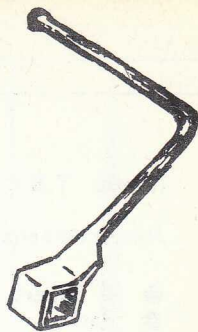


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COVER PICTURE: New lock gates being built by volunteers for the Basingstoke Canal. See news item elsewhere. Photo: R.C. Snell.



Working Party Page

JULY 12th.-13th. KENNET & AVON CANAL AT BATH. Clearance work in the Bathampton area; overnight accommodation in Batheaston church hall. For details and transport contact Tim Dodwell.

AUGUST 16th.-17th. UPPER AVON. We do not usually have working parties in August, but in view of the urgent need for workers on the Upper Avon it has been decided to break this tradition. We meet at Harvington Station at 10.30-11am. on the Saturday. Bring gum-boots or waders, sleeping bag, plate, eating irons and a mug - food will be provided (at cost) if you let us know you are coming. This will be a joint working party with the BCN Society. Transport and accommodation are available if you contact Graham Palmer.

SEPTEMBER 13th.-14th. PEAK FOREST CANAL, AT MARPLE. Almost a year after Operation Ashton

we return to the Cheshire Ring to make yet another leap forward with the work on Marple Locks, which have to be completed to enable the labour force available to move on to the Ashton.

The plan is to clear out a minimum of four and a maximum of six locks during one weekend and do about three other urgent but less spectacular jobs with a small work force efficiently equipped to do the job. Further details from Graham Palmer, and in 'Navvies Notebook'.

RIVER WEY WORKING PARTY.

Some 30 volunteers toiled all day in the sun on Sunday June 8th. when a Branch working party was clearing overhanging trees above Bowers Lock. The enthusiasm of the cutters nearly outran the efforts of those clearing up after them, as all the debris had to be shipped down to the fire on the lockside by pontoon. However, by early evening all was done, making it one of the latest sessions for a long time. For a change no less than five families arrived by boat.

FOR HIRE.

As a further step in the fight for the Cheshire Ring, the Peak Forest Canal Society has for hire a 30 minute film about 'Operation Ashton'. This is not only entertaining, it is first rate campaign material. Hire details from M.R. Heap, 14 Arkwright Road, Marple, Stockport, Cheshire SK6 7DE.

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Navvies Notebook

Subscription for twelve months 5/- post free from G. Palmer 4 Wentworth Court, Wentworth Ave, N 3

Letters to the Editor



Cotham, Bristol.

14th. June 1969.

Dear Miss Johnstone,

Reading under the heading 'Milton Keynes' (May issue 'Windlass') I get the impression that the writer is satisfied with the proposed role to be played by the Grand Union Canal in this new city. This role does not seem to include any commercial traffic, which I find distressing.

According to 'Bulletin' (also May issue) one lady has written to the planners, pointing out the possible use of the canal for carrying building materials to the site over the thirty odd years of its construction. I would suggest that this is only short term, and we should be looking ahead to when the city is complete.

To provide jobs for the proposed quarter of a million population in Milton Keynes, industry will be needed, this being, I assume, grouped into industrial estates. Why not then put these factories by the canal and include up-to-date handling equipment in their construction? Some of these factories will be producing goods for export. What could be more ideal than to bring raw materials up from the London docks and return with the finished product? This run would be short, and with a return load would compare favourably with road transport as regards costs.

The modern canal boat may be a thirty foot plywood cruiser, but I still think the planners would be well advised to consider the economics of canal carrying as well as the amenity of a linear park.

Yours faithfully,

COLIN EMMETT.

Finchley, N.3.

13.6.69.

Dear Madam,

I was somewhat surprised to read Mr. Kinnersley's remarks with regard to Banbury and the capital expenditure proposed by the Board there.

I am not critical of the development of urban waterways with or without the help of Local Authorities, but Banbury has in my view little to commend such expenditure as announced at the present time.

The Oxford Canal is beautiful yet the condition of the canal is poor. It is virtually impossible to walk its towpath length, which is slowly disappearing in many places. The small maintenance staff cannot keep pace with this and the hedgecutting which is required. The navigation is not good - in many places a draught of 2ft. can mean a muddy crawl along the bottom, and every year the hard-pressed maintenance staff see the problem getting bigger.

If the canal is properly maintained then the traffic and towpath use will follow naturally. If a part of the much publicised sum of money is spent on obtaining the right staff at the right price then the Board and Banbury Council or the like will in a few years be able to provide the development as now suggested on a broaderscale and obtain a good return on capital. They will not, I am sure, achieve this at present.

closing time will be 8.30pm. In 1970 it is proposed times are April -7.30pm. weekends and Bank Holiday 8pm, May 8pm. weekends and Bank Holiday 9pm. September to March closure at sunset.

Although navigation is not prohibited outside the hours when the lock keepers are on duty, it is not encouraged, and the hand mechanism on hydraulic locks is discouraging to all but the strongest and most determined.

Curtailement of cruising hours will mean the loss of 400 hours possible cruising time in a full season, at a most pleasant part of the day for cruising. The exclusion of Friday from the extended weekend times will deprive the private boater of an early start to his weekend and hamper the hirer, who having miscalculated, is in danger of being late to hand over his craft.

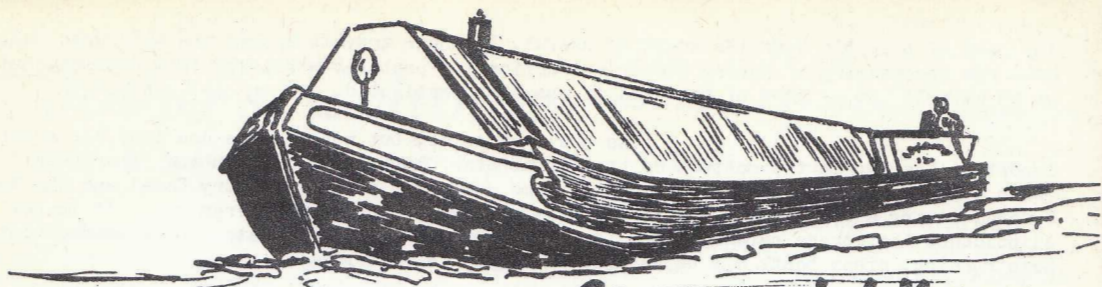
An inevitable result of the restriction will be more speed. There are already too many boats travelling at excessive speed, damaging the banks and causing chaos on moored craft. Queues for locks on Sunday night, already long, will increase as tempers shorten.

No one wants lock staff to be overworked, but surely with the increased revenue from licences resulting from the rapid growth in popularity of boating, it would be possible to employ extra staff on a shift basis? In this technological age why is it not possible to make the hydraulic lock operating system completely foolproof so that boat owners can work the locks themselves?

With this and the fishing restriction, it appears that instead of a little thought and brainwork, the easiest way out- that of imposing restrictions, has been taken.

The photo below shows Ash Lock on the Basingstoke Canal, on the occasion of the handing over of the Petition. l.to r. Mr. Reeskie, Mr. Pumfrett, David Gerry. See news story elsewhere. Photo: Farnham Herald.





Commercial News

Save Narrow Boat Carrying

The Ashby Canal Association trading section (ACA) are hiring three Willow Wren pairs and the pair owned by Stroudwater Carriers (A.E. & T. Jones). Around 230 tons were carried in May. A really stupendous amount of work has gone into organising the resumption of this traffic of 100 tons a week, chiefly by Tom Henshaw and Brian Osborn in the Midlands and a small group organised by Graham Palmer in the south, who have helped with the chute used in unloading and with crane repairs.

Willow Wren's creditors have allowed the company a three month period from the beginning of June in which to find new trade. To keep in existence in this period and to enable a new traffic to commence, a sum of £1,000 is needed.

IWA had received £675 from about 80 people by June 14th. including one wonderful donation of £100 and a very generous gift of £50 from a hire cruiser firm on the Grand Union. Many amounts of £25, £20 and £10 have been received as well as equally welcome sums of £1 or less.

At their meeting on June 14th. the IWA Council decided to give £200 to the ACA; this money will help the ACA to pay their costs before their customer pays what they owe the ACA for carrying the coal. The Council are also decided to give Willow Wren £700 (their total needs are £1,000). Thus the money given totals £900 or £225 OVER the amount received so far. The Council is confident that Members and others will continue to contribute money to the Narrow Boat Fund.

MORE MONEY IS URGENTLY NEEDED !. If Willow Wren are to continue carrying they must have time to find new traffics (the Croxley coal does not use all their fleet); more important, they must have time to arrange for new traffics to start e.g. arranging the provision of loading and unloading, possibly dredging by a wharf to allow the boats to get in close, etc., This all takes time; they have to keep going in that time and need money to do so.

However it is not only by giving money that Members can help, but also by scouting out for possible traffics. At present, a backload from the Watford or London area to the Rugby, Coventry, Nuneaton, Hinckley area is vitally needed; anywhere between these two areas would also be useful. For preference, the journey should be from waterside to waterside, but a short road haul of a few miles at one end may be possible. You can help by looking for such traffics. They can be found either at the loading or unloading end. Obviously, anywhere with loading facilities already in place is a distinct advantage. As Mr. Fenwick wrote in last month's 'Windlass', our members constitute a potentially unique intelligence system for locating such opportunities and those who deal with transport, or have connections, in their daily work are in a good position to help. Could YOUR company use water transport?

It is not only back loads that are urgently needed.

Any news of possible traffics would be useful. In their travels around the waterways, Members have the opportunity of seeing possible traffics and probably wondering 'why doesn't that go by water?' Let us know of this and it can be investigated.

As a slight aside, but nonetheless one that has a very important bearing on the matter, we heard that Stan Clover's well known tug 'Sharpness' (with a draft around 3ft. 3ins.) recently came down part of the Coventry Canal and the North Oxford, towing a mud-hopper. The journey was a pleasure, quite free from mud. It is not a coincidence that these canals happen to be used by loaded narrow boats. While loaded boats keep running, other boats may be assured of a trouble free run.

Would those who have ideas on possible traffics please send details (as many as you can find out without approaching the prospective customer) to Willow Wren Canal Transport Services Ltd., Bulls Bridge, Hayes Road, Southall, Middx. A copy of your letter sent to the IWA General Office would be much appreciated.

Please send your contributions in response to the still urgent need for money to the IWA at 114 Regent's Park Road, London, N.W.1. We have heard of one person who has given the money set aside for his holiday. Frankly, if Willow Wren and/or their boats are to keep in business, a near miracle is required. The directors of Willow Wren, who have recently appointed a very prominent IWA member and businessman to their Board, are working flat out exploring all possibilities of keeping the boats working; the Board have been very encouraged by the goodwill already shown by our Members. Money will almost certainly be needed to put a near miracle into effect and this could very well involve a further sum of over £1,000. In May you may have put 'Windlass' to one side intending to send some money later and then did not. Please don't do this again, please send some money NOW.

WE DEPEND ON OUR MEMBERS TO RESPOND TO THIS GREAT CHALLENGE: WE ARE CONFIDENT THAT YOU WILL NOT FAIL US IN OUR ATTEMPTS TO HELP THE NARROW BOATS IN THE SOUTH EAST AT THIS VERY PERILOUS TIME.

JOHN DODWELL.

(Below, working boats near Denham. Photo: Martyn Denney.)



Josher's Column

AN INDEPENDANT VIEW OF THE WATERWAYS SCENE BY THE MAN ON THE TOWPATH.

There is a school of thought in the waterways world which says 'The waterways are safe - well, most of them - what are you grumbling about now?' The waterways are safe - well, most of them - from closure, but not from the wrong sort of developement. That is why some farsighted people are not sitting back with their heels on the fender saying the battle is over, the case is won.

If there is to be increased revenue from boating there must be more facilities available on the canals; but there is no need to get developement madness over it. One must be able to get food and fuel, yes: but one of the joys of canal cruising is the leisurely walk up to the village shop where one can chat to the locals on their own ground, and get the feel of the area. Would one get this from a supermarket-self-service-type shop in a marina? Waterside fuel stations are alright in themselves, but need they bring their motor-way strings of flags, and advertising boards with them? A tap for water and a discreet hole to empty one's elsan are necessities; are launderettes and souvenir shops when such facilities can be found in the nearest village?

When there is a well dredged channel, sound lock gates with all paddle gear working, and walkable towpaths, then will be the time to add the hot showers, and the luxuries - discretely. A builder who put up an estate of luxury houses with the only access a dirt track would be deemed mad.

BWB should concentrate on improving the condition of the canals, in re-opening the Cheshire Ring, for one example, and leave the provision of facilities such as boatyards to commercial enterprises, who would supply the Board with revenue for maintenance in the form of rent.

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Events

NEWS

ACTIVITIES

ROUND THE WATERWAYS

JULY 26th.-29th. NATIONAL RALLY OF BOATS AT FARMERS BRIDGE, BIRMINGHAM, under the patronage of H.R.H. The Duke of Edinburgh. Many events and activities have been planned for this, the first Royal Rally and 200th Anniversary of the B.C.N. All will be welcome, by boat or land, there will be plenty to do and see, and plenty of jobs to do. For details see the Rally Programme, and don't forget the mini-rallies taking place the weekend before the main rally. Much of the B.C.N. is 'remainder' waterway, and needs our efforts.

SEPTEMBER 7th. BARGE TRIP ON THE CHELMER AND BLACKWATER NAVIGATION. Members of the Branch and their friends will have a unique opportunity to cruise along the Chelmer & Blackwater Navigation on Sunday September 7th when a barge trip along the whole length of the canal from Chelmsford to Heybridge Basin has been organised. Apart from the two terminals the waterway winds through very pretty Essex countryside, apparently remote from towns and main roads. The barge will start from Brown & Son Ltd.'s wharf, Navigation Road, Chelmsford, at 12 noon, and arrive at Heybridge Basin about 6pm. A coach has been arranged to carry passengers back to Chelmsford. Tickets for the trip are obtainable from John Marriage, Budds Farmhouse, Highwood, Chelmsford, Essex, (s.a.e. please) price 12/6 members and 15/- non-members. Light refreshments will be obtainable on board. As the boat is an open one members should come suitably dressed.

SEPTEMBER 18th. WORKING PARTY EVENING AT THE ALBERT, VICTORIA, 7 for 7.30pm. Navvies Night.

OCTOBER 5th. (Sunday) RIVER WEY TRIP -

GUILDFORD TO NEW HAW. Would you like a day's cruise on the Basingstoke Canal? We can't offer you this at present, but we are trying to do the next best thing. The Branch Committee has decided to set up a Basingstoke Canal Restoration Fund, and the proceeds of this trip are expected to be the first contribution. As members' boats are being used there should be no expenses, and all the ticket money will go to the Fund. This is a first-class opportunity to show your support for the Basingstoke Canal campaign AND have a pleasant day

on another attractive waterway at the same time.

Boat owners are invited to cruise to Guildford on the previous day, Saturday 4th. October, and moorings will be arranged near a suitable hostelry for the night. In order to give adequate time to reach home moorings on the Thames and elsewhere, the trip will leave Millmead (adjacent to the High Street Bridge) shortly after 9.30am., reaching New Haw at about 4.30pm. There will be a stop for lunch at the 'New Inn' at Send, but bring your own food. There is a good trains service from Byfleet and New Haw for the return journey. Tickets price 10/- at least (don't forget it is a good cause!) from Tim Dodwell. **BOAT OWNERS:** The success of the trip depends on enough of you turning up. Even if you can't manage the whole trip, join us where you can. Please let Tim Dodwell know if you are coming as far in advance as possible, with the number of passengers you can carry, so that we know the fund-raising capacity.

OCTOBER 15th. and 16th. CONFERENCE 'WATERWAYS IN PLANNING', At County Hall, London, principally for local authority delegates. There will be six sessions, devoted to various aspects of inland waterways and schemes for their development and greater use, to inform local authorities of the contemporary uses of inland waterways and future proposals for their development and to encourage them to take a greater interest in their own waterway. The Conference will close with a trip along the Regents Canal and a Dinner at the London Zoo Restaurant. Conference fee will be £9 inclusive of meals, refreshments, boat trip and Dinner, but exclusive of accommodation. Final details will be circulated when ready, meanwhile all enquiries should be addressed to the IWA General Office.

OCTOBER 23rd. Winter Meeting at the Albert, Victoria Street. 7 for 7.30pm. We hope to have an Upper Avon evening with David Hutchings.

Other Winter Meetings scheduled include London's Waterways, the Basingstoke Canal, the Lower Avon, and a Christmas Party.

BASINGSTOKE CANAL

Members of Surrey and Hampshire County Councils and Basingstoke Canal-side local authority councillors, together with their wives and children, were guests of the Branch and the Surrey & Hampshire Canal Society for a most successful cruise on the Wey Navigation on Sunday May 14th. The event was organised to show councillors an operational waterway. Some 15 cruisers, headed by Desmond Briscoe's 'Samanda' cruised from Newark to Byfleet Boat Club where Pat Jebens and Pat Harris had laid out an excellent tea. After refreshments a film showing Operation Ashton was screened, followed by a further short boat trip to the entrance of the Basingstoke Canal. We wish to thank Byfleet Boat Club for letting us make use of their facilities, and all the boat owners who turned up to take guests.

The first batch of 10,000 signatures to the Petition calling for public ownership of the canal and subsequent approval to plans for restoration were presented to members of Surrey and Hampshire County Councils on Saturday June 14th. David Gerry, Chairman of the S. & H.C.S. handed the petition to Mr. D.G. Pumfrett Chairman of Hampshire County Council's Countryside Committee and Mr. R.G. Reekie M.B.E. Deputy Chairman of the Town & Country Planning Committee for Surrey C.C. The presentation took place at Ash Lock near the border of the two counties. Signatures are still being collected.

The Local authorities have also been sent a special article on the use of voluntary labour, and a copy of the issue of 'Navvies Notebook' reporting Operation Ashton, together with a letter from the Branch Chairman confirming our offer to help in the work of restoring the canal in the event of the two Counties decision to purchase it. This follows a letter sent last March urging the Councils to come to a decision as quickly as possible so that further deterioration may be prevented.

Pictured in this issue are the lock gates being made by voluntary labour under the direction of Tony Harmsworth, grandson of the late Mr. A.J. Harmsworth owner of the canal 1923-47. A completion ceremony was planned for June 28th. with Paul Vine author of 'London's Lost Route to Basingstoke', and local and county representatives and M.P.s have been invited. The Surrey & Hampshire Canal Society will offer to install the gates for the Canal Company at Ash Lock.

The gates have been built, in the traditional manner, at Ash Barge Yard where lock gates and barges were constructed in former days.

DIETER JEBENS.

RIVER STOUR

There was a successful cruise of canoes on June 1st. when some 20 craft paddled downstream from Nayland to Stratford St. Mary, the meeting place of the Trust. The object of the cruise was to exercise formally the public right of navigation and to draw attention to the need to improve facilities. This was the first time a boat cruise has started from Nayland, and the event created interest from the locals. It also received good publicity on television and in local newspapers daily and weekly. The next canoe trip organised by the Trust will be from Manningtree to Dedham, terminating at Flatford. This will be on August 17th. The organiser is Mr. E. Franklin, Flat 2, Hill House, South Street, Manningtree, Essex. There will be a canoe race on September 21st. from Sudbury to Nayland.

The Trust had a stand at the Suffolk Show on June 14th/5th. manned by a rota of members. Apart from photographs and posters, there were canoes and a canoe trailer on display lent by Orwell Canoe Club, and a dinghy lent by Mr. J.R.F. Wright of Ipswich. The stand attracted considerable interest, and a number of new members were enrolled on the spot.

The Trust's journal 'The Lock Lintel' contains an interesting article by Charles Stock, who sailed his gaff rigged 16 footer from Heybridge to Flatford, clearing the bridge at Brantham Lock by three inches. He used sail, tides and pole only for propulsion. Once the barrage goes up trips like this will be impossible.

JOHN MARRIAGE.

KENNET AND AVON CANAL

The news that Bath City Council has agreed to provide £7,500 over three years towards the restoration of the Widcombe Flight of locks is very encouraging, and should prove a considerable spur to those who have been campaigning on the waterway for so long. It is hoped that a scheme of work can soon be agreed and implemented, so that at last the long pound above the locks will be re-linked with the River Avon, and provide moorings free from the flooding from which the Avon tends to suffer.

TIM DODWELL.

RIVER MEDWAY

The Kent River Authority are trying out a new method of rubbish collection from craft this year. Instead of there being rubbish bins at each lock, (some of which had in any

case disappeared), they are issuing paper sacks to all craft that want them. These sacks are available free on demand at East Farleigh, Hampstead and Tonbridge Town Locks, where full sacks can be deposited. While this new scheme shows a desire to master the refuse problem we have had some reservations about it, as it is felt that some craft may not have room to stow a paper sack. I should be glad if members would let me know in due course their experience of and views on this new arrangement.

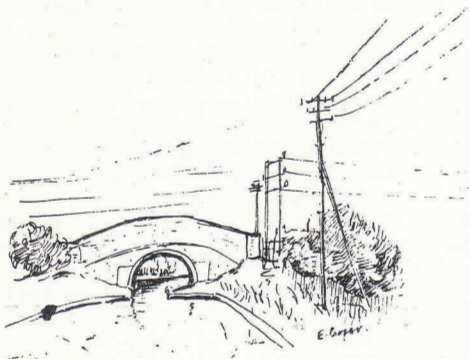
On Saturday May 26th. Maidstone Corporation is organising a Carnival and Boat Rally, complete with Carnival Queen, with the assistance of the Medway River Users Association with whom we are co-operating. The object is to attract as many boats as possible to moor in the centre of the town on that day, and it is hoped that the resulting publicity for the river will help to get public moorings established in the town. Berthing arrangements are being handled by the M.R.U.A. and we hope that as many of our members as possible will support this event.

DEREK SALMON.

GRAND UNION CANAL

British Waterways Board carried out work on the Hamwell Flight last March, principally on locks 92 and 93. The latter had been the scene of a collapsed culvert earlier in the month, which was temporarily repaired at the time. Over the weekend March 15th-18th. this culvert was completely renovated and cleaned out, while the north side of the lock was resurfaced. At the same time lock 93 had new top gates fitted - not before time as the old ones were very leaky. The whole of the Hamwell Flight now has modern gates with steel balance beams, except for the bottom gates on lock 94 which have the old wooden balance beams. Don't wait too long if you want to view these old gates, as they are scheduled to be replaced in the next stoppage on September 15th-19th.

ROGER BLISS.



SLOUGH - THE AFTERMATH.

The Festival Committee would like to thank all those who came forward to help with the numerous tasks connected with a Rally. Much hard work was done, and considerable impact was made. The press coverage was excellent, and many expressions of interest and appreciation were heard. Further developments are awaited with interest.

There are still some Rally Plaques available, price 6/6 for those who missed getting one at the Rally and who want a souvenir of the occasion. Apply to the Editor, adding 6d. for postage.

NEWS IN BRIEF

Congratulations to John Betjeman and Wing Commander Grant-Ferris, Vice-Presidents of the IWA on the reception of Knighthoods in the Birthday Honours List. John Betjeman is also Patron of this Branch.

The River Stort was opened to navigation in October 1769, and to celebrate the bi-centenary there is to be a cruise to Bishops Stortford this October, date still to be fixed. Period costume will be worn.

The April number of the Civic Trust newsletter contains an excellent full page review of our publication 'Basingstoke Canal; the Case for Restoration' produced in conjunction with S & HCS.

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Putting SLOUGH Back on the Waterways Map!

by Bob Hampson

Even before the publication of the White Paper, the Grand Union Canal Society had sensed a threat to the Slough Arm and had made preparations for its fourth public meeting in six months to be held in Slough. The White Paper, whilst confirming our worst fears, nevertheless made our duty clear - to 'Put Slough back on the Waterways Map', as our slogan became.

It was felt that Slough's Ring Road Plan, which involved filling in part of the Arm, had been one possible cause of an unfavourable reply to Mrs. Castle's famous invitation. Because of the Arm's value as part of a possible link with the Thames and as a valuable - though as then unrecognised - amenity to a population of some 90,000, this policy had to be reversed.

Accordingly, following a similar successful invitation to Watford and Rickmansworth, the Society invited the Councillors and Aldermen of Slough on a cruise of their canal, followed by films and slides, so that they could see for themselves not only its potential, but the cost of squandering their priceless asset. Even in October they could see that the planners' dream for a road along the blue line on the map might mean perhaps £80,000 per mile to make a solid foundation out of a deep canal. This before the road was even started and ignoring the cost of acquisition and the cost of two major junctions of possible fly-over proportions. Magnificent support was given for this cruise by 42 boats from as far afield as Rugby, whilst greetings were brought by water from the Mayor of Camden to the Mayor of Slough.

A protest had been made and we had shown that people cared about the Arm. The next step was to suggest a constructive alternative to the road plan. Accordingly the GUCS set up a Slough Study Group, composed of representatives of local interest, and professional men. A report was produced for the Government's Inland Waterways Amenity Advisory Council following their inspection of the Arm, at which the GUCS was represented. The essentials of this report 'Slough's Canal - the Future?' is now on sale (see advertisement in this issue). 125 copies have been given to M.P.s, Councillors, planners, IWAAC, British Waterways etc.,

Mention must be made at this stage of the tremendous campaign by the East Slough Residents Association who are not only fighting against the Ring Road (planned for the Slough of 30 years ago) but who are assisting in our campaign to retain and develop the Canal. Meetings with the Council and much correspondence has been arranged between the bodies. Much of the original opposition from the Council has been transformed into friendly helpful cooperation. In fact the Council have agreed to laying out their new housing estate so as to provide space for a marina and so as not to prejudice a Thames/Slough link. The GUCS and ESRA backed by 'The Slough Observer', have shown that the wheels of democracy are still there, if someone will give them a turn!

Meantime on the active front, GUCS working parties assisted by joint IWA parties have every month since last November, in close and friendly co-operation with British Waterways, been clearing a path from the junction at Cowley right through to Iver, and have cleared the waterway of hundreds of tons of rubbish. It is now possible for people to walk from Slough along the water's edge to the proposed Colne Valley Regional Park.

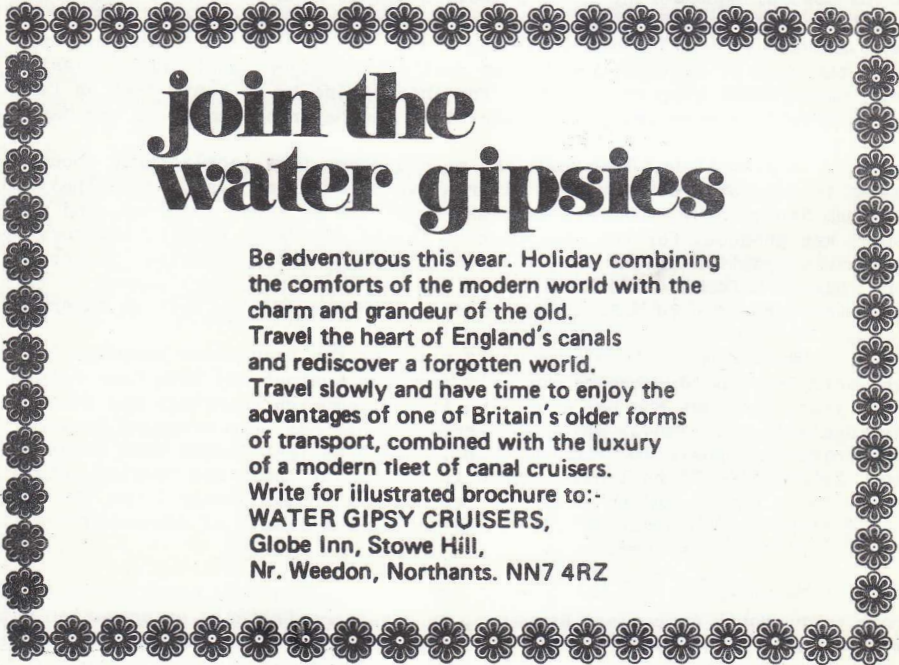
In many ways the GUCS can be regarded as a specialised branch of the IWA and

much of this work has fallen to the Society, supported by the London and Home Counties Branch. The campaign has just taken a most spectacular and successful step forward at the Slough Water Festival and Rally of Boats organised by the Branch and supported by GUCS. The vast organisation for this project, going back more than six months has led to even closer co-operation with the Council. At the Official Reception, the Mayor came down firmly in favour of the retention of the canal and its initial development as outlined in 'Slough's Canal; the Future?'

From the dark White Paper days, progress has been steady and so far successful. Many friends have been made on the way. But until the Slough Arm in its entirety is put back on the waterways map - the battle continues.

The above is a small proportion of the work of the GUCS. In addition five public meetings, two Councillors' trips, working parties, two mini-rallies, a positive attempt to co-operate with anglers, to assist commercial traffic, a Newsletter every two months, are a few of the GUCS achievements in just two years. BUT WE DO NEED SUPPORT.

Subscriptions (17/6) are now due. Please let us carry on the Slough work, in Aylesbury, in Milton Keynes, or anywhere else necessary. For membership forms and further details please apply to R.C. Hampson, Halfway House, Cassiobridge, Watford. With your support we can have the canals we want; without it I shall be reporting a glorious failure.



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QUIZ



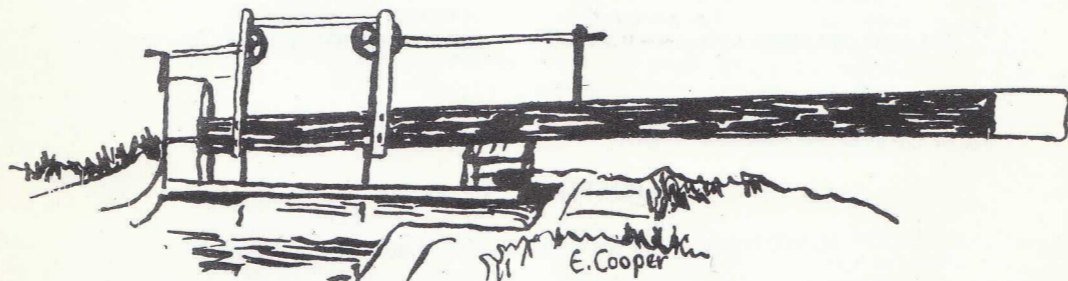
Number 12.

1. Where is the Soho Branch Loop Line?
2. Where is Swale Nab?
3. How much of the Kennet & Avon Canal is officially navigable?
4. How many locks are there in the Frimley (or Deepcut) Flight?
5. Waterway organisations: what do these initials stand for?
(a) L.A.A. ; (b) C.T.M.B.

Answers please to John Dodwell, Wychbold, 19 Drill Hall Road, Chertsey, Surrey, by July 31st.

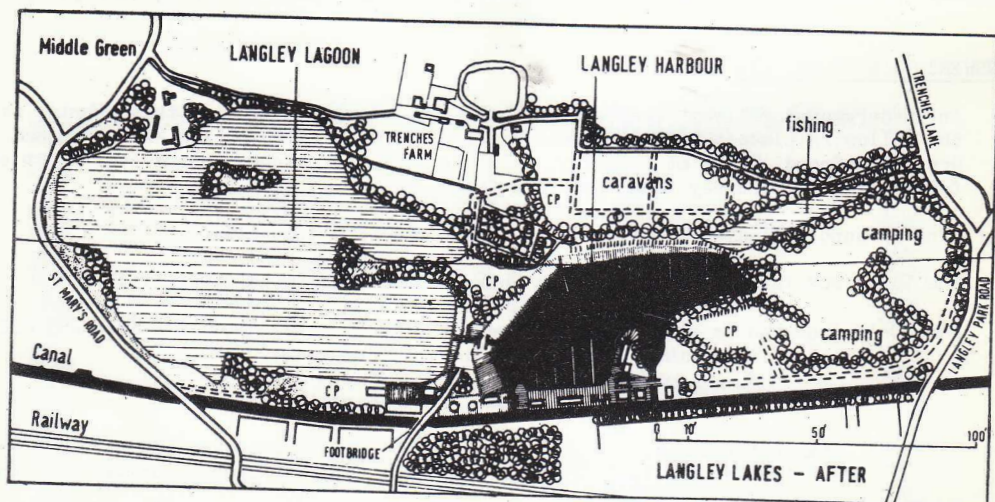
ANSWERS TO QUIZ NO. 11.

1. An 'underground railway' goes over a canal (excluding tunnels) in this country at the following places: Regent's Canal - Maida Vale; Paddington Arm - Alperton and Greenford; Grand Union at Osterley, a little north of Batchworth and just south of Cassiobury Park; Surrey Canal near New Cross.
2. 'Underground railways' cross over the Thames near Kew and Putney.
3. The three BCN levels are Birmingham, Wolverhampton and Walsall. Levells.
4. Bank Dole Junction is at Knottingley where the Selby Canal joins the Aire and Calder Navigation.
5. Woodham Junction is where the Basingstoke Canal joins the River Wey.
6. (a) NBOC stands for the Narrow Boat Owners Club, whose Hon. Secretary is Mr. W.P. Bush of n.b. 'Pearl' Aylesbury Basin, Aylesbury, Bucks; (b) NAC stands for National Anglers Council.



Slough's canal the future

A Survey - by THE SLOUGH STUDY GROUP



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From the Editor's Cabin

The following Special Notice has been issued by British Waterways Board.

OXFORD CANAL BANBURY TO KIDLINGTON (NEAR OXFORD) RESTRICTION OF MOVEMENT.

On the following Sundays June 22nd., July 13th. August 10th. and September 7th. all craft on the Oxford Canal between Banbury and Green Lock Kidlington (near Oxford) SHOULD NOT MOVE AT ALL UNTIL 10.30am.

This restriction has been arranged as an experiment in assisting very large numbers of fishermen to have completely undisturbed water for several hours (as they start very early) before the majority of pleasure craft need to move at all. The few that might need to move are asked on these dates not to do so.

Hire Fleet operators are particularly asked to inform hirers who may be on this length of canal about it. Lock gates at each end of the length will be padlocked until 10.30am.

If boat owners have any comment about these arrangements after they have been operated, please notify the office below by letter. It will be helpful to have details of the effect of this as an experiment.

K.W. Newham, Area Engineer, D.J.Aston, Pleasure Craft Licensing Officer. Willow Grange, Church Road, Watford, Herts.

British Waterways Board consulted no-one, apart from the anglers, and announced this restriction to no-one, except via the 'Angling Times'. No press release was issued. The IWA, long advocates of multi-functional use of the waterways, was not consulted over the granting of exclusive rights to one group of users albeit for however short a period 'as an experiment'.

Multi-functional use depends on tolerance on all sides: boaters must slow down when passing anglers, keep away as far as possible from their lines, avoid 'discharging effluent', watch their wash does not go over the bank (they should be doing this anyway to avoid bank erosion); anglers should not obstruct the entrance to locks, leave their rods unattended with the line right across the cut, throw plastic bags into the water, leave heaps of maggots on the bank, block the towpath for ramblers. If anglers chose to fish in a navigation they must be prepared to put up with boats. If boaters choose to cruise a canal noted for its good fishing they must be prepared to encounter anglers.

Cruisers wishing to make an early start on these Sundays will be tempted to travel much too fast on the Saturday evening in an attempt to clear the restricted area before the closure; fishermen having been able to obstruct locks and bridge holes undisturbed will be even more reluctant to move than usual. Is a sudden rush of boats preferable to a steady traffic?

The 'Angling Times' claims that a start had to be made somewhere towards finding a method of sharing the canal. The only possible method of sharing is by mutual observation of a code of conduct: not by the imposition of arbitrary one-sided restrictions. The IWA has never claimed exclusive rights for boaters. Many anglers do not claim exclusive rights for fishermen; it is to be hoped that all those who sincerely want to share the waterways will express their disapproval by boycotting fishing contests where there is restricted navigation.

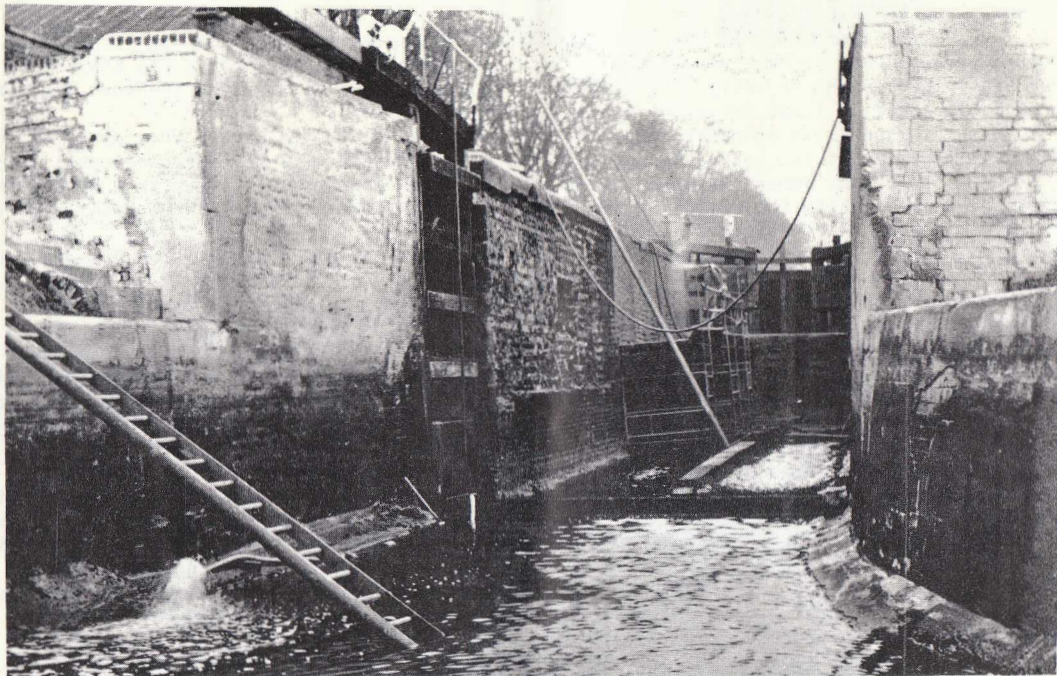
By the time this issue of 'Windlass' appears the first day of restriction will have passed, and the second one will be imminent. BWB have asked for boatowners' comments; make sure they get them. This could be the thin end of the wedge. Remember we have no right to navigate.

+++ +++ +++ +++ +++ +++ +++ +++ +++ +++

The imposing of restrictions must be catching among waterways authorities, for the Thames Conservancy have issued a notice likely to cause as much controversy as BWB's one. As an interim measure, to be reviewed before the 1970 season, lock keepers will go off duty at 8pm on weekdays, 9pm on Saturdays and Sundays in June and July, in August the weekend

A little more enlightened policy on wage structure would give the loyal and conscientious section foremen the chance to do what they know should be done before, not after, Banbury.

Yours sincerely,



Repairs to Hanwell Flight. See news item elsewhere. Photo: Roger Bliss.

D. D. GLADWIN & J. M. WHITE

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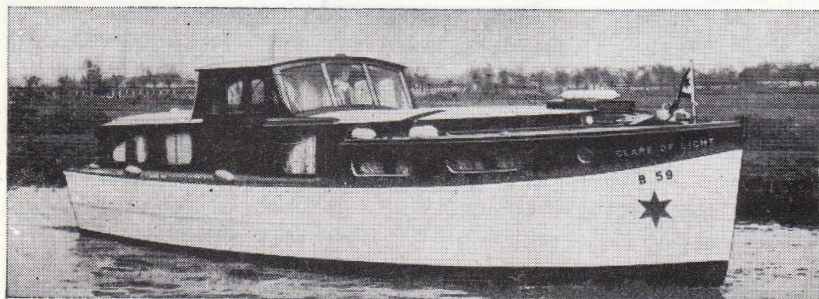
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