there is insufficient highway land to build a bridge wide enough to also take a footway, so we will be building a separate timber footbridge alongside the road bridge. The road bridge will be offered to Surrey County Council for adoption, but the footbridge will remain a Trust asset. New footpaths will be created alongside the road, connecting to the existing towpath on the north side of the canal.

Where we are now

We are waiting for the final stage of the ecological surveys, a new survey planned for spring. Our intention is to submit the planning application in May. We will also need Common Land Consent from the Secretary of State.

The Trust was successful in securing a significant sum from the legacy of the late Peter Flatter which will go a long way towards funding the works. The Tickner's Heath project will include a wharf suitable to accommodate a trip boat in the future and the area around the wharf will be landscaped and dedicated to Peter. A new level-access path will connect the wharf to the car park in Sidney Wood.

An initial start has been made on preparing the site with the thinning and cutting back



of overgrown vegetation alongside the road which was interfering with sightlines for traffic.

The project will take several years to finish. While building the main concrete bridge structure will be by paid professional contractors, almost all the other elements of this project have been designed to be undertaken by our volunteer workforce. When completed we will have overcome another of the major obstructions to re-establishing the navigation towards Sidney Wood.

Dunsfold Park Masterplan: implications for the Trust

Back in December 2016, the outline planning application for the redevelopment of Dunsfold aerodrome was approved by Waverley Borough Council. That decision was then “called in” for review by the Secretary of State, who confirmed the approval, following which the Secretary of State’s decision has itself been the subject of a judicial review. These processes have now concluded with the result that Waverley’s original decision stands and Dunsfold Park now has its outline planning permission.

So what does this mean for the canal and the Trust? The first thing to note is that the redevelopment masterplan has OUTLINE permission only. Dunsfold Park now need to work this up into a series of individual DETAILED planning applications for the particular areas of the site. So what is currently shown on the masterplan may evolve somewhat as those detailed plans

are prepared. The second thing to note is that nothing much will happen “on the ground” for the next 12 months or so while those detailed plans are drawn up and submitted. The first piece of significant construction work is anticipated to be the new link road which will provide the main entrance to the site from a new roundabout on the A281 in the vicinity of Fast Bridge.

About one mile of the canal is included within the masterplan area – from just north of



The outline permission includes about a mile of canal. The existing towpath between Compasses and Farnhurst will be widened and improved.



Tickner's Heath to just south of Fast Bridge – and some 90% of this length will be essentially unaffected by the development. The existing, straight, tree-lined canal corridor will remain pretty much as it is. The narrow woodland strip which currently separates the canal from the aerodrome will be widened by new planting and landscaping. The existing towpath between Compasses and Farnhurst will be opened for public use and we will be talking with Dunsfold Park about extending this as a

new canalside path south of Compasses to connect to the common land at Tickner's Heath. The area adjacent to and around the slipway is to become a "country park" with most areas open to public access and the remainder with "managed access" under a wildlife conservation regime. The Thriscutt Slipway and its immediate area will continue to be managed by WACT and with continued connection to the road network in Dunsfold Park.

Where the existing canal will change is through the construction of a new canal basin, able to accommodate about a dozen boats. This is currently shown immediately north of Farnhurst Bridge, although that may change as the masterplan evolves. The entrance to the basin from the canal will be to the standard Canal & River Trust design, with closure of the entrance possible so that maintenance of the basin need not affect the canal and vice versa. So far as WACT are concerned, the boat basin will be an "offline" facility, managed by others.

Also currently shown to the north of Farnhurst Bridge but again not yet finalised, is a new bridge to take the new link road across the canal. Needless to say, the Trust will be taking a keen interest in the design, appearance and construction of this.

As regards the Trust's existing infrastructure in the area, Compasses Bridge will continue to provide a secondary route into the site, but all HGV traffic will be transferred to the new link road. Farnhurst Bridge will be refurbished and re-opened to pedestrians. Tickner's Depot will be unaffected.

The canal receives a large amount of surface water from the aerodrome, which drains



The development may open up opportunities to explore how to deal with the Fast Bridge problem.

off the runways and taxiways. The drainage network from the new development will mirror this arrangement so we can expect this significant source of water to continue. Furthermore, this inflow of surface water may be supplemented by the addition of treated water discharging from an on-site waste-water treatment plant.

So, plenty to watch out for over the coming years. We will be working closely with Dunsfold Park on all these aspects as their plans get firmed up and as construction gets underway. In the meantime, the Trust's work to complete the restoration of the canal from Tickner's Heath to Fast Bridge continues unabated. We acknowledge the considerable amount of co-operation and practical assistance that Dunsfold Park provide us in this task.

One final point is that the construction by Dunsfold Park of a new roundabout on the A281 will trigger a reduction of the speed limit on the A281 from the present 60mph down to 50 or possibly 40mph. This will open up a new opportunity for WACT – to look afresh at how we might overcome the current obstruction of the canal at Fast Bridge where the main road crosses on a causeway.

Tickner's Depot



How do you solve a problem like asbestos? For the Trust the solution was to encapsulate it with a polyurethane coating at the Tickner's Depot outbuildings. Specialist contractors were brought in to spray the interiors and director Dennis Gillen (pictured) was thrilled with the result. The spaces are now not only brighter but better insulated, too.

Photographs by Dennis Gillen, Gill Davies and Martin Smithers.

Harsfold Bridge

In early 2018 the Trust obtained planning permission to replace the causeway blocking the canal route at Harsfold, near Wisborough Green, with a new bridge. The causeway carries a farm track and a public right of way.

Similarly to Compasses Bridge further north, the new bridge will remove a blockage in the middle of a section of canal. The section north of Harsfold is restored as far as Lordings, where we will need to cross the new route of the River Arun that has been created since the canal was abandoned. South of Harsfold there are no blockages until the site of Lee Farm Bridge. This is a similar farm crossing to the one that previously blocked the canal at Haybarn, where there is now a swing bridge, officially opened in 2005.

At the time of writing, we are hoping to conclude a legal agreement very soon with West Sussex County Council and the local landowners. Once this is done, volunteers will mobilise to remove the small number of trees impeding construction and create a bridleway diversion.

Bridge construction will not begin until the autumn because the local farmer's vehicles will need to use the causeway during harvest season.



Right: The causeway blocking the canal at Harsfold.
Above: At nearby Haybarn a swing bridge was opened in 2005.



Keith Nichols, 17 October 1951 – 24 November 2018

Keith Nichols had several great passions in life - dark beer, music (both prog rock and classical in equal measure) and mad humour were up there in his top three. But fortunately for the Wey & Arun Canal Trust, the real love of his life was the environment. His enthusiasm for and knowledge of canals, flora and fauna led to 30 years' dedication as a volunteer for the Trust, 16 of those as leader of the hedgelaying team, which he set up.

His love of the outdoors began as a child in Sandwich, Kent, where his father grew fruit and veg, but it took some years and plenty of different jobs before he could follow his desire to work with the countryside. Cartographic surveyor with Ordnance Survey was his first role, a job that matched Keith's eye for detail and meticulous nature, says Penny, his partner of 40 years.

First steps in volunteering

It was at that time both Penny and Keith's interest in canals began, firstly volunteering with the Cotswold Canals. Living in London meant hopping on the back of Keith's motorbike for weekend working party visits, Penny recalls. Researching other opportunities nearer to home, Keith came across the Wey & Arun Canal Trust and so the duo signed up for summer and Christmas camps. It will be no surprise to those that knew him to learn that while there Keith befriended the local landlord and often cadged a hot shower and occasional a comfier place to sleep than the village hall.

Other careers followed for Keith, joining British Rail as a driver and then a guard, a job he quit over safety concerns (Keith was never shy of putting his head above the parapet). After that came managing the warehouse for a trendy office furniture firm, but when the firm folded in the 1990s the time was finally right to follow his interest in the environment.



He put himself through a three-year countryside management course at Merrist Wood near Guildford, with six months spent with the Downlands Countryside Management Project. He impressed, winning the award for best practical student.

A stint with the National Trust Wey Navigation followed and when the pair moved to Loxwood, Keith created his first hedge for the Trust, on Peter Foulger's land, near Baldwin's Knob Lock. Penny remembers him working by moonlight to finish, so keen was he to prove his skills.

Keith's enthusiasm for hedgelaying encouraged others and under his leadership the hedgelaying group was formed. In order to carry on doing what he loved, Keith took a local job as part-time postman, fitting work around volunteering.



Keith Nichols

“Keith thoroughly enjoyed hedgelaying and made sure that everyone who came along to the Hedgelaying Group did as well, both by sharing his great knowledge but also through his idiosyncratic humour, which meant that the Hedgelaying Group, under his leadership, was like no other!

“If you knew Keith, or have only just heard about him, have a good look at the condition of the laid hedges alongside the canal next time you visit – they are a very fitting tribute to him and his long association with the canal. He is greatly missed by the team.”

Nick Baxter, Hedgelaying Group

Keith also took on hedgelaying work elsewhere, in return for a donation directly to the Trust. He became a familiar sight in Loxwood, getting to know a great many people and becoming a valued member of the community. He was even called upon to lay hedges around the village amenities, the last hedge he laid being behind the community orchard.

Keith went out the way he would have liked, says Penny – in a cardboard coffin and no plastic – and he leaves behind him a legacy that few can boast: a living tribute in the form of many miles of natural beauty, crafted with skill and respect for nature.



John Plumer Markwick: member No 1, 1940 – 2018

David Ball looks back at the life of John Markwick, a founder member of the Wey & Arun Canal Trust, who remained a member up till his recent death.

John will not be known to the majority of today's WACT members, but without him and the work he did in the 1970s and 80s, you would not be reading this magazine today.

It was some coincidence that both John and I found ourselves in West Sussex in the 1960s. We had both been inspired by Paul Vine's book *London's Lost Route to the Sea* and had independently carried out some research on the 'Old Canal (disused)' that we had found on the Ordnance Survey map of the area. This included on the ground exploration to find out what remained, and John had tried to establish a list of landowners along the canal, even sounding some of them out as to their attitudes towards a possible restoration. The response was not generally favourable.

As a result of this, in 1970 John wrote a letter to *Windlass*, the magazine of the London & Home Counties Branch of the Inland Waterways Association, to see if there was any support for an attempt at restoration of

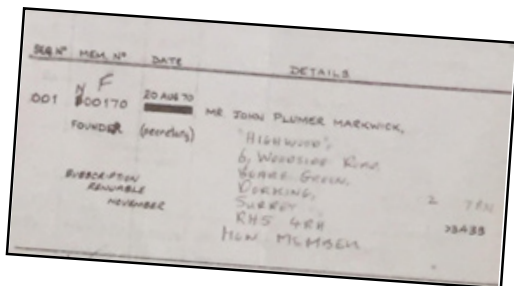
the canal. I think he also wrote a similar letter to *West Sussex County Times*.

As a result of the letters, John received responses from about half a dozen people, including Jack Mackley of Mackley Civil Engineering, following which a meeting was arranged for 20 August 1970 at Mackley's offices in Small Dole. At that meeting, the decision was taken to form The Wey & Arun Canal Society (WACS). John was appointed Secretary and Treasurer and set about creating a membership roll, enrolling himself as member No 1. A further meeting was held on 17th November 1970 at the Red Lion, Pulborough, at which I joined as Member No 9.

John was allotted the task of finding a site to work on, and arranged a meeting with the King family of Paplands Farm, Wisborough Green, whose land included a length of the canal and, most importantly, Rowner Lock. After listening to John's plan with some

incredulity, the King brothers – to John's great surprise and relief – gave permission for work to start.

**Band of brothers:
the pioneers of
the Wey & Arun
Canal restoration.
John Markwick
is pictured third
from right**



In an effort to gauge support from the wider waterways world, John had visited the IWA National Rally, held on the River Wey at Guildford, in August 1970. He was somewhat downhearted to receive a negative official response from the IWA, on the grounds that a new project would detract from two other important projects: the Kennet and Avon; and the Basingstoke. In most circles, the idea of the restoration of the Wey & Arun was regarded as a pipe dream.

Not one to give up

After initial disappointment, John received enthusiastic support from some individual IWA personalities, such as Graham Palmer, Robin Higgs and Jim Woolgar. In the event, WACS assembled its own team of active restoration members and when IWA realised that we were not poaching other resources, their attitude softened and they became supportive.

In 1971, John suggested that the new Society could do with a magazine, and it was John who came up with the name *Wey-South*.

John was involved with working parties from the start and continued in an active role throughout the 1970s and early 80s (for most part as a member of the Council of Management). He resigned as Secretary in 1973, but later became Project Co-ordinator in 1974/76 and leader of the Estates Group in 1974. He was appointed Vice-Chairman in 1976 and at that time suggested the idea of a Policy, Plans and Budget Committee. In 1982, John was appointed Policy and Resources Manager.

In 1981, John presented a controversial paper to the Council of Management on Water Resources. Although well researched, John advocated that all new locks should be rebuilt at 7ft width (instead of the original 12ft width), a suggestion that was not well received!



***Top: John pictured fourth from left.
Above: Enjoying the canal he put
so much energy into restoring.***

Around about 1983 John changed his job, which meant a move away from West Sussex and his Wey & Arun activities drew to a close. Since that time, John and his wife Maria seem to have enjoyed a rather nomadic lifestyle given by change of addresses in Christmas cards. In 2003, I met up with them for a meal in Scotland, but have not seen them since that time, although I understand that John attended the WACT AGM in 2008. Latterly, they were living at Shipley in Yorkshire.

The Trust owes a great debt of gratitude to John as an early pioneer. In those early days, we often used to muse as to whether we would see the canal restored in our lifetimes. Well, perhaps that was a pipe dream that was partially, although not entirely, achieved. Carry on the good work!



Wey & Arun Canal Trust vice-chairman Alan Johnson shows off the new information boards.

Info boards bring railway and canal story to life

The Trust has erected twin information boards along the Downs Link Path at Whitley. The interpretation boards mark the exact spot at which the former Horsham to Guildford railway crossed the canal via a wrought iron bridge.

The sturdy oak-framed boards tell the history of the canal, its current renovation progress, and the fascinating story of the bridge that once carried passengers across it. The bridge was the brainchild of the line's consulting engineer Callcott Reilly, and its design went on to be adopted as the standard for most iron or steel truss bridges in Britain.

When the then owner of Whitley Manor, William Eager, objected to the route of the line passing too close to his land it created a problem: any bridge would have to sit at a very acute angle.

The solution was to create an 80ft iron-trussed bridge, which Reilly used to test out his theory that such bridges could be

constructed with rigid joints instead of pin joints formerly used.

The bridge was in use for almost 100 years, but was sold for scrap when the Horsham to Guildford railway was shut in 1965 under Beeching's restructuring of the railways.

Signs of the bridge still exist today and in 2015 Wey & Arun Canal Trust volunteers excavated the area, revealing some elements surviving below ground.

Wey & Arun Canal Trust vice-chairman Alan Johnson led the project to erect the noticeboards. He said: "We hope the information boards give the public an idea of just how much the canal has shaped the local area. While the railway may be gone, the canal is coming back to life via the dedication of the Trust and its volunteers."

The boards were made possible thanks to donations from volunteers and the D'Oyly Carte Charitable Trust.



The Trust's latest addition to its fleet arrived on a cold February morning. Getting the two (secondhand) barges, tugboat and dredger into the canal at Compasses Bridge was no mean feat, given the dredger weighs in at 19 tonnes and the barges span 12 metres. The boats were bought from Land & Water Plant Ltd and the civil and environmental engineering experts organised the transfer, involving several lorries and a 250-tonne crane with a 34-metre boom.

Trust volunteers lent a hand skippering the tugboat which was used to push the barges out of the way, and organising the safety of the many onlookers gathered for the spectacle. Desilting of the stretch from the Thriscutt Slipway to Compasses Bridge will now begin.

Right: Summit Project Manager Tony Ford; Summit Site Supervisor Dave Evans; and Land & Water Director Richard Maclean toast the new arrivals.



Pictures by Julian Morgan, Julian Nowell, Stephen Batey and Gill Davies.

Volunteers in the spotlight

Roger Beazer, Mobile Display Vehicle Manager

Roger Beazer certainly gets around. On behalf of the Trust, he and the Mobile Display Vehicle (MDV) clocked up 16 appearances across Surrey and West Sussex last year, spreading the word about the Trust's work at everything from village fetes to festivals and farmers' markets.

It's a role he clearly relishes. "Every one of these events is important as we get to talk to people about what we're doing," he says. He admits the public are often sceptical about the idea that the Trust can eventually restore the entire canal – 'That's impossible!' they say. That is, until Roger takes them through the achievements so far, the ongoing projects and shows off the photos and maps of past work that adorn the walls of the MDV.

Changing attitudes

It's clear Roger gets a lot of satisfaction from seeing their reactions change from disbelief to enthusiasm for the cause. "Most people then say how impressed they are," Roger admits.

The MDV not only plays an important role in educating the public, but is a great way of recruiting volunteers. "Many people have the impression that it's all just manual physical work, but we make them aware of the varied range of opportunities that are available, such as hedgelaying, maintenance, boat crew, administration and yes, all the manual tasks."



Roger himself got involved after developing an interest in canals through boating holidays. After moving to Cranleigh he signed up for Dave Evans' third Saturday in the month group. While still enjoying the physical side of restoration, Roger – with his background in sales and marketing – decided to offer his services to manage the MDV.

He is assisted at events by a small band of volunteers, but could do with more to extend the number of places the MDV gets to. The perks are good – free entry to a wide range of attractions plus meeting a variety of people..

The MDV is easy to set up – it simply unfolds – but does need towing to events, and help here is always appreciated. The Trust has use of a vehicle specially for this, or you can use your own, and specialist training will be provided.

If you think you could help, please email Roger at roger_beazer@weyandarun.co.uk.

Look out for the MDV in the next few months at: Saturday 23rd March Billingshurst Showcase; Tuesday 2nd April Guildford Farmers Market; Saturday 8th June Loxwood Village Fete; Saturday/ Sunday 15th/16th June Wings & Wheels; Sunday 30th June Cranleigh Show; Saturday 13th July Fete in the Park.



A series of Volunteer Taster Days, held in January, February and March, have helped to bolster working party numbers. The taster days gave those interested a chance to meet current volunteers and find out more about the opportunities available and the many benefits volunteering with the Wey & Arun Canal Trust brings.

Join our sponsored walk through stunning scenery

The 2019 Poddle will this year begin and end in Bramley Village Hall on 2nd June, taking in some of the best scenery in Surrey.

The route will lead to the Downs Link and the newly acquired towpath through Birtley, which thanks to the work of volunteers is now cleared showing off the beauty of the area.

The walk continues across farmland to Shamley Green Church and through woodland to Farley Green, where lunch is provided. After lunch we will return to Bramley via Albury Heath and Blackheath for tea and cake. The route is about 12 miles



in total with the afternoon being slightly shorter. It is possible to do just the morning or afternoon and there will be transport to return you to your car. Friends and family are all welcome.

A sponsorship form and more details can be found in a leaflet inside this magazine.

Boat inspection

It was Wiggonholt's turn to head to dry land at the end of last year for the annual MCA inspection – not easy as WH weighs in at 20 tonnes.

Each year one of the boats has to be taken out of the water for examination by MCA surveyors and the boat group enlisted the help of Peter Foulger's tractor for the delicate operation at Drungewick Slipway.

Both ZK and WH were inspected by Senior MCA Surveyor Captain Adam Stratford, who reported five actions for ZK and six for WH, a good result.

While WH was in dock, maintenance manager David Arnold, along with helpers Alison James, Peter Snelling, Ian James and Derek Heath, took the opportunity to pressure wash the boat's bottom and blacken its hull.



Left a bit, right a bit: getting WH into place on the slipway took a great deal of skill





Santa cruises

A successful winter season for boat trips kept the Special Events team busy in December and the start of the year.

The total number of passengers for the festive trips hit 1001, of whom 742 attended the Santa trips (including Santa for the Grown-ups). Some 19 Santa Specials ran over five days during the festive period, and the mild weather was a welcome change from previous years.

The crew also broke its record for the earliest booking for the following Christmas season, made on New Year's Eve.

Photographs by Julian Nowell and Dave Verrall.

Wildlife to spot in spring

During spring, trees burst into bud and leaves begin to unfold. Blackthorn blossom can be seen along the canal corridor, followed later by Hawthorn blossom. Some of the first flowers to appear are wood anemone, lesser celandine and primroses, then bluebells and wild garlic. Along the canal bank at Loxwood, marsh marigolds and cowslips can be seen.

Birds are now pairing up for the breeding season and building their nests. Listen out for the bird dawn chorus getting louder. Many of the winter migrant birds are now leaving, while other birds are arriving.

The first butterflies are beginning to appear – look out for Brimstone, Comma, Orange Tip, Peacock and Red Admiral. Queen bumblebees are active looking for a place to nest and the first damselflies can be seen during April and dragonflies from May onwards.

Frogs and toads have come out of hibernation so watch for frog and toad spawn. Frog spawn is laid in big clumps of jelly, while toads lay long strings of eggs. On a warm spring day, you may be lucky to spot an adder or grass snake basking in the sunshine.

Dave Verrall
dv@weyandarun.co.uk



Clockwise from top left: A male red-eyed damselfly will appear during April; the hairy dragonfly can be seen from May; a comma butterfly is named after the white marking on its underside; a male orange tip butterfly will enjoy the opening bluebells; cowslips are some of the earliest spring flowers; goldfinches are now a common sight in the south of England.



Working Party Roundup

Proof that the Wey & Arun Canal restoration has become one of the major such projects in Britain comes from the fact that the Waterway Recovery Group (WRG), the restoration arm of the Inland Waterways Association, has allocated no fewer than three separate week-long work camps to this canal for Summer 2019.

The camps provide a low-cost working holiday on which participants can get down and dirty, learn new skills and see a different part of the country, as well as enjoy a week's socialisation. Traditionally the camps were aimed at students, but now attract a wide cross-section from all ages and backgrounds. Accommodation is generally in a village hall or similar, with basic, home-cooked meals provided, and usually a local pub to provide further recreation. Camps have become better organised and equipped, with luxuries such as portable showers and on-site welfare cabins.

Newbury Working Party Group (NWPG) and Kent & East Sussex Canal Restoration Group (KESCRG) are each in charge of one of the camps; at the time of writing leaders and cooks for the third camp were still being sought. If you, or anybody you know, would be interested in attending any of these go to www.waterways.org.uk/wrg/canal_camps.

You don't need to go on a camp to learn new skills. WACT has recently begun volunteer taster days, where prospective volunteers can get a taste of what is on offer and get an introduction to skills such as dumper driving or bricklaying, with the idea that you can join a regular work group to learn more. The three days held between January and March were very successful.

We were very sorry to learn of the loss of two people at the end of 2018. John Markwick was around at the beginning of the Trust's long history, and is often credited with founding the Trust. He would no doubt be overjoyed to learn that we have now purchased our own

length of canal, as well as our own equipment to carry out serious dredging – things that would have been a far-off hope back then.

Closer to home, as far as the Working Party pages were concerned, was Keith Nichols. It was Keith who introduced the ancient art of laying traditional hedges to the Wey & Arun Canal. His love of nature, his quirky approach to life and unique sense of humour were well known to readers of *Wey-South*. Keith is irreplaceable, but we are glad to learn that the Hedgelaying Group that he built up is to continue, with Nick Baxter as leader.

Up to date information can be found in the Working Party News email newsletter. WPN can be sent straight to your inbox at the beginning of each month, you can view the current issue and back numbers on the Trust website, or if you prefer paper copies these are sent out by the Loxwood office. Just email listadmin@weyandarun.co.uk, or send a supply of stamped addressed envelopes to the office (see page 3).

Bill Thomson

Monday Group

Rather unusually for Monday Group, in November and December we concentrated our efforts on working with Kev Baker on the restored section, writes *Nick Wood*.

Firstly, we cleared between Drungewick Lane Bridge and the lock, removing debris from the towpath following tree removal and trimming on the non-towpath side by contractors and MWWP. We also tidied up around the heavy plant crossing at Drungewick Aqueduct.

We then shifted our attention to the section between Baldwin's Knob Lock and Barnsill Bridge, once again brush and hedge-cutting on the towpath side and around the winding hole, together with 150 yards south on the other side of the canal. This is in preparation for raising the bank on this low-lying section.

Further work with Kev involved giving the hedge on the non-towpath side of Loxwood

Lock a haircut and commencing cutting back the vegetation on the riverside towpath bank between Loxwood and Devil's Hole Locks to facilitate the tracing of a leak in the canal.

We also made two visits to the common land at Tickner's Heath, supporting the work by the Summit Working Party. This involved clearance of the undergrowth and roadside in very early preparation for the potential new bridge construction on that site.

Finally, we had three sessions in Sidney Wood, a regular winter commitment of ours, to tidy up both sides of the canal between Firtree Copse and Lock 16. We shall need two more visits to complete all of the 1,500 yards.

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

Midweek Working Party

The last two months of 2018 saw the main group working in only two places: Haybarn and Birtley. However, smaller groups were hived off to work at other sites.

Four of the group beavered away for three weeks with Alan Johnson, removing a tree trunk on the Bramley side of Gosden Aqueduct. Two other group members spent three weeks clearing both sides of the canal between the Thriscutt Slipway and Compasses Bridge with brushcutters, so that silt removed from the canal bed by the new dredger can be placed on the banks.

Meanwhile, the main part of the group started work on cutting the hedge and clearing vegetation to the south side of the swing bridge at Haybarn. This is a mammoth job to be done manually as the present towpath is not sufficiently wide in places to take a tractor.



Some of the MWWP taking a well-earned break and enjoying the winter sunshine.

The year ended with clearance of the area south of Birtley Bridge, removing laurels, small alders and willows. Much of this growth had not been touched for over 20 years, but has now been opened up so that from the bridge you can now see the canal in both directions; it is such a pretty area.

2019 began busily with 28 MWWP volunteers out on one Wednesday, working south from Gennets Bridge Lock. There is now a wonderful view from the bridge.

The group continued its work at Birtley – there is now a long stretch of clear, watered, tree-lined canal visible from the bridleway crossing, and with the sun shining it looks beautiful.

The group then returned to Haybarn to finish cutting the hedge and clearing the excess vegetation on the stretch from Lee Farm Lock to the causeway, then repeating the exercise in the other direction, between the causeway and the swing bridge. This is proving a long job, even with the many volunteers MWWP enjoys.

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

Hedgelaying Group

It is with great sadness that we report the death of Keith Nichols. Keith was the

Hedgelaying Group founder, leading the Team for 14 years with great success, although, sadly, I only joined him for the last five seasons. To us, he was the ultimate Heckengruppenführer. For a proper insight into Keith and his considerable contribution to the Trust, turn to page 16.

In the last quarter, we have been pleased to welcome four newcomers to the delights of hedgelaying. A further three potential participants met us on site on the first Volunteer Taster Day towards the end of January. Unfortunately, they arrived just as we stopped for lunch, so they probably think we do nothing but eat and drink tea. Perhaps we should make our breaks shorter (ha ha)?

At the end of January, we completed laying the hedge at Haybarn, north of Pulborough, a total length of more than 500 metres running northwards from the swingbridge, and all previously planted by the Trust as a new hedge. This has been laid over three seasons (in between laying other hedges), so visitors can see how the hedge has responded over this period, with different growth rates - yes, it does still grow after we have laid it! I estimate that we have used 1,100 stakes and 1,100 binders for this hedge - all cut by the Hedgelaying Team from local hazel coppice before laying can commence - quite a task,

As always, my thanks to the team, both for their input, their friendliness, and for their willingness to train new hedgelayers. We next move on to more coppicing, in readiness for laying a section of hedge near Brewhurst Lock, before stopping when the bird nesting season starts. Prospective, or experienced, hedgelayers are always welcome.

**Contact Nick Baxter,
hedging@weyandarun.co.uk**



Northern (Summit) Working Party and Visiting Groups

After all the activity of the autumn, the work camp at Birtley and the Thriscutt Slipway opening, things have been quieter for the team. The shorter days and wetter weather meant that we have concentrated on those tasks best suited to the conditions. At Birtley, the work has focused on the boundary fence together with additional cutting and clearing trees along both banks of the canal in support of the good work being carried out by MWWP. Clearance along the west bank was in preparation for the arrival of Stephen Darvill with his tractor and post thumper, although because of the boggy conditions this didn't take place until January.

The team has not been inactive on the Summit, either. Over the festive period three days were spent clearing the understorey and road vision splays around the proposed location for the new Tickner's Bridge Crossing. This was needed to allow the ground investigation team to get in and do their work.

Working next to the road meant closing off one carriageway by setting temporary traffic lights, cones and road signs. While this is a task that adds about an hour to the job each time, we have a system that seems to run smoothly. We made good progress over the three days

with the Monday Group helpfully finishing off on their first outing of the New Year. For both jobs, the Trust's chipper *Colin* has been key.

In January the team was back at Birtley where volunteers concentrated on fencing the new boundary on the west, non-towpath side of the canal. This work included the unpleasant but essential task of extracting many metres of barbed wire which lay buried in the undergrowth.

About 100 metres of new horse-proof fence running from the railway embankment to the causeway was completed, together with some straining posts for the next section at the top of the hill. The terrain here is very varied.

At the end of the month, a weekend visit from Newbury Working Party Group (NWPG) ensured that the good turnout and help from Northern Team regulars enabled great progress, such that the whole eastern length of towpath/ownership boundary has now been fenced from the bridleway crossing at Birtley Bridge through to the southern WACT boundary with Rooks Hill Farm.

The work included the installation of two new farm gates, meaning that our neighbours' animals no longer have free range over the canal access path. We hope it will now stay in better condition until the Trust can surface it in the spring. During the weekend, NWPG also undertook a ground investigation close to the site of the proposed lifting bridge. Samples have been taken away for analysis.

Future plans include the dismantling of a log cabin in Farnham, which is going to Westland Farm. After that, probably more fencing at both Birtley and Tickner's. Subject to our planning application being successful and drier weather, we can then get onto completing the Birtley access road ready for the hoped-for start of lift bridge construction in the

three weeks of WRG Summer Camps. Another busy year ahead. Please join us!

**Contact: Bill Nicholson, 07791 097773,
bn@weyandarun.co.uk**

Tickner's Heath Depot

Well, here we are in 2019 looking forward to a rapidly changing depot. Things at the depot moved on at an astonishing rate in the latter end of 2018: sheds were re-organised and redundant items deposited in the skip or advertised on sites such as eBay. In most cases they were snapped up. Mind you, the Tickner's team deserve no credit for this, it was mostly done by members of the Eric Walker Group, so well done to them.

Not to be outdone by the EWG, the depot crew directed their labours towards stripping the old reed cutter boat of the engine, gearbox and other components which had made it a modern H&S nightmare. The idea was to convert it to a workboat, but greater minds thought it not useable, so instead the effort was concentrated on lightening it so our tame scrappy could load it onto his lorry, thus earning another few pence for the Trust.

One thing we did manage to repair was a wheelbarrow with a flat tyre. This time instead of fitting the usual pneumatic tyre we changed



***Time for a clearout: the fifth skip to
have left Tickner's Depot.***

it for a solid one – definitely the way forward.

Since the start of the year the depot crew have begun refurbishing the small portable generators held at the depot. Unfortunately, the first we chose refused all encouragements to start. When we looked into the tank the reason became obvious: there was more crud (technical term) than fuel. So the whole engine and associated parts needed to be stripped down. After searches online a gasket set was found and by the time you read this it should be back together.

In the next few months we look forward to relocating the team to our new workshop in one of the sheds that have been refurbished courtesy of the EWG. The old workshop can then be converted for material storage – once the asbestos roof has been removed, that is.

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

Eric Walker Group

As can be seen in John Smith's report of happenings at Tickner's Heath Depot, the Eric Walker Group has concentrated on the refurbishment works at the Trust's storage depot and workshops.

At last a contract has been agreed with both UK Power Networks and a cable laying subcontractor. This means the group has started excavation of the mains supply cable trench from the nearby substation to a brick-built switch box kiosk on the site. The actual cable laying was scheduled for 14th February.

Also since the last report a specialist contractor has sprayed the internal surfaces of the four Nissen huts on site. This has the dual purpose of encapsulating the asbestos-based sheeting and providing insulation.



The large Nissen hut is now lighter and warmer after the polyurethane spraying and ready to be transformed into a useful workshop.

The next planned operation is to fit out part of the large Nissen hut as a new workshop for John Smith and his team. Once this is completed, EWG will help John to move all of his equipment and tools, after which another specialist contractor has been engaged to remove the asbestos roof sheets from the existing workshop building and two other buildings.

Contact Dennis Gillen, dennis_gillen@weyandarun.co.uk or John Reynolds, john_reynolds@weyandarun.co.uk

PEST (Passenger Environment Safety Team)

PEST aims to keep the navigation clear of obstructions that would jeopardise the safety of our passengers and crew or interfere with the safe operation of our public trip boats.

Last autumn, in addition to its routine clearance work, the team tackled the weed infestation in the navigation south of Barnsill Bridge where there had been a quite unusual growth underwater of a very thick and dense weed. This weed caused our boats considerable difficulties making the trip to

the Drungewick Slipway. The PEST volunteers managed to clear a significant amount of weed. However, it was apparent that, in the future, mechanical means of weed clearance would be required in order to effect a complete solution to this problem.

November saw the team following up the work of WRG Forestry south of the Drungewick Lane Bridge, clearing debris from the felling operation. The team continued along the currently unused section of canal to Drungewick Lock, removing debris and cutting back some of the more egregious outgrowth from the bank. Plenty more work of this nature remains to be done if we are to keep this part of the navigation in good order.

The New Year commenced with the team clearing the offside bank of the navigation from Loxwood Lock to Devil's Hole Lock, cutting back growth encroaching on the waterway and removing debris.

The many hazel saplings that had grown up along and around the winding hole south of Devil's Hole Lock were also removed. This should keep the bank clear of small trees for another two or three years.

**Contact Peter Hyem, 01403 752393,
peter_hyem@weyandarun.co.uk
or Chris Jones, 07745 793243,
chris_jones@weyandarun.co.uk.**



Join the River Arun boat rally

The popular boat rally on the River Arun is running on 19th May this year and the Trust welcomes everyone to join in the fun.

The aim of this cruise is to demonstrate each year that there is a right of navigation on the River Arun as far upstream as Pallingham Quay.

Last year's event was a great success, attracting more than 30 small boats, canoes, kayaks and paddleboards. The rally begins about 1.30pm and is free to attend.

To register go to <https://weyaran.org.uk/events38>, or email events@weyandarun.co.uk.



Frank Sorrell

Frank Sorrell legacy

The Trust is pleased to announce a significant legacy from former member Frank Sorrell (known to his family as Geoff).

Frank Sorrell was from Southgate, Crawley, and became a Life Member in 2008. He was never an active volunteer with the Trust but developed a love of the canal, which he visited countless times. In his working life he was a storeman and he had a craftsman's gift for making things with his hands.

His legacy of just over £273,000 will provide a huge boost to the canal's restoration.

Cruise on the Ouse

This year's coach outing for WACT members, supporters, family and friends will be to Bedford on Saturday 6th July.

The historic county town is thought to have derived its name from a Saxon chief called Beda and a ford crossing the Great Ouse. The river passes through the town centre and is lined with attractive gardens known as The Embankment.

Arriving at around midday, there will be time to find lunch, explore the Charter Market and visit the John Bunyan Museum or the Art Gallery. In the afternoon we will board the *John Bunyan* boat for a two-hour cruise.

The 50-seater trip boat is run by volunteers and is a lovely way to cruise the river. From Priory Marina the trip takes us past the Country Park and Nature Reserves, turning into Cardington Lock then towards Castle Mill Lock before making the return journey.

There is a toilet on board as well as a café bar selling hot and cold drinks.



Coach pick-up points

Loxwood (Onslow Arms)	08.25
Billingshurst High Street	08.40
Southwater Cock Inn	08.55
Hop Oast Park & Ride	09.00
Dorking (opposite station)	09.30

Tickets cost £29.75 for adults, under 17s £24.75. Fare includes a donation to WACT.

Bookings can be made by contacting Mark Anderson at markwanderson@hotmail.co.uk.

Membership Report

Our membership stands at 2,918. We would like to extend a very warm welcome to the following new members:

Martin Allnutt	Mark Howard	David & Janet Patterson
David Ansell	Jo Jenkinson & Dave Ewens	Andrew & Louise Slade
John & Shirley Gammon	Ian & Susan Joyce	Michael Vetterlein & Ms Christine Eades
Alan Harrin	Keith & Vanessa Knapp	Nigel Yarwood
Dick Hazelwood	Sally Neely	

We have learned with regret of the death of:

Edward Brittain	Amanda Geel	B R Madeley	John Markwick	Keith Nichols
Tom Sewell	Ken Williams	John Williams	Philip Wood	

This is the final report from me. When you read this John Tovell will have taken up the reins of membership. I am sure that we will all wish him well.

Membership subscriptions change in April 2019 and are: Individual membership £15
Joint membership £20 Individual Life membership £300 Joint Life membership £400

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

Boat Group update

At the start of the year all board members of our Boat Group, with the exception of Julian Morgan and Bob Bentley, stepped down from their positions.

The Trust Board would like to thank the retiring directors for their exceptional service and express its gratitude to colleagues who have already stepped up to cover some of the vacant jobs.

The Board is committed to doing everything possible to ensure that our boat operation continues with as little disruption as possible and our priority is to ensure that we have the right framework in place for our boat trips to continue their success.

Winner, winner

Trust chairman Sally Schupke picked the winners of the Christmas Draw earlier this year. The top prize of £200 went to Mrs B Wilding of Godalming. Runners-up were: Ian Fraser; Mr S Maynard; Ms S Hawkins; T Sullivan; and Derrick Coffee. Tickets sales raised a hefty £4,500 so thank you to all who bought tickets.

Numbers Game

The Numbers Game makes a very useful contribution to Trust funds as well as giving subscribers a chance to win £100 each month. There are three winners a month and members contribute £3 by standing order for each number they hold. If you would like to join contact Tim Lewis, the game's administrator, via the Northern Office (see page 3).

Get social with us

Do you follow us on Facebook or Twitter? The Trust regularly posts articles and photos we'd like to share with you. You can find us at weyandaruncanal on Facebook, and @weyandarun on Twitter. You can also keep up to date with news at our website, www.weyandarun.co.uk.

Printer's error

Due to an error by our printers, some of the pages in a few copies of the last *Wey-South* were printed in the wrong order. If you received one of the affected copies and would like a perfectly printed copy, please e-mail support@weyandarun.co.uk.

Dates for your Diary

Sunday 31st March *

Friday 19th, Sunday 21st,

Monday 22nd April *

Saturday 27th April

Mothering Sunday Cruises at 11am, 2.15pm and 4.30pm.

Easter Bunny Cruises at 11am, 12pm and 2pm.

Annual Meeting at Billingshurst Village Hall (2.30pm) with events in the morning. See page 4 and information enclosed with Wey-South for more details.

Sunday 19th May

River Arun Rally - launching from 1.30pm. All types of small boat welcome. More details at <https://weyarun.org.uk/events38>.

Thursday 23rd May *

Cream Tea Voyages at 2.15 and 4.30pm.

Sunday 2nd June

Annual Puddle (sponsored walk) from Bramley Village Hall. More details on page 23 and on sponsor form enclosed with Wey-South.

Friday 7th June *

Picnic & Pimm's Sunset Cruise at 7.30pm.

Wednesday 12th June *

Cream Tea Voyages at 2.15 and 4.30pm.

Sunday 16th June *

Dad's Bacon Butty Brunch boat trips at 9.45am and 12noon.

*** For all boat trip information please contact the Loxwood Office (details on page 3). Bookings can be made with the office or online at weyarun.org.uk/trips. Booking is essential for all special trips.**



Above: Compasses Bridge has reached the finals of the Waverley Design Awards, an event organised by Waverley Borough Council in recognition of good design in planning, architecture, sustainable development and landscaping. Tony Ford took the five judges – ranging from architect to interior designer and historical buildings expert – around the site on a cold January morning. The awards ceremony is held in March.

Below: Up to press date we had only seen a few flurries of snow on the canal this winter, but this March 2018 picture of Loxwood Lock shows what it might look like. (Julian Nowell)



Make a day of it

Take the opportunity to join in one of our activities on the morning of the Annual Meeting on 27th April, then grab some lunch before attending the meeting in Billingshurst at 2.30pm.

1



Join us on a walk

Head on foot from Wisborough Green to Harsfold Bridge where you can find out about our current plans for a new bridge on this stretch.

2



Get paddling

Explore the newly restored section at Gennetts Bridge Lock by small unpowered boat, canoe or paddleboard during the morning of the Annual Meeting. Booking essential.

For more details and to book these events, please see overleaf

Help guarantee our income

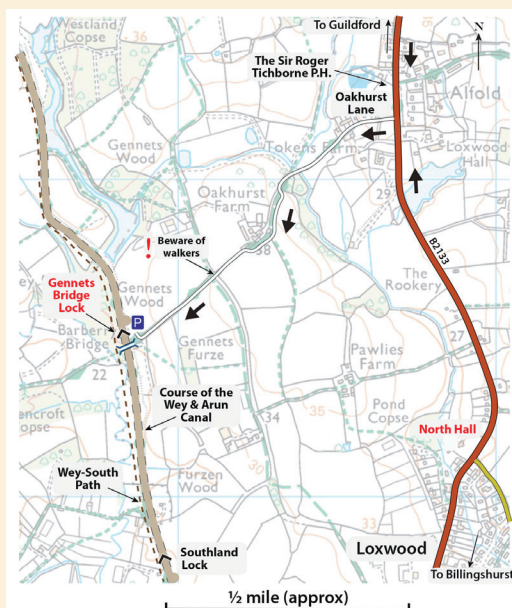
Much of the Trust's income is from unpredictable sources such as legacies and grants, which makes budgeting for restoration projects uncertain. But there is a valuable source of money that members may not know about – the Milestone Club, formerly called the Restoration Fund – in the form of monthly contributions. Being part of the Milestone Club means that as well as knowing you are helping the Trust achieve some financial security, you will benefit from invitations to members-only special events. Email support@weyandarun.co.uk for more information.



1 Paddle at Gennets Bridge Lock

Start: The lack of a large car park means we will need to have timed entries. The first will be at **10.30am**, and the second at **11.30am**. There is also plenty of towpath to enjoy for walkers (parking for walkers at the Loxwood Canal Centre). Refreshments will be available. Please go to <https://weyarun.org.uk/agm-2019> to book your slot, which is essential as there is room for only 12 cars.

Getting there: From Guildford follow the B2133 through Alfold and turn right just past the Sir Roger Tichborne pub into Oakhurst Lane. If coming from the south, after approx one mile from Loxwood turn left into Oakhurst Lane. Follow the lane towards Oakhurst Farm and bear left at the farm gates. Follow the track which skirts around the farmhouse and buildings. The track straightens out with a hedge to the right.



2 Walk to Harsfold Bridge

Start: 10.30am.

The route will take members from Wisborough Green, through farmland and meadows to cross the canal at the site of the proposed Harsfold Bridge, where you can hear more about the future plans for this area. The walk is predominantly on footpaths and bridleways so may be soft underfoot, especially in wet weather, so appropriate footwear is advisable. Please go to <https://weyarun.org.uk/agm-2019> to register.

Getting there: Meet at Harsfold Lane, Wisborough Green, RH14 0BD. This is a tarmac lane leading south off the A272, almost opposite Glebe Way. Parking is available at the side of the lane, opposite the Scout hut and allotments.



Annual Meeting Billingshurst Village Hall, 2.30pm

Billingshurst Village Hall is in Roman Way, just off the north end of the High Street.



Where, when, how?

- ◆ The start is at Bramley Village Hall (GU5 0AX). Turn off the A281 at the roundabout near the Esso petrol station in Bramley. Follow the road adjacent to the petrol station for approximately 100 yards where you will be directed to the Poddle parking.
- ◆ Arrive between 9am and 10:30 to check in and receive your Route Guide and start walking the whole route, or only the morning route. If you only wish to walk in the morning, we will provide transport from the lunch stop back to the start.
- ◆ If you wish to walk only in the afternoon, come to St Michael's church, off Shophouse Lane in Farley Green (GU5 9EG). Here you can check in and have lunch. We will provide transport from the finish back to Farley Green.

The Wey & Arun Canal Trust, which is working hard to restore 23 miles of navigable waterway linking the River Arun at Pallingham to the River Wey at Shalford, organises a sponsored walk each year. This is the Trust's most important fundraising event and makes a vital contribution to pushing the restoration effort forward.

This year's Poddle is on Sunday 2nd June. We are going to walk from the Village Hall in Bramley to St Michael's Church in Farley Green where lunch will be provided, and then back to Bramley in the afternoon. For those who would prefer a shorter walk you can choose to walk in the morning or afternoon only. Morning and afternoon refreshment stops will be provided.

The morning walk takes you along the Wey-South Path (Downs Link) and past the newly acquired length of canal at Birtley where you leave the canal and walk along footpaths to Shamley Green, then onwards until you reach the lunch stop at Farley Green. (6 miles).

The afternoon walk takes you to Albury Heath, where there is a carved totem pole on the side of the cricket pitch, across Blackheath and past the War Memorial, then onwards past Tangleby Manor to rejoin the Downs Link which leads to the canal bed at Tannery Lane. From here it is a short walk back to the village hall in Bramley for a well deserved cup of tea and cake. (6 miles).

Did you know we offer 50/50 sponsorship? If you enter as a 'Team' and raise more than £200 sponsorship (minimum £25 each) we are happy to split funds equally with another charity or organisation of your choosing. If you or your organisation wish to take part as a team please complete individual sponsor forms as usual but please also contact the organiser, or look on the Trust's web site for a 'group' form.

If walking isn't for you, why not ...

- ◆ Sponsor the Last Man?
- ◆ Make cakes for the walkers?
- ◆ Help on the day as a marshal or at a refreshment point?

Please contact the Poddle co-ordinator for more information or to offer assistance - all help is greatly appreciated.

PODDLE CO-ORDINATOR

Margaret Darvill

☎01483 894606

✉poddle@weyandarun.co.uk

For more details of the Wey & Arun Canal Trust and its aims, contact the Trust's office.

✉support@weyandarun.co.uk

☎01483 505566



You are invited to take part in

The Wey & Arun Canal Trust's

47th Annual Poddle

Sunday 2nd June 2019



The totem pole at Albury Heath

Wey & Arun Canal Trust Annual Poddle Sponsorship & Gift Aid Declaration Form

Please hand in this Sponsor Form - it will be given back to you at the finish when you check out.

Please sponsor me to walk the 2019 "Poddle" on Sunday 2nd June 2019 in aid of the Wey & Arun Canal Trust.
(name of walker - CAPITALS PLEASE)

We, who have given our names and addresses below and have ticked the box headed "Gift Aid?", want the charity named above to reclaim tax on the donation detailed below, given on the date shown. We understand that each of us must have paid or will pay an amount of Income Tax and/or Capital Gains Tax for the current tax year (6 April to 5 April) that is at least equal to the amount of tax that all the charities and Community Amateur Sports Clubs (CASCs) that I donate to will reclaim on my gifts for the current tax year.

Surname (CAPITALS PLEASE)	First Name (CAPITALS PLEASE)	Home Address (essential for Gift Aid)	Postcode (essential for Gift Aid)	Amount £		Date Paid	Gift Aid? (✓)
Remember: Full name + Home address + Postcode + (✓) = <i>giftaid it</i>				£			

(To be completed before arrival - IN CAPITALS PLEASE)

Walker's Details

Full Name

Address

..... Postcode

E-mail address

Gift Aid

Please ensure that if any of the above donations are to be Gift Aided by you or a donor that you / they are a taxpayer, aware of your / their commitments, and that you / they have recorded the first line of their address and their postcode and ticked the Gift Aid box. By doing this their donation increases by 25%, i.e. 25p for every pound. If all are able to do this it will mean that the total amount raised is increased by 25%

Signature:

Date:

Please tick here if you are a member of the Wey & Arun Canal Trust

☐

Please collect your sponsor money as soon as possible and send a cheque payable to

"Wey & Arun Canal Trust Ltd" to:

The Treasurer, Wey & Arun Canal Trust,
Bridge End, Somerswey, Shalford,
Guildford, GU4 8EQ

If you have more sponsors, please download a form from <https://weyarun.org.uk/poddle2019> (or continue on separate sheets of paper).

FOR OFFICE USE ONLY:

Walker Number: