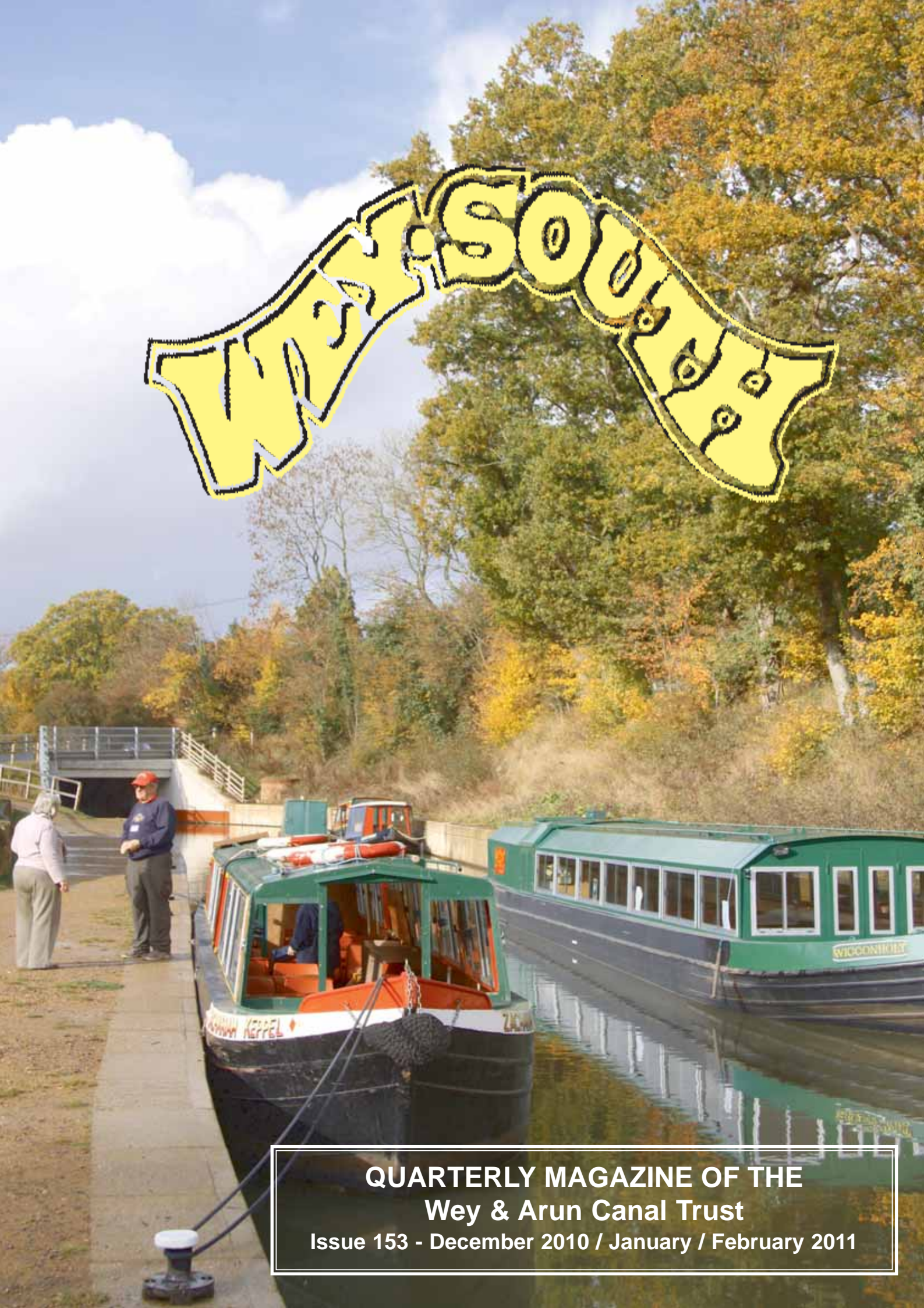


W&A SOURCE



**QUARTERLY MAGAZINE OF THE
Wey & Arun Canal Trust**
Issue 153 - December 2010 / January / February 2011

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We live in an electronic age, whether we like it or not. That might not seem to have much to do with canals - we like to associate them with a slower, non-technical era - but the project would be all the poorer without modern technology. For a start, it helps us produce this magazine. As you will have noticed over the last couple of issues, going fully 'electronic' has enabled us to have a full-colour, more professional presentation, without costing any more.

A very big expense for organisations like WACT is postage and distribution of the bulletin and the various other missives. We have been trying an experimental e-distribution scheme for *Wey-South*. I emphasise that this is an experiment, some parts of which have worked well and other parts are proving less popular, though there are good reasons why we set it up in the way we did. My personal view is that although paperless publishing is how things have to go in the longer term, WACT is nowhere near ready for this, so the printed *Wey-South* is here to stay for a good few years hence.

Nevertheless, although we accept that a lot of people still do not have e-mail, we are sure that a significant majority of our members have access to e-mail communication. So even if you have no wish to sign up for the *Wey-South* e-distribution trial, please make sure we have an e-mail address for you if at all possible. The great thing about e-mail is that it is instant, messages arrive in your mailbox seconds after being sent; it is universal, everybody on a list receives the same message at the same time, unlike individual phone calls; and above all it is virtually cost-free.

If we have your e-mail address you can receive the monthly newsletter from our Secretary (the *Wey & Arun News* is also distributed electronically to many of its recipients). E-mail allows us to send regular updates like the *Working Party News* (in colour, and much faster and at far less cost to WACT than the photocopied postal version). Importantly, you can be kept informed of news and events that may escape inclusion in *Wey-South*.

A good example of this last category was the Ruby Anniversary event. WACT contacted as many people as it could, but a significant number went unaware that an informal celebration of 40 years of the Wey & Arun Canal restoration project was taking place. So please let our Membership Secretary have your e-mail contact details.

Bill Thomson

Cover picture - Autumn tints at Loxwood (Julian Morgan)

The Quarterly Magazine of

The Wey & Arun Canal Trust

Registered Charity no. CC265331

The aim of the Wey & Arun Canal Trust is the preservation and conservation of the former inland waterway route between the Rivers Wey and Arun, with a view to reopening 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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The next issue will be published in the second week of March 2011. Copy to reach the editor by the end of January please.

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

Issue 153;
Dec 2010/January/February 2011

The Chairman writes

It was a great turnout at our Autumn Meeting in Bramley Village Hall and I hope everyone enjoyed the variety of presentations. One important question asked was why the Trust can't send out the audited end-of-year accounts before the AGM and our Treasurer explained that traditionally the Trustees' meeting is the second Thursday of each month when the accounts are

formally adopted. (Of course it may be that the Trustees can agree to meet earlier and break a habit of a lifetime.) Then it can take a few days before our auditors produce the final signed copies for distribution with any alterations requested. So, if you would like to receive a copy as soon as they are available, can you please e-mail me? (sas@weyandarun.co.uk) and I will

Atkins report	Progress to date
Phase 1 - Priority Works from the River Wey open up navigation through to Tannery Lane Bridge	This has started with the Heads of Agreement signed between WACT and the National Trust. Mid-Week Working Party has started clearance work on Gun's Mouth Island.
Continuity works - extending Loxwood Reach north through to Gennets Wood (Lock 9)	Southland Lock planning application granted and work started on access road. Council of Management has agreed to submit a planning application for Gennets Bridge (or Bottom) Lock.
Phase 2 - Develop navigation from Tannery Lane Bridge to Fanesbridge Lock (i.e. the main works past Bramley)	Proposed excavation of Gosden Aqueduct in 2011. Flood risk survey carried out in the Bramley area.
Continuity works - Develop reach from Fanesbridge Lock (18) to Elmbridge.	WACT Summer camp 2011 will be focusing on Elmbridge area.
Phase 3 - Priority Works. New road alignment and new bridge at Elmbridge.	This is a bridge too far at the moment.
Continuity works - New road bridge (A281) at Fast Bridge. Develop reach from Elmbridge to the Three Compasses Inn.	Further work has been undertaken in the Three Compasses area. WACT has started the pre-planning process with Waverley Borough Council. Presentations in November to parish councils in the area.
Phase 4 - Priority Works. Possible Sidney Wood diversion and link canal from Summit Pound to Gennets Wood (Lock 9) if an acceptable route through Sidney Wood can be found.	Planning application for Gennets Bottom Lock will be filed shortly.
Continuity Works: Catchment area on summit.	Possible link with Vachery Pond being explored.
Phase 5 - Priority Works. New road bridge (A272) at Newbridge and complete restoration of Lordings Lock and repositioning of existing weir on Arun. Possible construction of new aqueduct.	Work on the Lording's waterwheel refurbishment scheduled for 2011.
Continuity works - Investigate development of waterway south of Newbridge.	Lording's Boat Rally planned for 2011
Phase 6 - Priority works. New lock(s) at Pallingham.	This is likely to be the very last stage of restoration

**Gun's Mouth Island
(northern point)
(Janet Phillips)**



work on the requests with Jim to see that you receive them. Copies will be available at the meeting as usual.

So there to those who thought we couldn't do it! It is absolutely fantastic to see work beginning at Gun's Mouth which is just over the A281 from our house. Linking up in the northern end has been our priority for some time, but it has taken a lot of hard work, and we have only just started. At the same time, the team is following the required pre-planning talks with Guildford Borough Council regarding the work in Shalford, and with Waverley Borough Council about the plans for the Summit and - in a wider context - all we will want to do in that Borough. It makes an exhausting list when you put it on paper: locks, bridges, culverts, moving towpaths, going under roads, landing stages, stop plank shelters, bollards, back-pumping housing, noticeboards, signage, etc. It doesn't make sense to file for everything because we would have to pay for all the design work on each even if it isn't exact. Then we would have to deal with all the queries by the planning officers and conditions attached to each which would probably fill up one of the paper skips in the Loxwood car park. We couldn't possibly cope with the administration that this would cause - we really are a small backroom team when it comes down to it.

So let's take a moment to look at the Atkins report. The table opposite outlines the recommendations made in the report to the Trust in 2007 on how to achieve what we all want - a fully restored canal from top to bottom.

You can judge for yourself how we are doing from the projects that the Trust has lined up for 2011.

OK - so to conclude - we have our work cut out. With the announcement in October that British Waterways will become a 'civil society organisation' i.e. a registered charity, I wonder how this will affect us.

These are interesting times. But we know where OUR priorities lie.

And just to cheer ourselves up here's a 'green' limerick to end with:

*An ecologist chappie said, "Why
Must I keep my backyard very spry?
I'll have weeds, reeds and bogs,
Nettles, slugs, bats and frogs
And I'll call it an S.S.S.I.*"*

Sally Schupke

*SSSI = Site of Special Scientific Interest

The Bramley Autumn meeting (EGM)

No fewer than 138 members came to the Autumn Meeting - a remarkable number considering that there was nothing especially contentious or mutinous in the air. You would be entirely correct to call it an EGM, an Extraordinary General Meeting - which it strictly is by the terms which set up the Trust but the words imply to many members that there is something really odd going on, so we call it the Autumn Meeting. And 138 people still came - an excellent display of support. The walls of Bramley Village Hall bulged a bit, but everyone got a chair - just.

Sally, our Chairman, briefed the meeting on events on the canal since our AGM in April. These included the granting of planning permission for Southland Lock and the revised parapets at the Loxwood High Street Crossing. Both of these matters had taken longer than we had hoped when first we applied. Sally acknowledged the work done by numerous volunteers to move canal affairs along: among those singled out were Kevin Baker, the new Maintenance Co-ordinator; Bernard Ashley, the Development Officer who represents WACT at local authority and statutory body meetings and who is embarking on a round of meeting parish councils; Jo Holcombe for running the 'Poddle' (sponsored walk) which has netted over £12,000; Stephen Grover for running the 'Pedal' which is expected to bring in nearly £1,100; Eric Walker, of course, for his unstinting efforts to get work started on Southland Lock - and Dusty Miller and all his team for such excellent results from WAEL activities this past summer.

The Treasurer highlighted a few points from the accounts of the past six months. The Poddle trophies for the group and for the individual with the highest totals were presented (Staines Round Table and Anthony Branchini); Dusty Miller rehearsed the considerable achievements of the trading company in 2010, not least the efforts of the trainers, the crew co-ordinators and the maintainers who had ensured that no passengers lacked a boat with a qualified crew. Obsequies, but no regrets, were said for the Black Shed which we hope will be replaced by the new Visitor Centre by Easter 2011, and for the many volunteers who have stood at that draughty wet corner, welcoming not only the 10,000 visitors who have embarked on the boats this summer but many thousand casual passers-by.

With the formal business of the meeting over, there were presentations by Chris Harrison about the work soon to start on the Bramley Link, John Talbot about progress at Dunsfold Park, alongside the summit level, Eric Walker about the state of play at Southland Lock and the many hurdles that had been overcome in the run-up to the starting line and by Will South of Fordingbridge plc illustrating what the new Visitor Centre might look like.

Artist's impression of the proposed new visitor centre for the canal at Loxwood



There was a tea and coffee break provided by the usual press-ganged team, which raised £80 and thus nearly paid for the hall hire; there was much talking and much remembering of new faces, such as Brian Shacklady, our new solicitor, who is helping to get all our leases in order.

Then we all went home.

*Jim Phillips
Vice-Chairman*

The Treasurer reviews how our funds stand

Treasurers are known for sitting gloomily at committee meetings saying, Eeyore-like, that "it would be nice but we can't afford it". The Trust has been fortunate to have had such great response from members and supporters that money is not, at present, the main barrier to progress. In this densely populated and much-regulated island there are so many other hurdles to cross - legal, ecological, planning - that starting work on the ground comes only at the end of a very long process. Thanks to a generous legacy we have the funds to begin work at the northern end of the canal, but our project manager for the area has to pick his way delicately among local residents, parish councils, the County Council, the local planning authority and a host of other interested parties before we can start any digging. I envy our predecessors of 200 years ago who obtained the land by compulsory purchase, established a compensation committee and gave the green light to the navvies to start, all in remarkably short order. Those days probably weren't as golden as they seem in hindsight, but there is no mention in the record of the long studies, at considerable expense, on ecological and other matters which are required today.



Restoration work = money. Newbury Working Party Group at Baldwin's Knob (Julian Morgan)

Fund-raising for Southland Lock is going well - we have reached nearly the half-way point towards our target of £300,000. Access across nearby private land - rather than expensively and controversially having to strengthen and widen the towpath for construction vehicles - has helped to keep the likely cost down. A rough rule-of-thumb is that you can expect to spend 10% of a project's costs on design and other preparatory work and it looks as if this will be the case also for Southland Lock. We are looking ahead at the funding for Gennets Bottom Lock - the most northerly lock to be tackled in West Sussex, so that the paperwork and planning can be completed without holding up the start of physical work in 2012.

Readers will read elsewhere in *Wey-South* of the generosity which will pay for the new Visitor and Education Centre at Loxwood. Running costs should not be onerous, partly because the heating will be provided by a heat pump which could be included in the design. I doubt, though, that the sale of pumpkins from the 'green' roof will quite cover the other costs such as water supply, cleaning and rates.

We have had generous donations towards the cost of rebuilding the waterwheel at Lordings, and we are asking a charitable trust to cover the shortfall. We are fortunate to have an experienced mechanical engineer amongst our members who has inspected and reported on the present wheel and ordered a replacement. The undershot wheel is unique in the English canal system and its restoration will reflect the early nineteenth century ingenuity which kept the Arun Navigation in water.

We are finding out the cost of dredging part of the summit pound, where the MWWP (Midweek Working Party) members have been labouring away for so many weeks. Dunsfold Park have been helpful in providing a site for the dredgings to dry out - carting them away would be an expense we could not afford. The summit pound is five miles long but we are focusing our gaze on the eastern boundary to the airfield, between the A281 at Fastbridge and our depot at Tickner's Heath. We are looking at the problem at the highest level - well, 162ft above the sea to be precise.

Membership report

The membership of the Trust now stands at 2,778.

We would like to extend a very warm welcome to the following new members, who joined the Trust between 1st August 2010 and 31st October 2010:

Mr Allan Anderson	Mr Derek Arden
Mr Alan Barnard	Mr Roger Barnett & Mrs Lesley Barnett
Dr Bill Bevington & Dr Mary Davis	Mr Jason Bicknell
Mrs Anne Bott	Mr Pat Carroll & Mrs Viv Carroll
Mr Pasquale Cascarino	Mrs Patricia Clark
Mr Steve Coombes & Mrs Lyn Bradford	Mr Patrick Faithfull
Mr Anthony Ffrench & Mrs Nieves Ffrench	Mr Alan Gaukroger
Miss Barbara Hammond & Mr Peter Ballam	Mrs Tracy Hammond
Mr Derek Hanson	Mrs Julia Hopkin
Mr Keith Hounslow	Mr Michael Jones & Mrs Barbara Jones
Mr Trevor Lewis & Dr Pamela Lewis	Mr Pieter Lochner
Mr Keith Mars	Mr Bryan McAlley & Mrs Sally Course
Mrs Ruth Morgan & Mr Tim Morgan	Mr Christopher Mosley
Mr Stephen Murray	Mr Patrick Penfold & Mrs Peggy Penfold
Mr Stephen Popple	Mr Derek William Prior
Mrs V Ricketts	Mr Paul Scott
Mr Adrian Charles Shaw	Mr Pete Terry & Mrs Viv Terry
Mr Geoff Thomas	Mr Max Thomasson
Mr Chris Tippetts	Mr Richard Wallis
Mrs Karen Wellerd & Mr Francis Wellerd	Mr Gerald Wensley & Mrs Toni Wensley

We have learned with regret of the deaths of:

Dorothy Shall	Mr M J Blyth	Mrs Gillian Young	Mr R A Salter
Mr A J Holt	Mr B E Dixon	Mr David Doran	Mr S F Elliott
Mr David Pink	Mr G Roberts	Mr Alan Kenneth Smith	

For the second quarter running we have gained over 50 new members and, after taking leavers into account, our membership still continues to grow. We are now, I believe, the second largest canal trust in the country, which is something to be proud of, but we are not resting on our laurels as we push to reach our 'target 3000'.

If you are ever in the company of a couple of members of the Trust and overhear one ask the other "Is the stuffing OK?" don't think that's anything to do with the Christmas turkey. More than likely it's to do with the quarterly task of 'stuffing' *Wey South* and various other associated items of literature into pre-addressed envelopes prior to delivering them to you. Each quarter a group of hardy members, usually around 10 in number, get together in The Granary for a stimulating afternoon of 'stuffing' nearly 2,500 envelopes. However, it's not all tedious work as we do manage to find time for a little chatting and tea drinking.

I would like to take this opportunity to offer thanks, on behalf of the Trust, to four stalwart 'stuffers', John & Joy Wood and Peter & Barbara Wilding, who have been involved with the stuffing since time immemorial, but sadly can no longer help. I have, however, managed to recruit some excellent replacements.

Talking of stuffing reminds me that, when you read this, the festive season will be almost upon us so let me take this opportunity to wish you all a Happy Christmas. Let's make our New Year's Resolution 'to reach our target 3000 in 2011'!

MEMBERSHIP RATES:

Individual	...	...	...	...	...	...	£10 per annum
Joint (two people at the same address)	...	...	...	...	...	...	£15 per annum
Corporate	...	...	...	...	...	...	£25 per annum
Life	...	...	...	...	...	...	£200 single payment
Joint Life (two people at the same address)	£300 single payment

David King

membership@weyandarun.co.uk

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Surf and berth : fundraising for free

Want to support canal restoration, but a bit short of the readies? If your hand goes up, you're not alone. These hard times make money choices very difficult for us all.

But what if you could raise funds at no cost to yourself? Amazingly, this is entirely possible, and a new Wey & Arun venture is now available to help you do this. You can turn your online searching and shopping into significant additional cash for the Wey & Arun Canal Trust - and it won't cost you a penny.

Simply log on to the Trust's search page at Everyclick (details below) and every search will add further to the coffers. And if you're an online shopper, there's more. Registering with Everyclick and signing in before shopping, means the Trust benefits every time you use Everyclick's shopping portal.

As you will gathered, Everyclick is a different sort of search facility which donates half its revenues to charity. Web search is powered by Yahoo, and shopping content is displayed from a wide range of leading retail partners. You can also access all eBay content.

How much can you raise each year? That depends, of course, on the level of your searching. Just as a guide, our first user is on track to raise about £20 annually, which at double the annual membership fee, is very worthwhile.

Track your giving (optional) by signing up as a Wey & Arun supporter. Then just sit back, surf, and watch the pennies mount up.

Happy surfing, shopping and fundraising.

Please start today by logging on to :
www.everyclick.com/loxwood

David Thompson

Gun's Mouth Island: a key strategic asset



*John Talbot, Chris Harrison and Sally Schupke examine the plans for Gun's Mouth Island
(Janet Phillips)*

Owned by the National Trust and situated between the River Wey and Stonebridge on the A281 in Shalford, Gun's Mouth Island has recently been the focus of the Trust's activities in the context of the Bramley Link Project.

At the northernmost end of the canal, close to the confluence of the River Wey and the Cranleigh Waters, Gun's Mouth Island has recently been leased by the National Trust to the Wey & Arun Canal Trust for a period of 99 years. We are very grateful to the National Trust for this demonstration of support, providing as it does a firm base on the ground for our activities as we seek to re-establish a route for the canal in the vicinity of Shalford and Bramley.

For the past four successive weeks, Peter Jackman's Mid-Week Working Party (MWWP) has

been busy clearing dense undergrowth on the island to enable a topographical survey to be carried out. But before that could happen the first essential action was the acquisition by WACT of a pair of work punts. This enabled not only access to be made to the island but also provided a stable working platform for the MWWP to clear the western 'Cut'. This watercourse had become impassable over the years by fallen trees. Clearance of obstructions was superbly achieved by MWWP volunteers in short order.

To complicate the situation further, Gun's Mouth Island adjoins the Wey Valley Meadows Site of Special Scientific Interest (SSSI). So access from the land being therefore impossible, all work on overhanging trees had of necessity to be performed afloat.

Once the all-important survey has been completed, the next phase of the Council of Management's strategy for the island can be executed. Widening and dredging of the western 'Cut' is required, to enable boat traffic to circumnavigate the island, plus provision of appropriate mooring facilities. A design for this work will be prepared, together with a cost estimate. This will enable the necessary funds to be raised in advance of construction work.

Already, as a result of MWWP's sterling work, Janet Phillips has paddled her canoe around the island. Although her time for this intrepid circuit is not recorded, the feasibility of a 'round the island' canoe race has indeed been established, maybe as part of a future 'Small Boat Rally'.

Chris Harrison



Clearance work begins at the southern point of Gun's Mouth Island (Janet Phillips)

Fund raising

Christmas raffle

I received the first ticket stubs on the 17th September 2010 and since then I have, at the time of this report on the 6th November, received ticket stubs in every day's post, bar two - the most letters received in one day being 42.

To give members some insight into what goes on I have received some stubs with extra money with a request that I fill in extra stubs and send the tickets to the member. Other members have asked for more books of tickets to be sent to them. Some stubs only have the member's name on the first ticket in the book so I have written the name and phone number on the other stubs.

Every ticket is recorded on my computer, number of entries to date 450. This information is e-mailed to our chairman Mrs Sally Schupke and our treasurer Mr Jim Phillips every few weeks.

The cost to run our Christmas raffle is the cost of printing the tickets and the Waverley Borough Council licence, along with a small amount of postage. The target is £2000 plus and to date I have received £1751.50 plus £539.90 in donations. Regarding donations, some are marked for bricks for the Loxwood Bridge and some for the Southland Lock restoration. I would like to thank you all who have supported our Christmas raffle and those who made donations and the people who gave the prizes free to our Trust.

I look forward to the next three weeks' input and to the time when I have got to fold the tickets. Just think, I have handled the winning tickets but I do not yet know which they are!

*John F. H. Taylor-Cram,
Christmas Raffle Co-Ordinator*

Dunsfold Small Boats Rally



This year's event on Sunday 26th September attracted a relatively small number of boaters. All of them tried out the section from Compasses Bridge to Fast Bridge on the A281. This was not too challenging, with less heavy weed than last year, although the mud bank next to Farnhurst Bridge seemed to have spread (this is one of the places where water flows into this section of canal). Your photographer apologises for not being ready when one visiting canoeist decided on a closer inspection of the water than usual - perhaps to verify that the Summit Level really was built to a depth of 6ft to increase its water storage capacity.

A few more intrepid boaters tried out the section south of Compasses Bridge, in the direction of Tickner's Heath. They mainly succeeded in demonstrating that, despite some excellent bankside clearance work by the Mid-Week Working Party, this section is badly in need of dredging. As reported in John Talbot's article in this issue of *Wey-South*, this is a project that is expected to go ahead shortly.

Julian Morgan



***Intrepid canoeists on the summit level of the canal at Dunsfold;
Above: near Compasses Bridge,
Left: approaching Farnhurst Bridge
(Julian Morgan)***

Proposed new Visitor Centre for Loxwood

It all started with the flooding last year in the Onslow Arms car park. Our display boards got soaked, the publicity team got soaked and it was a thoroughly miserable experience for Lyn Nash who mopped up. "Enough is enough!" we cried. In fact we had already started to look around at having a small wooden hut somewhere nearby which could be used for publicity - and on high ground. David Isted spotted a rather nice looking log cabin for sale.

Then entered the scene a very good friend of the Trust who suggested that we looked at what Fordingbridge plc could have to offer. They build stand-alone buildings with an interesting design, (see www.fordingbridge.co.uk) and it seemed that they could offer something suitable for our particular site. As with all projects, we ran through a list of wants: sympathetic to surroundings, easy to maintain, low running costs, green credentials came well up on the list. Bingo! We think we have found the solution. On a recent visit to their headquarters we were shown their Greenpower building which has a sloping green roof where pumpkins were growing. Could this be a new line for WAEL?

Here are some of the uses we can identify and will put on our planning application:

- A ticket office with information on boat capacities and schedules.
- A sheltered waiting area with heated accommodation in Winter.
- A disabled toilet
- Tourist information (Not available in the village).
- Enrolment details for WACT membership.
- Information on canal history and the restoration project.
- Information on walks [and nature trails] along the canal and surrounding areas.
- Information on canal ecology and its conservation.
- A flexible space for special displays including WAEL sales stand.

We are also delighted to announce that we have received offers of funding which will cover the cost of the building and which would not in the normal course of events have been given to the Trust for canal restoration. We on the publicity team believe that there is also an overriding need for a facility that reflects the achievements of WACT since its foundation, its contribution to the local economy and one that is in keeping with the size of a voluntary organisation now numbering nearly 2,800 members, with over 10,000 visitors enjoying boat trips during the last year.

To anyone who questions the value of the visitor centre to the Trust, we would suggest:

- More attractive destination = More reasons to visit
- More reasons to visit = More boat trip customers + more interest in the canal
- More interest in the canal = more members and more support
- More members + more boat trip customers = more money for restoration

Sally Schupke



The Greenpower building at Fontwell - WACT's visitor centre will be a much smaller version of this (Bill Thomson)

News from the Granary

Now that the frenetic level of activity (which had become the 'norm' in the Granary during the spring and summer months) has abated a little, we have time to reflect on the record-breaking boat season which culminated a few weeks ago with the enormously successful Halloween trips.



'Zachariah Keppel' and 'Wiggonholt' at the Onslow Arms wharf (Julian Morgan)

Rosie Sugar goes into more detail with actual figures but suffice it to say that we have enjoyed an incredible year and seen a substantial increase in the number of charter bookings and an even wider variety of charter groups. In May we hosted the first wedding reception on board *Wiggonholt*, we had a second, somewhat smaller one on *Josias Jessop* in September, there was a Salsa dancing party one evening in June, and there has been an even greater number of bookings throughout the year for WI groups, Rotary Clubs, church groups, coach companies, local history and

village societies and plenty of private parties to celebrate special birthdays and wedding anniversaries. Many bookings are received as a result of personal recommendation so we are continually grateful to all WACT members who help to spread the word, and also to those who distribute our leaflets and special event posters ... your time and commitment really does make a difference!

Our few weeks of relative calm obviously precedes another busy time for us as we are approaching the Santa, Boxing Day and New Year's Day Cruises. We took our first booking at the end of July and the bookings have been increasing steadily ever since! At the time of writing this in the middle of November, we have sold a third of the 1,200 Santa Cruise seats available so we are hopeful that the majority will have been booked up well in advance. Most of the volunteer slots have now been filled but there is always a need for more people to dress up and add to the festive atmosphere along the towpath (and, as always, offers of mince pies would be much appreciated - please call Lyn Nash on 01403 752046 and/or deliver to the office).

Rosie has been helping us in the office recently, providing holiday cover and support on particularly busy days and we are delighted that she is now joining us as a proper member of the Granary team to do two sessions a week. These may be floating sessions to start with, but we aim to extend our office hours into the afternoons so that we can offer more time to take calls, deal with bookings and general enquiries.

We look forward to seeing many of you out and about along the canal over the festive period, and wish everyone a merry Christmas and a happy, healthy and successful year ahead.

Jackie, Bridget, Julia and Rosie

Boat group news

The public boat trip schedules ran until the end of October although we continue to run charters and 'specials' outside the main season. We have had a discussion forum to analyse our successes and our low points so that we can work to make next season run even better. Golden Anchor awards were made to volunteers, who have 'given the extra mile' to running the boats - Pat Crawley, Jonathan Mitchell, Bob Potts, Kevin Baker, Kevin Crawley, Derek Heath and Peter Hyem. Additionally, special recognition was made of Colin Durbridge for engineering support, Tony Rozier for boat maintenance, John Thompson for crew coordination, John Miller for boat sales and Diana Briault for theatrical skills at the Halloween 'special'. However, we do appreciate everyone's contributions and thank all those who helped to make this boat season another winner. Over the year we have run 187 charters and taken a total of 10,660 people on our trip boats - this is actually 20% up on last year's figures which themselves were substantially increased over the previous year. A fantastic result and many thanks to everyone connected with the boats.

Rosie Sugar, Boat Operations Manager

Wiggonholt wedding charter

Margaret King relates the story of two private charters, one of which was somewhat untypical, on the canal

It was a nice sunny day late in May when David and I met Kevin and Pat Crawley in the early, at least by our standards, morning. Kevin was to be the skipper and the other three of us the crew for two charters on *Wiggonholt*. The first charter, starting at 11.00, was scheduled for two hours and the second, due to start at 2.30, for four hours, so it promised to be a long and tiring day. The morning trip was chartered by the 'New Runners for the Disabled' club, led by one of our members. I should point out that the name of the group was slightly misleading as the members were not as active as they once were and the running was not in the physical sense but referred to the minds of its members - quite an admirable idea! The group contained two wheelchairs and a few people who were less sure-footed than they were in their prime. When everyone was safely on board we set off for the slipway and aqueduct. Tea, coffee and biscuits were gratefully consumed during the cruise and everyone was very interested in the history of the canal and impressed by the restoration progress achieved. We were due back by 1 o'clock as the advance party for the afternoon cruise (see later) were due at Loxwood at 1.30 to set up the boat for a celebration. Nothing went wrong and our skipper got us back to the Onslow spot on time.

The afternoon cruise was a wedding reception, possibly the first, or maybe second, ever on one of our trip boats. The plan was for the bride's sister to arrive at 1.30 to set up the boat, including loading some nibbles, food and drink on board, prior to the rest of the party arriving in time for the cruise to start at 2.30. This of course only gave us 30 minutes to reorganise the boat for 30-40 wedding guests and ensure it was clean and tidy and, if possible, grab ourselves a bite to eat. Meanwhile another part of the wedding party were supposedly setting up a barbecue/picnic/come wedding breakfast down at Drungewick. So, everything went well up to 1.30 but then no sister arrived to set up the boat. By 2.00 there was still no sign of anyone. We had the bride's mobile phone number but thought it inappropriate to ring her as it could be in the middle of her wedding ceremony so we just sat and waited. Eventually, not long before the scheduled cruise departure, the bride's sister arrived, very apologetic and we helped her set out the tables on board, lay out the food, nibbles and the glasses but then came a snag - where was the drink? The answer was that it was in a fridge down at the Drungewick picnic site. A panic phone call remedied this and the drink was duly delivered. The bride and groom and their guests also arrived but it was now well after the scheduled departure time of 2.30 and the original plan of a three hour cruise to the Long Meadow winding hole plus a stop for one hour on the way down for the wedding breakfast/barbecue/picnic was in doubt. It was decided to reconsider the plan during the feast.

On the trip to Drungewick Pat and I acted as trolley-dollies and served the food and drink and everyone tucked into sandwiches. Everyone was in good spirits and as we approached the aqueduct we were greeted by the smell of burgers, chicken and sausages being barbecued. We disembarked everyone at the Heavy Plant Crossing along with their chairs, rugs, wine and beer and they all settled down for the wedding breakfast. I should point out that, at this time, the bride was still in her wedding dress and the groom in his suit so it was a little surprising to see the bride put on an apron over her dress and start serving food along with her sister and other helpers. The groom, his best man and the bride's father, who was in charge of the barbecue, continued to fill their glasses from a couple of barrels of beer on site. The breakfast went well and we were invited to join in, which was very nice as the time was slipping by and there was no chance of the stay at Drungewick being confined to one hour. Now you must remember that the guests had been eating sandwiches on the way down so it came as no surprise that there was food left over, and that was before the desserts had been served. Eventually it was decided to abandon the rest of the cruise down to Long Meadow and turn the boat round at the slipway. This was done and the party re-embarked on board, not forgetting to load the two barrels of beer, numerous bottles of wine and other assorted alcoholic drinks. The bride's father was a reluctant boarder of the boat as he wanted to stay ashore and clear up the picnic site. However, he was eventually persuaded by his new son-in-law and then spent the return trip regularly topping up his pint glass. After a bit of persuasion from us the wedding cake was cut not long before we approached Brewhurst Lock.

Overall it had been a very informal occasion with no speeches and just friends and family enjoying themselves in the beautiful environment of the canal. My over-riding memory of the day will be of the bride in her full wedding dress plus apron, serving food and drink to the guests. We thoroughly enjoyed being part of the newly married couple's celebration and I like to think that we helped to make the day a little bit special for them. We were certainly late back from the cruise and by the time we had put the boat to bed and had a small 'pick-me-up' at the Onslow Arms we had been at the canal for over 12 hours. However we were much appreciated and the skipper and his crew were each given a monetary tip, which we passed on to the Trust, and a bottle of wine each, which we didn't. We had all put ourselves out by going beyond the strict call of duty but it was worth it and gave the Trust good publicity. An enjoyable event was crowned when a very appreciative thank you letter was received from the bride after she returned from her honeymoon.

Maggie King

Parapet Cruises

Following two very successful cruises this summer, Loxwood village, in conjunction with WACT, will be organising more cruises next year to raise funds specifically for the replacement of the Loxwood High Street bridge parapets.

The first one will be a Whisky Cruise fixed for early evening on May 7th and hosted by Chris Parker the managing director of London and Scottish International. He will take us on a journey sampling some of the malts from one of the Scottish whisky areas.

This event will be followed by a Cream Tea cruise and barbecue and Quiz cruise in May and June respectively. Final details will appear in later editions of *Wey South*

Len Milsom (01403 752032, e-mail milsomle@waitrose.com)

Halloween special cruises

Are you keen on amateur dramatics? Would you like to perform on a stage anything up to a mile long? Would you like to struggle along a muddy towpath in the pitch dark? (err .. sorry, forget that last bit, please). Then why not join WAEL's Special Events group? Although the traditional Christmas and Easter pantomimes are still the biggest crowd-pullers, the group has added a pirate adventure ("Pirates & Princesses") and a romantic comedy (Valentine's Day) to its repertoire. New in 2010 was a bold experimental spine-chiller featuring a cast of thousands (well, at least 25) to commemorate Halloween.

Fortunately the morning and early afternoon rain cleared before curtain-up. Some of the more shocking scenes were expunged from the "matinee" performance that started at 4.30 and was aimed at a younger audience. It was almost a full house with over 50 seated in the "Viggonholt" [sic] Theatre. It would be a shame to give away the plot, but you can perhaps get a hint from the cast list that included Count & Countess Viggonholt, Lord & Lady Lox, a highwayman, a headless horseman, a zombie, cats, bats, goblins and a respectably sized coven of witches at Brewhurst Lock.



*Scary storyteller Robert Hutty helps WACT commemorate Halloween
(Bob Potts)*



The adult performance started at 7pm, so was in darkness throughout, as the stage shifted noiselessly from the Onslow Arms to Baldwin's Knob Lock and back. The Grim Reaper put in a stint as a lock-keeper and, from the depths beyond the lock, a team of goblins from Alfold leaped out with a noisy surprise to keep the audience on their toes.

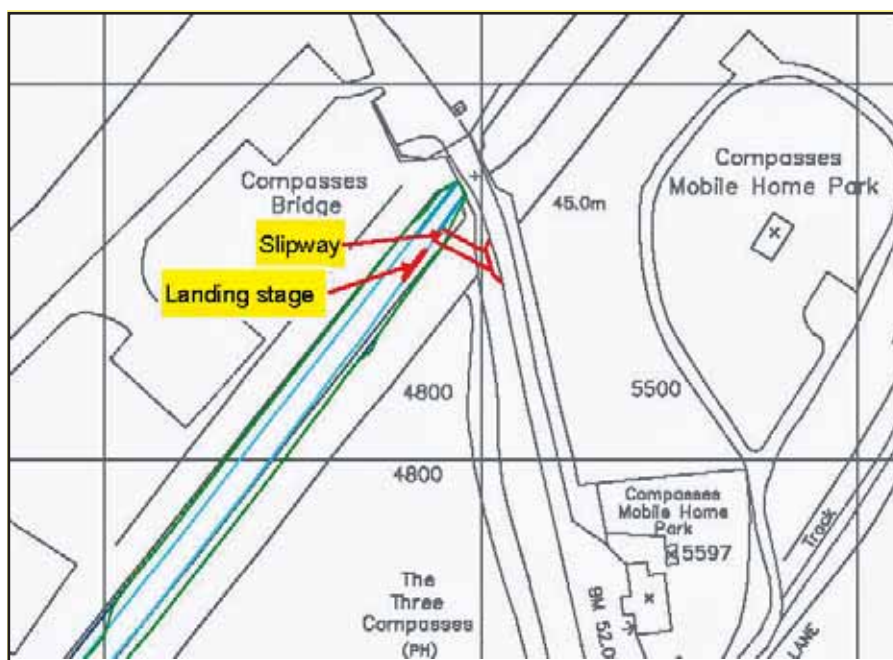
This inaugural staging seemed to gain good reviews from the first-night (and last-night) audience. Congratulations are due to the whole hard-working team, but especially to storyteller Robert Hutty and creative director Diana Briault (whose previous credits include an acclaimed interpretation in the role of the Easter Bunny), who also made all the costumes.

Julian Morgan

*Ghoulish goings-on on the canal on 31st October
(Julian Morgan)*

After 135 Years - Boats on the Summit again?

Earlier this year, the stretch of our canal on the summit between Compasses Bridge and Tickner's Heath Bridge was identified for restoration, to enable navigation to be resumed within the next two years, we hope. The stretch we are talking about, in the very best mapping traditions, spans across the foot of WACT Sketch map 4 and the top of Sketch map 5. You can find these maps either in the recent WACT publication *A Guide to Restoration Progress on the Wey & Arun Canal*, otherwise look back through your past copies of *Wey-South* to numbers 150 & 151. The decision came about for a combination of reasons: partly as a result of the continued enthusiastic support of Dunsfold Park, which this stretch of canal passes; recent grants from both the IWA towards dredging, and Wilderness Boats towards a slipway and landing stage, coupled with a desire to supplement the boat operations at Loxwood.



Compasses to Tickner's - Area 1 work

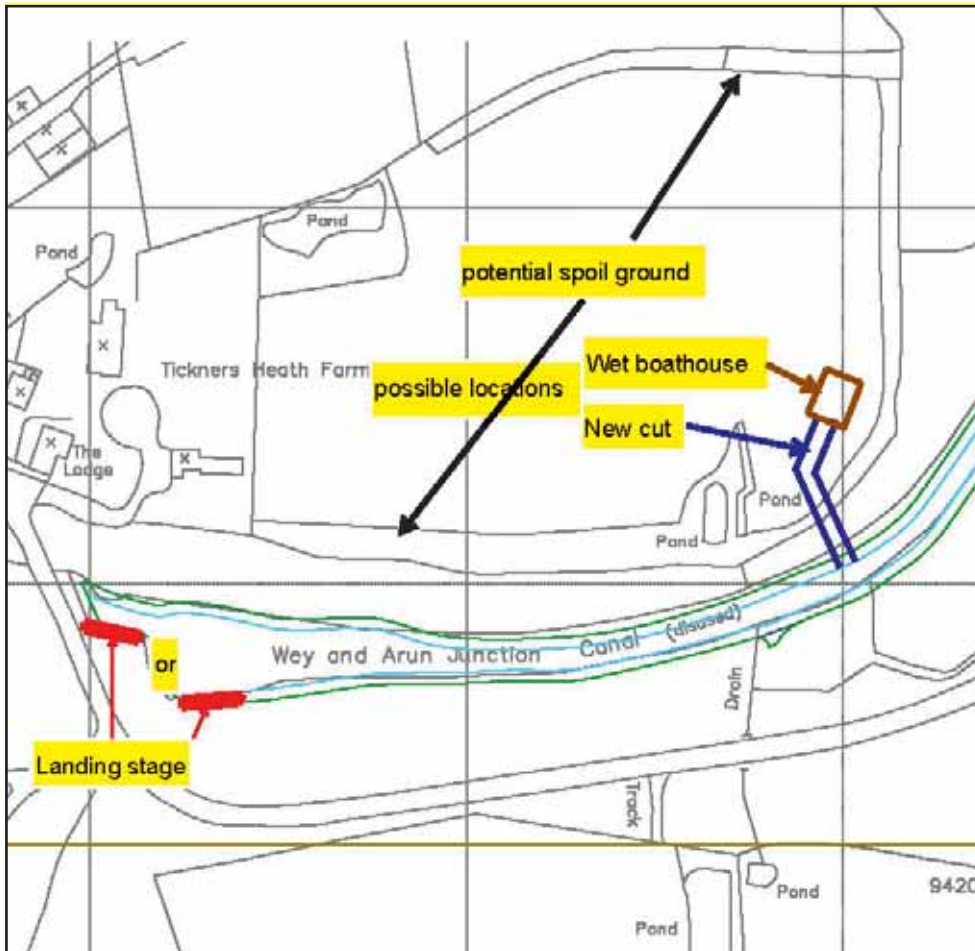
For the latter part of this summer and most of the autumn, the stalwarts of the Mid-Week Working Party have been performing near miracles in clearing the bed and banks of undergrowth and overgrowth, in readiness for the next stages, of which, more below. But first, what are we planning to do?

Well, the length of canal between the two bridges is just short of 1200m (that's $\frac{3}{4}$ mile). Unfortunately, we can't extend beyond the bridges for the time being, because the canal is actually culverted under the roads and to reconstruct the bridges to provide headroom sufficient for navigation

will cost megabucks. But to launch and operate small boats is a short-term feasible project. In addition to dredging to navigable width and depth, obviously we also need what are called appurtenant structures. In this case, a slipway and landing stages will be required. The most straightforward location for the slipway would be by the Compasses Bridge, while to assist in turning the boat and embarking/disembarking passengers, a winding hole and a landing stage will be included at each end of the stretch.

For security purposes, the concept is to form a short branch cutting into a field near Tickner's Heath, which has been offered to WACT for our use in this project, terminating in a small uncovered mooring basin and an over-water boat house, into which the WACT boat can be floated and locked up. The same field has also been offered to us as a potential location for the disposal of dredgings. And it is at this point that the real planning constraints begin!

The initial step is to commission a topographical survey of each end of the stretch, to help with the precise positioning and detailed design of the appurtenant structures. The volume of dredgings was surveyed in 2007 by Parsons Brinckerhoff, the Consulting Engineers, at about 8,500 m³ (about 11,000 tonnes), depending on the water content of the dredged material - not a small quantity. This material has to be sampled and analysed for a wide range of potential contaminants, before we apply to the Environment Agency for a licence to deposit the dredgings. However, to compound the problem, the field has been surveyed for ecological purposes and, needless to say, we are in great crested newt and



Compasses to Tickner's - Area 2 work

possible slowworm territory there, so we cannot just bury them beneath 0.5m to 1m depth of spoil. Their potential headaches become our real headaches! Nevertheless, with the expert assistance of our Conservation Adviser and the senior environmental scientist of British Waterways, who has volunteered her services, together with the unbounded enthusiasm of our volunteers, we shall be opening this length of canal for short cruises in the not too distant future, while at the same time, enhancing the environment and increasing the local biodiversity. Once we have the necessary clearances for dredging, tenders will be invited and the contract awarded. After the dredging is complete, the appurtenant structures will be built and installed, and other works,

such as the repairs to drain outfall headwalls, and reinstatement of the towpath (location to be agreed and decided) will complete the restoration of this stretch

John Talbot, Chief Engineer

Letter to 'Wey-South'

I am an ex-editor who was Ed-Di-Da (editor with a play on Morse code) for 16 years of both the Horndean & District Amateur Radio Club and the Military Wireless Amateur Radio Society, I would like to say that this last issue of *Wey-South* was the best one yet and a credit to the new editors and the WACT.

I have just been proofreading a journal of a club, of which I am a member, for the editor and found 26 spelling/grammar mistakes. *Wey-South* has always been free of errors, so the editor was, and now the new team are, doing a good job (*Thanks to Geoff Perks who has been our proofreader for some time - Ed*).

Would it be possible to have a page in *Wey-South* for regalia? My wife and I would like to buy two WACT sweatshirts and who knows what else is available and tempting? Mail order works with other clubs and I feel that my fellow members would buy items and help with the funds required for restoration. At the moment members, I feel, do not know who to contact, what is available and at what price.

Best wishes, John F. H. Taylor-Cram.

Note: Mail order items are available from John Wood or can be collected in person (by arrangement)

Lordings Waterwheel

We have a national treasure at Lordings (just over a mile south of the A272). It is a waterwheel which is unique to the British canal system. It was installed after the Junction Canal was built from Newbridge to Shalford with a design depth of 3ft 6in. The earlier Arun Navigation had a design depth of 2ft 6in. How were the two depths to be married up? The solution was a waterwheel at Lordings where the canal crosses the river Arun in an aqueduct. Water was to be brought up from the Arun to top up the water already in the canal.

The river's earlier name of Tarrant gives a better idea than the placid-sounding Arun of the amount of water which flows down the course of it: indeed, the tidal section is second only to the Severn in tidal speed in England. The Arun, then, was to be harnessed as the driver of the Lordings waterwheel. The wheel is 'undershot' - that is, the river's strength is used to push the wheel around at its lowest section, unlike mill wheels which are usually 'overshot' with the water being fed along a trough to the top.

The late Winston Harwood led a team to excavate the site. The original wheel had long since gone but the breastwork remained to allow Winston to deduce the dimensions of the wheel.. He converted this into drawings which a local fabricator made up into a wheel and this was duly installed. As Lordings is more than half-a-mile from any road, this was a considerable undertaking, together with the work of constructing and fitting the bearings. Many volunteers were involved in this work, and later to keep it painted and maintained.

Time caught up with Winston's wheel and the central steel shaft, three inches in diameter, snapped earlier this year. The Trust fortunately has, as a member, a chartered mechanical engineer who inspected the site and drew up a report on the cause of the failure and what needs to be done. With immense labour, the Lordings group have dismantled the jammed wheel. The parts that can be salvaged are at our depot. Meanwhile new parts are being ordered from various local firms so that the new wheel can be transported to the site and assembled in the Spring.

Generous donations from members are meeting 75% of the cost. We are asking a charitable trust to cover the shortfall. If all goes to plan, we hope to have a Grand Re-opening in the first part of next year. Winter floods in the Arun plain often restrict access to the site, so we are cautious, yet, about announcing a completion date.

Jim Phillips
Vice-Chairman



The Lordings waterwheel in 2004
(Janet Phillips)

On September 11th a fair number of people gathered at Loxwood in the Onslow Arms garden to celebrate the 40th anniversary of the founding of the organisation formed to promote restoration of the Wey & Arun Canal. 1970 saw the birth of the Wey & Arun Canal Society, which a few years later became a charitable trust.

It was particularly pleasing to welcome back several people from the society's early days, such as David Ball and Peter Beresford, while others, notably John Wood, have never gone away. Those present enjoyed a barbecue lunch with live jazz in the background to add to the party atmosphere. Thanks to Jonathan Mitchell for thinking of the event and arranging it all.



Above: The party gets under way in the marquee

Below: Nearly all of the WACT secretaries: Peter Beresford (1973-74); John Wood (1975-96); Iris Piggott (1997-99); and Julian Morgan (2004-present). Geoff Perks (2000-2003) was unable to attend



All the surviving chairmen: David Ball (southern section); Peter Beresford; Peter Foulger; Sally Schupke



Recycling news

Good news! We collected 27.243 tonnes of paper during the third quarter of 2010 (July, August and September) which is up from the 15.074 tonnes collected in the 2nd quarter. It was estimated that the third quarter should yield approximately £3,000, including recycling credits from West Sussex County Council. Just as we went to press the news came through that the actual total was £2998.71. Not a bad guess, but just a little more paper might have pushed us over that magic total.

As of the 19th October, the recycling of inkjet cartridges and mobile phones had made £359.26 so far this year.

Many thanks to all those members and friends who support these recycling initiatives.

We continue to save postage stamps. Please send or take to the Granary office at Loxwood.

We have a new appointment this month - Kev Baker has taken over as Maintenance Coordinator. Kev will be familiar to readers from his step-by-step guides to the state of the canal, the next instalment of which appears in this issue. Kev has also explained his plans (opposite) for maintenance on the important Loxwood section of the canal.

And we also, of course, have yet another work site. Of course, the more sites we have the more important maintenance becomes. On a personal note, I well remember that when I was previously actively involved in the project some 20 years ago (now that's a frightening statistic) it was causing real headaches as the Trust seized any of the rare opportunities to clear a new stretch of waterway or rebuild an isolated structure. Any work that was done had to be maintained of course, to prevent it slipping back to semi-dereliction within a few months. The result was that we dashed back and forth doing loads of smaller odd jobs in between some major tasks, so nothing ever got properly finished to the extent that the waterway could be used for navigation. Several of us wondered if it was really worth while. Would it not be better to just reopen a mile or two, where we could operate a boat, take the public for rides, and concentrate on extending that section instead of rushing about across the Surrey and Sussex countryside?



***Gun's Mouth Island - WACT's first priority is to get the appearance up to scratch, establishing our presence in this important location
(Janet Phillips)***

That, of course, was how things were to pan out in the future. Back then, restoring the central section of the canal at Loxwood was a political rather than a physical impossibility. It would be nice to look back and say "We told you so" but all the cries for a more concentrated effort were only stating the obvious and it took the one big opportunity, of permission to work on the Loxwood Link, to really concentrate our minds. And the way the Loxwood section has worked out is living proof, if the waterways movement ever needed it, that if you can have an operational piece of canal you have the key to a successful restoration project. Without that vital ingredient we are just marking time.

So might there be a danger that new work sites will detract from the Loxwood Link? I for one don't think so. In fact, in the case of our latest agreement, the opposite should be the case. It has long been regarded as a major priority to re-establish a link between the Wey & Arun Canal and the rest of the connected waterway network. And that means the junction with the River Wey.

How we actually make that junction is the vital question that was previously too big to be answered. The logical way is to follow the original line of the canal. But politically, if not physically, that's far from straightforward. So the more realistic choices are to make the Bramley Stream (Cranleigh Waters) navigable, and/or to cut a new canal to rejoin the original line beyond Bramley village. Whichever of the three (or even more) choices is eventually made, Gun's Mouth Island is a strategic part of the equation. So gaining a lease from the National Trust and starting to clear and improve the area is a major step forward in showing that we are serious about linking to the main system.

Planned Maintenance of Baldwin's Knob Lock (No.4)



*Installation of new quadrants by the NWPG weekend campers
(Julian Morgan)*

Following on from Peter Foulger's and my own work on the gates at Baldwin's Knob Lock, writes Kev Baker, it soon became apparent that the gate linings were nearing the end of their working lives and that the top paddle gear was badly worn. With this in mind we took the decision to renew the linings and gear, So with this set for January 2011 we needed to take accurate measurements of the lock gates and paddle sluices.

Saturday 6th November was set for a visit from the Newbury group to install new quadrants under the balance beams, so it was decided we would do the measurements that week-end giving us a few extra hands to lift the stop planks.

Having sorted out the stop planks for the lower end the previous weekend, we set about putting the upper stop planks in to position; having misread the numbers we put the top two in upside-down! So

plank 6 stuck in the slot, having spent about an hour we finally freed it and swapped it for plank 5 and finally Peter F was able to press them down with the dredger bucket. With pegs installed and plastic sheeting in place we were able to draw off the water on the top cill and start the measurements.

Having completed the top end, we then proceeded to put in the bottom stop planks, paying extra attention to lining them up perfectly on top of each other (there are 16 planks as opposed to 6 on the upper level) this made it so much easier to get them down onto the bottom and they all went in first go. We then started to pump out the lock chamber, but with failing light and the end of the day looming large upon us we decided to call it a day and resume in the morning.

Sunday 7th and round 2! Having realised that my pump was not going to be able to drain the lock fast enough we acquired an extra pump from Southland. With plenty of fuel we set about draining down. The pumps ran flat out all day. With leakage from the top and bottom stop planks it took some time

before the pumps started to make headway, but by lunchtime there was a noticeable difference in water levels. Slowly the lock started to empty.

By 3pm it was getting low enough to be able to get down into the lock by standing on the lower rungs of the ladder. Eventually the level got low enough to be able to carefully stand on the invert of the lock and finally we were able to take the measurements of the lower gates. Having done all the work we refilled the lock and removed the bottom stop planks, putting them away in their house. By this time the five of us remaining had become very tired and so we decided to leave the top planks in place (although released and floating) in the slot and return the following weekend to remove them.

Kev Baker, Maintenance Co-ordinator - Loxwood Link

The Famous Five on Gun Island

(or possibly 25 members of the infamous Mid-Week Working Party on Gun's Mouth Island).

Wednesdays during November have seen the MWWP taming WACT's newest piece of real estate, a rarely visited island (grid reference SU 998463) at the northern end of the Wey & Arun Canal.

Access is by boat. Once there it was necessary to clear the stream that borders the south-west side of the island. In many places hidden by undergrowth or blocked by sturdy fallen trees, this stream is destined to lead our canal into the Wey Navigation. Some of Gun's Mouth Island will be lost in widening it; the far bank, a Site of Special Scientific Interest, cannot be touched. Indeed, much of the clearance had to be done from a pontoon since we were forbidden to set foot on the far bank. After the first day a good bridgehead had been established on the north shore and most of the big trees cleared from the stream. Two days' heavy rain before our next visit ensured a flooded river, fast current and our pontoon filled with water. Because of our clearance, the stream had been able to carry much of the flood water and the island was above water. By the end of that day, one idle gang member sloped off to take her canoe around the island - the stream was clear. The stream had become the Wey & Arun Canal, if a little narrow.

Week three saw the bank further cleared and the dead trees removed and stacked into eco-piles. All clearance results in a heap of junk, here we found parts of a tractor, a spade, the usual cans and bottles, wire and plastic. We had our meal breaks with a fire to keep us warm and cook the sausage rolls provided by Di. The weather was lovely, the autumn leaves golden, the water sparkled in the low sunlight against the colourful boats tied up at the at Gun's Mouth moorings. This will be a lovely final section of our canal.

Janet Phillips

The Mid-Week Working Party has also been active at Dunsfold, preparing for dredging work (see elsewhere in this issue). Most of the work has been removing submerged tree trunks, which involves a lot of fishing around and winching out. It also



Because of access restrictions, initial clearance work at Gun's Mouth Island had to be carried out from a pontoon.
(Janet Phillips)

means that the trunks are impregnated with grit and silt, which is bad for the chain saws. The MWWP reports some impressive turnouts; the record, 26 volunteers, was recorded in August, but 20-plus is not uncommon and the total is always well into double figures.

Now that work has moved to Gun's Mouth, organiser Peter Jackman reminds WACT members that parking at the site is strictly restricted to keyholders and official members of the working party. Casual visitors and sightseers risk ruining the good work that has led to the granting of the lease and agreement to work. "Please don't rock the boat," asks Peter.

Contact Peter Jackman, 01483 772132

Hedge Laying Group

The team has, unfortunately, been somewhat depleted due to illness, but the small numbers have managed a fair amount of trimming work in the Drungewick, Harsfold and Brewhurst areas before moving on to actual laying of hedges. Laying work at Drungewick (Loxwood Link) and Harsfold (Arun Navigation) is scheduled.

Contact Keith Nichols, 01403 753882

*The Hedge Laying Group at work
(Penny Line)*



Tickner's Depot

Organiser John Smith has made a most welcome return after a long enforced absence, but Ken Bacon and Dave Kersley, with a small band of enthusiastic supporters, have carried on manfully in John's absence, keeping the various items of often ancient plant and machinery in good working order.

Current Health and Safety legislation means that all plant and machinery has to be fully documented and records kept of maintenance and repairs, something that can be difficult for a body like WACT.

Contact John Smith, 01903 235790

Keeping up appearances - the 'Mrs Bucket' Group

The Monday group continues to keep the previously-restored bits of canal looking good, work that over the past months has involved hedge trimming, towpath clearance, grass cutting, removal of the dreaded Himalayan Balsam, plus painting, re-siting and installation of notice boards and Infoposts.

The work takes place along the whole length of the canal, so if you like varied, not too strenuous, work in different locations this could be the group for you.

*Contact John Empringham,
01483 562657*

Weekend work camp

A successful weekend's work was completed by Newbury Working Party Group led once again by Bill Nicholson. Starting at Baldwin's Knob the group adapted well to the cramped conditions with a team of at least 13 (I think) and completed three of the concrete quadrants on the Saturday having scraped over every local source of ballast to make up for some under-estimation. This left just one quadrant for Sunday, with just sufficient material. The large team was able to help Kevin Baker and Peter Foulger on their survey of Baldwin's Knob in its drained condition.



*Towpath improvements at Birch Copse
(Julian Morgan)*

The team split on the Sunday leaving four at Baldwin's Knob to finish the last quadrant with the remainder assisting Eric Walker at Birch Copse to extend the towpath repairs and some rather soul-destroying work on the beautification of the completed work. In the end the reward was that this looked good.

We would like to thank the team for their flexibility to bend to these late adjustments to our programme and to add to the appreciation for the much needed work at Baldwin's Knob.

Allan Chambers

Winston Harwood Group

Our main areas of work are Lordings Lock, aqueduct and waterwheel, to Harsfold Bridge, plus essential maintenance from Newbridge to Loves Bridge. The most interesting of these is the unique waterwheel. This is powered by the river (undershot), from near the river bottom. The spillway troughs are topped up as the wheel rotates and discharge at the top of travel and the water is channelled to top up the canal. It works 24 hours, 7 days a week.

The central shaft or spindle of the waterwheel broke and it stopped - as described in Jim Phillips' article on p20. The group had to dismantle the wheel and remove the bits from the top, which was difficult because the bolts had rusted. John Bull and John Febrier transferred to our group to help out which made a great difference - we only just beat the time when it becomes impassable (too muddy for two-wheel drive cars to negotiate!)

Tony Turnbull, our new engineer, has done sterling work on making prototypes for the spillways, plus measuring, site visits, meeting with manufacturers and fabricators, a lot of on- and off-site effort. The new waterwheel will be more efficient, lighter and will better the rate of 1200 gallons per hour (and be even more of a wow!) - more details next spring.

Contact Tony Clear, 01903 774301

Regular news of working parties is available in the monthly *Working Party News*, sent by e-mail to any WACT member interested in keeping up to date.

To receive *WPN*, send your e-mail address to listadmin@weyandarun.co.uk or bill_thomson@weyandarun.co.uk

Work in the Loxwood area (Thursday & Sunday Group)

By the end of October a meeting at Southland Lock with Natural England had taken place. This led to a decision to rebuild the lock where it had been constructed in 1813, using the original quoins in the build. This position was some 20m from where we had previously been asked by the local environmental body and for which we had received planning consent.

There are a number of pluses and minuses to this move. Most significant will be the reduced cost of construction and no bridge at the tail of the lock. The cost saving will come from the reduced amount of excavation required and a smaller concrete requirement. The lack of a bridge at the tail end will necessitate a bridge by the top gates, which is an Inland Waterways Association recommendation anyway, and actuators on the bottom gates and gate paddles.

So, to summarise the current position at Southland, we have the planning consent from Chichester District Council (CDC) with 12 conditions. We have submitted our proposals in respect of the conditions to CDC. We are now awaiting CDC to respond in writing before we can start.

There is a similar position regarding the replacement parapets on the Loxwood High Street canal bridge. Planning permission has been granted, this time with only one condition. However, before we can actually replace the present bridge parapets, there are over 30 steps to be gone through, including agreement at each stage with West Sussex County Council (WSSC), CDC, Loxwood Parish Council and the Loxwood Society before work can start. And for one of those agreements WSSC says it will take three months! By the end of October WACT was in a position to get formal sketches from the designers Tony Gee & Partners (TGP) showing what has been agreed locally, for agreement by the WSSC Highways Department.

Retrospective planning consent has been applied for from CDC for Southland Culvert and the winding hole near Devil's Hole Lock (DHL). Both permissions were granted on 25th November. Now the culvert permit is received then we can apply for permission for a winding hole at the same site.

On a really positive note, a planning application is currently being made for Gennets Bridge (or Bottom) Lock. That is the last lock in Sussex before the canal goes into Surrey. Of course, you may have guessed that since the bureaucrats love to wield control, and we have to keep them happy, there are still a number of applications to be made in the short distance from Devil's Hole to the county boundary.

So what are the volunteers doing? Well they have been doing all sorts of jobs from Drungewick through to Southland; jobs that had been left behind as the formal opening of the Loxwood lock and Devil's Hole Lock were rushed through. Training has been another aspect needing attention to meet future requirements.

With winter upon us, dealing with the mud will be a major concern until April, by which time the bird nesting season will be in full swing. Hey-ho, hey-ho....

The Thursday & Sunday Group generally meets at 9.30am at the Onslow car park.

Contact Eric Walker, 07717 855340.



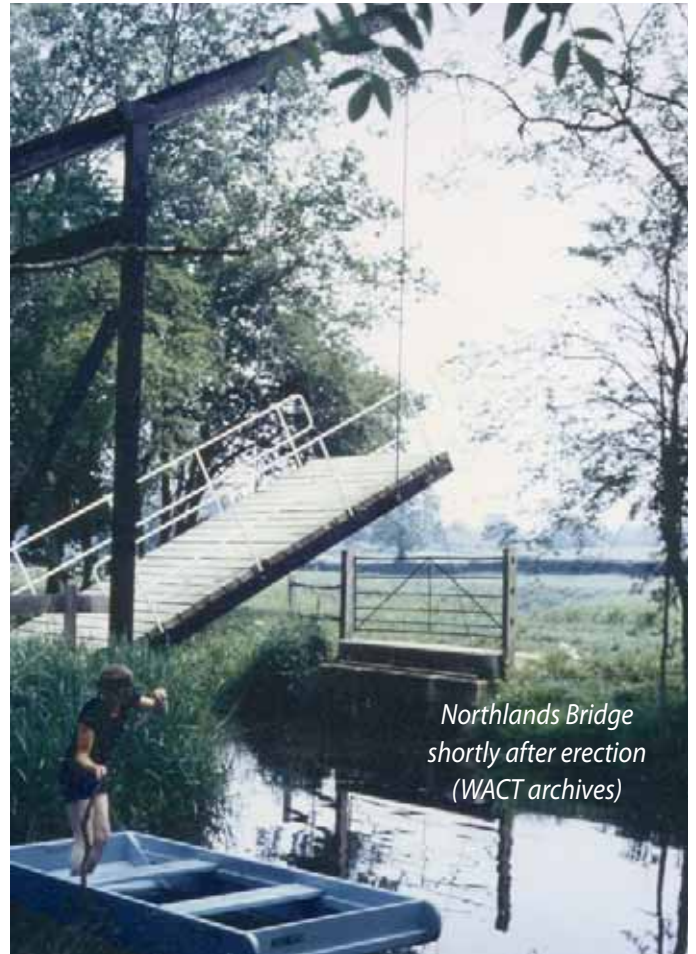
Even in this age of mechanisation, there is plenty of old-fashioned spadework to be done - the Thursday and Sunday group at Brewhurst (Julian Morgan)

Newbridge to Drungewick

Having crossed the road at Newbridge I headed north. Once Newbridge marked the junction between the Arun Navigation and the Wey & Arun Junction Canal. The road bridge is long gone and instead two pipes run under the road. This bridge will be difficult to replace, but we've done a similar job at Loxwood and this one, hopefully, will be less expensive.

So off across the fields. The first interesting feature appears in the shape of a lifting bridge. This is Northlands; a very tall structure in need of a freshen up (now scheduled for next year).

Next comes Rowner Lock: work has been done here recently by a visiting group. Gates were installed, but sadly they have been removed, as they were rotten. The canal north of the lock has held water and the lock was previously operational, but now sadly there is little evidence of this former restoration. Onwards now, across a weir, and on towards the restored Loves Bridge. The route is currently blocked for a short distance, and so I headed across the fields towards Rowner Road via the footpaths, picking up another path which led me back to the canal at Malham. It was then a short walk south to the lock, again restored, now just awaiting gates and paddles, which can be considered once we have permission to link this section with Drungewick.



*Northlands Bridge
shortly after erection
(WACT archives)*



*Malham Lock restoration work in 1976 -
well before present health and safety guidelines
(WACT archives)*

Heading north from Malham Lock the canal bed enters private land and the public have no access at present. Having fortunately gained permission to walk on up towards Drungewick, a view of the task ahead was formed. The first section passes through woods, and the canal is crossed on the level by a farm access track. This will require a new fixed bridge once restoration gets under way. Next is a culvert which appears to be in reasonable shape with only the ends crumbling; not a major task to rebuild.

Next is the originally-proposed site for the swing bridge that we acquired from the Leeds & Liverpool Canal. This is New Hope - again, a farm crossing requiring a new bridge over the canal to supplement the existing river

bridge. Further along I found the original Hope Bridge. Sadly 'no hope' would be a better description bearing in mind its current condition. The middle arch support has moved towards the river and the canal arch has fallen into the canal bed. The rest of the bridge was apparently washed away several years ago when the river flooded.

The next half mile is so overgrown that it was difficult to see anything but trees! And so I came to Drungewick and the Loxwood Link. I will now skip a couple of miles to beyond Loxwood - so much has already been written about the Loxwood Link navigable section, so I have no need to go over such familiar ground yet again.



Hope Bridge (or rather 'no-hope bridge')
(Kev Baker)

Loxwood to Southland

Now actively being restored, the footpath follows the canal. The transformation can be seen firstly at the new lock (5A, Loxwood Lock) and the associated bridgeworks. The canal now heads towards Devil's Hole. This section was briefly open last year when the water levels were just high enough, and I had the pleasure of taking the first boat for 140 years up to the new winding hole in April. There has been much work since then by Eric Walker's team, which has been gradually finishing off the work at Devil's Hole.

The lock has been restored once, restored again, and then extended to its current length. New gates and paddles have all been fitted and the lock will be fully operational as soon as we have sufficient water to fill the canal above the lock.

The final section up to Southland is the scene of much activity with a new culvert now complete under the canal bed. Clearance work has been started at Southland. Planning permission has recently been approved to rebuild the lock chamber, and hopefully building work will start fairly soon, subject to the conditions attached to the planning approval.

Next time I will continue north through Gennets and Sidney Wood

Kev Baker

Diary Dates

- | | |
|----------------|--|
| 18-23 December | Santa Cruises at 11am, 12noon, 2pm and 3pm on each day.
Tickets £8 from Trust office. Booking essential. |
| 26 December | Special Boat Trips 11am, 12noon, 2pm and 3pm.
Tickets £5 (children £2.50) from Trust Office. Booking possible but not essential. |
| 1 January 2011 | Special Boat Trips 12noon, 2pm and 3pm.
Tickets £5 (children £2.50) from Trust Office. Booking possible but not essential. |
| 16 April 2011 | Annual Meeting at Shalford Village Hall, 2.30pm.
With special events for members on the morning of the meeting. |

The 'Pedal' sponsored cycle ride - 26 September

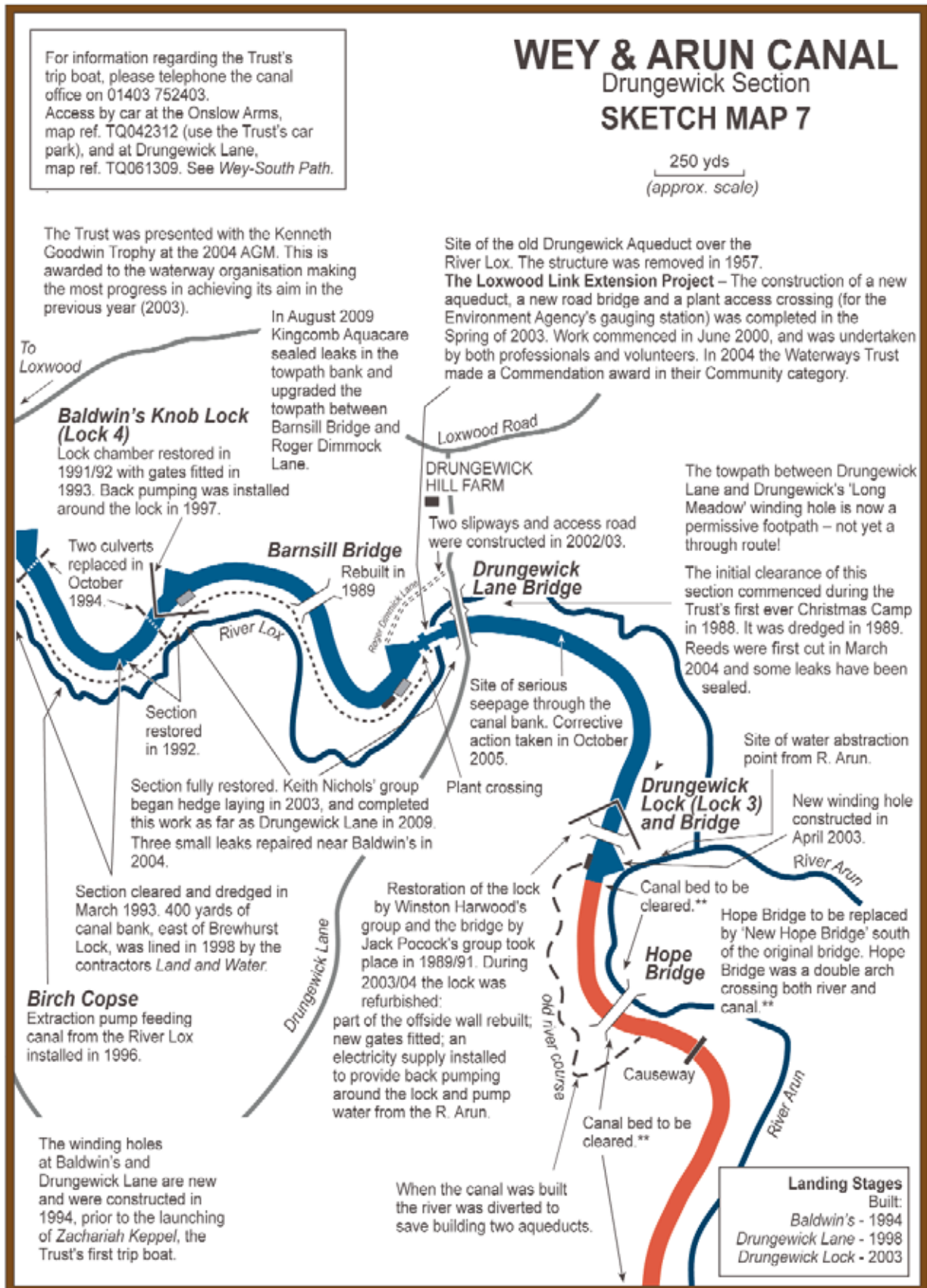
The Trust's second sponsored bicycle ride, The Pedal, took place on the top of the South Downs with a choice of three routes being offered to the participants - 7½ miles, 20½ miles or 28½ miles. Starting from The Dover, just off the A27 east of Arundel, the three routes set by organiser Stephen Grover followed a common course for about 5 miles before a small group peeled off to complete the shortest course. Perhaps surprisingly nobody opted for the middle length route, so the rest of the field pressed on for the full 28½ miles, making their way up to the South Downs Way at Chantry before taking a circuitous route to attain the top of Rackham Hill and then happily going downhill for most of the way to Burpham village, thence to Warningcamp and back to The Dover.

Most of the route was on bridleways and very minor roads, although a couple of sections over newly ploughed land produced some interesting comments from the cyclists - the route designer swears that this land had not been ploughed when he checked it during the previous weekend! The weather was cool but managed to stay dry for most of the event, with a little rain arriving for the last half hour or so. Our Treasurer tells me that the eight riders have contributed some £1,073 (including Gift Aid) to the Trust's funds, and of course any such additional income is always good news.

Geoff Perks

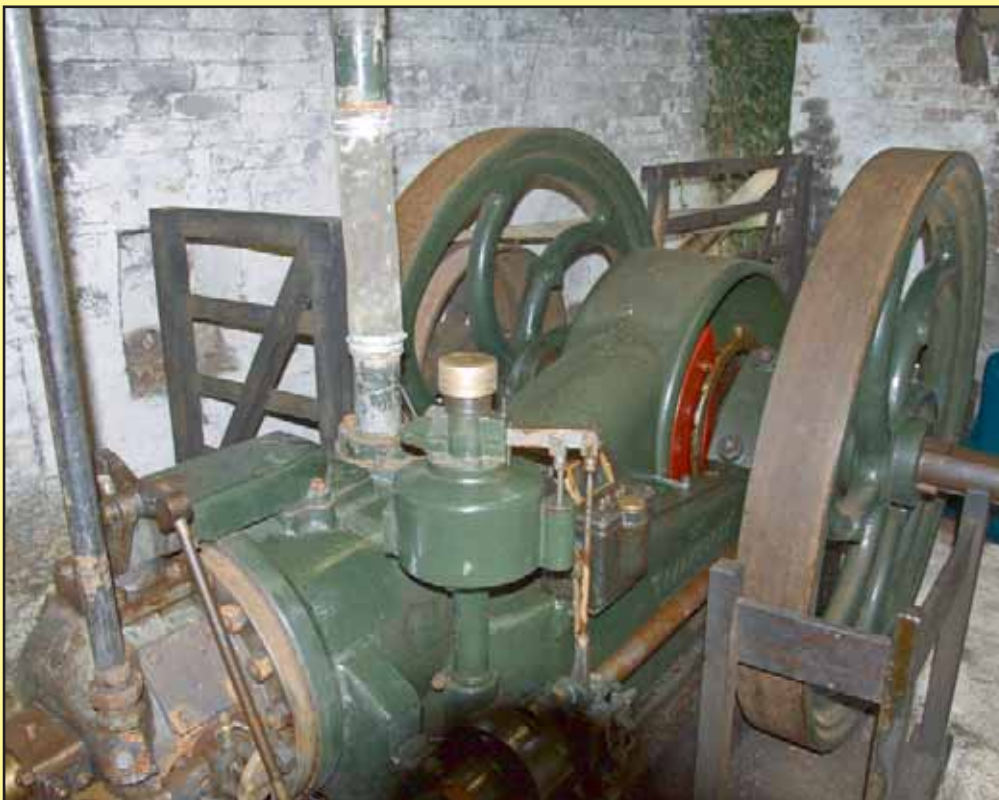


A selection of 'Pedal' images, from John Inman, who tells us he enjoyed the day very much, particularly the stunning views of the coast and the Isle of Wight, also the wildlife.



All ten maps in this series are included in
A Guide to Restoration Progress on the Wey & Arun Canal,
 available by mail order from John Wood
 (see www.weyandarun.co.uk/goods.php)

Heritage Open Days, Brewhurst Mill



Brewhurst Mill at Loxwood was once again opened to the public, courtesy of Peter Foulger, on the weekend of 11-12 September. Julian Morgan's pictures show the interior of the old flour mill (above) and the Blackstone engine, (left) based on a design by Carter Bros of Wisborough Green, which replaced the waterwheel in later times to power the mill.