

What a result!

The new facilities building and club headquarters for Aylesbury Canal Society at Circus Field basin on the edge of Aylesbury was formally handed over to Society Chairman Bryan Barnes (left) on 12 September by Peter Hubbard of the builders, Lodge Park Construction Ltd.

Some landscaping and internal fitting out works remain for the Society to complete but members transferred the Society's goods and chattels from its temporary accommodation to the new HQ at a well-attended and very busy working party over the weekend of 13/14 September.

The £1.7m new building, partly funded by the sale of the Society's previous lease on the town basin in Aylesbury and by a substantial bank loan, will provide a new headquarters for the Society, after over 40 years in an adapted prefabricated home dating back to the aftermath of World War 2. The building contains a Function Room, boaters' laundry and shower facilities, workshops and two docks.

The first floor Function Room, with lift access and an internal capacity for 300 people, leads to a balcony with views overlooking the Aylesbury Arm and across the Society's basin which accommodates some 40 members canal craft and provides space for visiting boats. There is a bar in the Function Room and supporting toilet facilities are also adjacent.

The laundry contains two washing machines and two tumble dryers while the three showers include one suitable for wheelchair users. All will be available to visiting boaters who can expect the usual ACS welcome on arrival.

The indoor, temperature controlled and ventilated wet dock is over 72 ft long and will accommodate a boat with an air draught of up to 2.2 m, beneath the automatic folding door. The covered and ventilated dry dock space is also centrally heated and is accessed by a slipway and electric winch with capacity for boats up to 72ft long and weighing as much as 30 Tonnes. At normal water levels the draught above the trolley is sufficient to accommodate a former working boat.

Cont'd page 12



Chairman's Ramblings

It seems only yesterday that I sat down to prepare the last Grapevine; since then Beryl and I spent 3 weeks doing what seemed to be a tour of German road-works en-route to Lake Garda, Italy and then Lake Annecy, France and back home. Guess what; we are not the only country to have a share of the worlds eccentrics! See the photos of Gardone Riviera on Lake Garda ; yes this is a warship set into the hillside between 30 and 40 metres above the lake! The



Ready to fire?

foredeck has guns mounted but hopefully not loaded! Below decks is a museum with models of different ships. The gardens are spectacular and well worth a visit and you get some idea of the views from the photo on the left. This is quite a busy lake with ferries in all directions from anywhere and back! Then an enjoyable journey, though by road, through France and back via the tunnel (I don't do bumpy water!).

We made our first visit to Banbury's 'Canal Day' on the Oxford Canal, which was similar in concept to the Rickmansworth Festival but with most exhibitors using the space alongside both canal banks. IWA, Oxford branch



Tooley's blacksmith shop

had several volunteers and were doing boat trips from Sovereign boatyard. Tooley's yard was very popular with the office and museum and space between a very busy thoroughfare; the blacksmith's shop had demonstrations throughout the weekend and as you can see, CRT had the bikes and shopping trolleys on display; they had all been recovered from the canal around Banbury the previous week! Richard Parry, CEO of CRT spent time going around yet another canal event meeting people.

Congratulations must go to Chiltern's Colin Bird, see the reports of the 18th year of these popular trips organised by Colin.

Now, some of you must have some interesting tales of recent cruises or visits; we have a welcome new contributor this issue; thank you Lindsey! Any format will do, email, attachment to email or even hand-written via snail mail, your contribution will be welcome!!!



Museum entrance



Where is the dump?

Dave Chapman

Diary & Notices

Committee/Volunteers:

We do need people to fill these posts;
Newsletter Editor, Web Editor,

Contact Dave Chapman; see back page.

New Members: we welcome

Mr & Mrs R Barnes,

Mr D Britten

Mr K Raeburn,

Miss K Savage

Chiltern Branch Meetings

2014/2015 Programme

26th November 2014

The River Wey Navigation

John Gibson

The last traffic was carried in 1983. John Gibson is the National Trust's Navigation Manager of the Wey and has been in post for 16 years.

THURSDAY 11th December 2014

Christmas Party for Branch Members!

Our usual Christmas extravaganza.

28th January 2015

The Canal du Midi

Gillian and Peter Bolt

A recent cruise and history of the canal built to link the Atlantic and the Med, the Canal du Midi avoids the lengthy and often perilous circumnavigation of the Iberian Peninsula. Now, like its UK counterparts, it is devoid of freight but bustling with tourism.

25th February 2015

Waterways in West Africa

Dr David Hilling OBE

Fellows Morton & Clayton south of Lagos?

There are some 5,329 miles of inland waterways in Nigeria. Liberia has commercial waterways and the Gambia River alone is 700 miles long and links the Republic of Guinea, Gambia and Senegal. David is a Vice President of the IWA and lectures on all aspects of water born freight at Royal Holloway College

25th March 2015

Chiltern Branch AGM

A short AGM followed by a ploughman's supper plus speaker TBA

22nd April 2015

All Shipshape and Blackwall Fashion

Jeremy Batch

It's Jeremy Batch so we know it will be a great evening! This fascinating area of London has so much history - the hydraulic crane, birthplace of the Lighthouse, Brunel's first steamer engine fit-out, the Cutty Sark.

IWA raffle tickets

IWA have included raffle tickets with their magazines to members, please if you purchase these can you fill in the Wendover as your choice for the restoration project in your local area.

London Region

See page 4 for Clean-up day details.

Regents Canal drained near Limehouse Basin; see Evening Standard at

<http://www.standard.co.uk/news/london/canal-clearout-reveals-safes-tyres-and-3ft-carp-9797645.html>

Cont'd on page 15

PLEASE Sign up for IWA Chiltern e-News

The hardcopy version is normally available at our evening meetings.

From the Region Chairman



Next year will be the third anniversary of the foundation of CRT; more important will be the election to the CRT Council. There are to be changes to the shape of the

council and how members are appointed. We must continue to monitor and influence this process to ensure it represents the widest possible range of interests and use of our waterways. A waterways trust was always an IWA aim; however, the reality of CRT requires IWA to consider the future priorities. IWA Navigation Committee provide a list of issues we should be looking at and helping to resolve; these include and as they say in a Dance Show, “in no particular order”:-

The provision and management of short and long term and residential moorings.

Communications on navigating:- How do boaters find out about Floodwater/ strong streams, planned, and unexpected restrictions to navigation when away from their base? **Boater competence** :- How do we encourage boaters to improve their general standards and promoting good practice?

Network extensions / restorations:-

Services and service:- Standard, provision and maintenance of sanitary stations, water taps and rubbish disposal. Are there enough winding holes and are they in the places they are needed?

I'm sure some of you are now screaming “what about”, so please let me know

and I will raise it at the next committee meeting.

Visitor moorings; CRT seem to have put the exercise to produce a clear definition of “places” on the backburner. With some other boating organisations, IWA are now pushing CRT to first define “Bona fide Navigation” and enforce that before revisiting the definition of places. We in London have a huge problem with boaters overstaying on moorings and must reduce the number of new people using boats as a residence in the area. One has been that of lazy journalistic articles on how idyllic and cheap it is to live afloat. As Alison Smedley pointed out in her recent blog “People often have an image of life afloat as being idyllic and peaceful. It’s nothing of the sort, in my experience. It can be fun and exciting, but it can be cold, hard work and lonely too.” If you see any articles that romanticise living on a boat, complain to the paper’s editor pointing them to the blog on our website.

We must then turn our attention to the General Election. IWA will produce a Waterways Manifesto that members, branches and regions can use in the run up to May. I will arrange for your news editor to include the details in a future edition of Grapevine.

Finally, I would remind you there will be a “Big Dig” clean-up on the 22 November on the Regents Canal. A good turnout in the capital will also get IWA publicity and help our campaigns in London! If you can join us please contact Stefanie Preston; email Stefanie.Preston@waterways.org.uk or let me know!

Paul Strudwick

IWA , Chairman London Region

Rickmansworth Waterways Festival

Runner up in CRT awards

This annual event on the Grand Union Canal at Rickmansworth has grown from a small canal festival to be a major community event, attracting 20,000 visitors.

Over 100 boats gather, including many heritage craft. Around 100 exhibitors attend, with an environmental fair section, plus a fun fair and four stages hosting live music, dance and drama performances. To draw extra visitors from London, the organisers work with the London Transport Museum to provide a heritage train service to the Festival



At the 2014 Rickmansworth Waterways Festival.



Leader, David Montague and the Rickmansworth Waterways Festival team

Launched by The Canal & River Trust in January, and led by an independent panel of experts from the voluntary, environmental, heritage, engineering and architecture sectors, the *Living Waterways Awards* seek to recognise exceptional projects that are helping to care for canals and rivers across the UK

**This page by courtesy of
Canal and River Trust**

Plus - The Chesterfield Canal Trust entry was 'Commended'; perfect timing for Grapevine, as Chiltern Branch trip to the Chesterfield canal restoration is reported on pages 6, 7, 10 and 11. See link below;



<https://canalrivertrust.org.uk/news-and-views/news/page/2?> Date 25/09/2014

Chiltern at the Chesterfield

Saturday was a day packed full of interest; guided by Robin Stonebridge, Jim Bower and Bev Hunt, members of the Chesterfield Canal Trust. The total length of the canal is 46 miles. In the 1960's public enquiry, BW made these proposals:- 26 miles from the Trent at West Stockwith to Worksop to be navigable; the section up to Kiveton Park be water supply only; from Kiveton Park to Springhill be filled in and Springhill to Chesterfield to be kept as a water supply for the local manufacturing works.



The walking party!

A public footpath called the “Cuckoo Way” follows the towpath for the full 46 miles; though part built over in Killamarsh, it is signposted between the housing estates.

Chesterfield Canal Society formed in 1976, became Chesterfield Canal Trust in 1998; it aims to restore and promote the canal, with full and appropriate use by all. A public presence on the canal was needed, so in 1979 the Society put small boats on the River Rother part of the navigation at Chesterfield. Annual canal days were held at various locations and proved successful. In 1981 a trip boat was introduced on the summit pound at Kiveton Park; the Trust now operates 3 trip boats and shares use of an-

other with a local school.

The many benefactors of the Trust include the Heritage Lottery Fund and the English Partnership, enabling the restoration of all 22 locks in the Turnerwood and Thorpe flights; both officially re-opened in June 2003. In 2004 a full time Development Manager was appointed by the Chesterfield Canal Partnership; he proposed some major ideas for the canal, persuaded the Borough Council to deny plans for a DIY warehouse on land between the A61 and the River Rother and instead to build a new canal basin with cafes, shops, small businesses and housing and so the Waterside scheme was born; though way behind schedule, due in part to the recession, some houses are now nearly finished. When he left in 2013 the Trust had a manual with possible solutions to all the obstructions in the last unre-stored miles.

In January 2013 the government announced the proposed route for HS2; over-laying the canal for 800 metres and cutting it in 3 other places. Whilst thousands of objections have been lodged this means no grants can be applied for pending the verdict of the



Our party on ‘Madeleine (John Brice)

Chiltern at the Chesterfield (cont'd)

Secretary of State.

The day began with our party being split into 3, some on the 12 seater boat "Madeleine", some in the coach with a short walk and the rest a 2 mile towpath walk from Tapton Lock and visitors centre, run by the Derbyshire County Council, to the Hollingwood Hub, which is the very modern new home of the Trust. The 5 miles from Chesterfield to Staveley passed into the hands of the Derbyshire County Council in 1987.



Hollingwood Hub

So the day went on, some in boats, some walking and some by coach, travelling to the various attractions. The Hollingwood Hub has a room for hire and a busy coffee shop. With our coffee there was a presentation on the history of the canal by Robin; then off to the new Staveley Basin, still raw with not much greenery. The land around the basin is scheduled for housing, bringing further funds. At Staveley a new lock is being constructed to allow the canal to pass under the railway bridge at Lowgates, we were able to ask questions of volunteers working on the site.

Staveley town basin opened in 2012; it was formed by the Northern Loop Road being

completed around the site; and was funded mainly by English Partnerships. This gave the Trust a superb site to hold a festival with a small charge for entry; the trustees



Staveley town basin and new lock

agreed this should be an annual event. Thousands attended the 2014 event. Richard Parry CEO of CRT paid a visit and saw the volunteers laying bricks for the new lock.

After lunch off by coach to the west of the collapsed Norwood Tunnel at Kiveton Park, from here navigation to the Trent is possible. The Thorpe and Turnerwood flights are in a very secluded but attractive part of the canal; some walked and some boated to view the locks and others went by coach to Shireoaks where the boat building team were using original skills to build a Cuckoo boat; narrow-keel boats unique to the Chesterfield Canal.

We said goodbye to our well informed guides, thanking them for a great day. We have offered them accommodation if they can come to give our branch a talk so we hope Colin has this Trust on his list for the 2015/2016 season.

Jenny Brice

Photographs by John Ellis

'Haricot' a Wilderness in France!

For the last seven summers, since taking delivery of our new Beaver, we have towed 'Haricot' to France using her as a caravan en-route; travelling via the ferry or the Tunnel. This year the Tunnel was cheaper, so our Border Terrier Rosie was with us all the time; wiggling onto the train with a 8 metre trailer was daunting (I had my eyes closed but hopefully Tony did not!)

Tony had found a slipway in Alsace Lorraine at the Marina in Toul;. They would store the car and trailer for a month. Towing was to be limited to 200 miles a day. Our first night was spent in Boiry Notre Dame, at Camping la Paille Haute. We book ahead to ensure a site will accept a boat used as a caravan; apart from a Gallic shrug and a photograph we are normally welcome! When sited, other campers come to look – the English and other Europeans politely walking by and having a chat – the French peering into the windows and laughing.

The following night was at – Les Brueils in Verdun. Day 3 and we launch at Lorraine Marine in Toul – great to be afloat. We planned to follow the Canal de la Marne au Rhin towards Strasbourg with the pinnacle of the trip a ride on the Inclined Slope of St -Louis-Arzviller, which due to a technical failure was closed for the rest of the season; another year? With a Trail-boat we can change plans fairly easily – as long as a slipway is available at the end of a voyage, we can go there.

So we set off along the River Moselle to the Canal des Vosges and south towards Epinal; very pretty, rural and quiet, with hardly any movement of craft. The canal

winds through the countryside following the path of the river Moselle, with locks at regular intervals. Wooded hillsides, similar



Pont-canal de Flavigny sur Moselle

to Cliveden, border the canal. The canal-side villages are sleepy with few shops open; maybe a baker, a bar and a hairdresser! Overnight moorings have power and water, from free to 10 euros for a small boat. Other 'green' moorings are basic but rural and quiet. Each year we reach a small town having a festival which is always fun. This year was a 'Folk Dancing International Festival'. Groups of youthful dancers from countries such as Kenya, Moldova and Croatia performed their dances in an outside arena next to the canal –free and all welcome to attend. The best was an Argentinian troupe who had their own band – flamenco and group tango – fantastic!

One night, after a long day, we arrived in Charmes, there were many campervans parked alongside the canal. As we debated what to have for supper a pizza 'stop me and order one' trike (like the old ice-cream bikes) arrived outside the boat. We ordered a couple of wood oven pizzas that were

Haricot (Cont'D) Lindsey Radstone

delivered by the bike later that evening. How enterprising; tasty too!



Anyone for Pizza?

Epinal is a pleasant town with all services and a marina with a restaurant that serves Moules and chips. We caught the street market here in both directions – always worth going to buy a cooked roast chicken – and canal-side a pop up organic farmer's market too, selling strange coloured vegetables and fresh eggs dated that morning.

The locks are automatic – at the first lock you are given a hand held remote control. This is used to activate a receiver on a post some 500 metres from a lock; the lock now sets itself for your boat, the lock gates open when ready. Whilst OK, a friendly lock keeper to take a line at the bottom of the 3 metre deep locks would have saved Tony the climb up a ladder with a line! Once in the lock a lever and automatically the lock empties or fills, the lock gates open, and on you to the next lock. Any problems, you can use the lock intercom and a VNF official will normally arrive within 15 minutes. It does help to have some French as few speak English.



The canal tow path is well maintained and a pleasure to walk but also a green cycleway, so listen behind you for cyclists taking part mentally in the Tour de France!

After Epinal the canal follows a small river valley towards the River Saone – we saw flowers, butterflies, dragonflies BUT Horse flies too! This section is busier with 2 hire bases. It becomes like the upper Thames where it joins the 'Haute Saone'. Here the locks have a lever mounted mid river to start the process, and some lock keepers to help. Moorings are on pontoons as the river can change level overnight.

At Scy sur Saone, our furthest point south, we had navigated 200km and 106 locks. Now our choices were; go down to meet the Canal entre Champagne et Bourgogne and travel up to Vitry; collect the car and trailer and pull out in Vitry; go down the Saone and pull the boat out further south; or we retrace our steps and go back up the Vosges! We enjoyed the canal so we chose the latter and had no regrets despite the weather becoming cooler and wetter.



Ideal mooring at Scy sur Saone

Cont'd on page 12

Chiltern weekend away

INLAND WATERWAYS WEEKEND To Foxton Locks, the Incline Plane and Museum, then The Chesterfield Canal and The Great Central Railway.

Friday 26th September and the start of our weekend away and time on the journey to catch up with friend and to reminisce. Our coach driver was Ray, who had driven us on many past occasions. Off to Chesham then on to Watford Junction Railway Station and on time our party is complete.

After some delay getting to Foxton, Mike Beech, looked after us well and paced the visit to ensure we got away on time. Great views from the top and from Foxton Inn, our lunch stop. I needed to see the model to understand how the lift (Inclined plane) worked. The museum is very good and it was lucky I didn't have longer in the gift shop.



View down the Foxton staircase

Now at last, time for food, as if we all look hungry! Lunch took some time as the restaurant was quite busy and we totalled some 34 people!.

We then boarded Vagabond 2 for a trip to Market Harborough; it was a very pleasant trip with much to see and a chance to chat.



The basin at Market Harborough

The day was going far too quick and we were running a little late; so a short walk to the coach and we were on our way to the Chesterfield Hotel.

[See the report from Jenny Brice on page 6.](#)

So the end of another day and again to the coach and the Chesterfield Hotel.

Eventually, meal over and into the bar for more chat and then our second day was over and time for bed, pack cases and look what we were going to do on Sunday – play on the trains.

I was back downstairs in the lift with my case before breakfast and I was lucky to do a short walk with friends near the Hotel. Great, it looks a nice day again. Into breakfast and with that over get the last bits from our rooms and say goodbye to the hotel. All on the coach ready.

Today it was to Leicester North Station, not that well sign posted but we arrived. We all got our tickets for the day to play on the steam trains. Loughborough Central, this station has been restored to 1899 era. So many years past by with working trains, then Dr Beeching axed the line in 1966 and it was closed by 1969. So much

Chiltern weekend away (Cont'd)



Leicester North Station

happened in 1970 with work done again southwards from Rothley, people started to rebuild for leisure trips. It all looks neat and done wonderfully. Our trip was great, people were dressed up, children as well, which was also a great day for them. Everyone happy, plus the weather did help. Too soon to get out of the train, look round and have a coffee.



Loughborough Station

Then all to get on the buffet train for our Sunday Lunch. Not sure but I think the train was called "The South Yorkshireman". First class meal with excellent service. The views were good and the sound of the train and the steam took me back in time. Like most all good things come to an end, with a

short enjoyable time waiting for the last train to come. We sat on the bench as it was so nice.



The waiting room at Rothley

Soon back to the coach to make our way home again. What a weekend we had, for those on the coach for the first time, we have all loved each trip and wait for the next year's place. Over the years we have done so much, had so much fun, plus hotels and places, boats and trains. People have been so friendly, hotels have been great and our get-togethers in the evenings in these places have been so much fun. Our coach driver Ray has done so much for us over the years, we all got home safe, thank you. Also thank you to Colin for once again planning our holiday. Not forgetting all the other people who came on this weekend away, helping me on the walks, buying me drinks and coffee cake and looking after my handbag.

2015 I hope for some nice holiday again, I will be looking forward to it.

Barbara Hodgkinson
Photographs by John Ellis

[See page 14 for Chiltern trips history.](#)

What a result! (Cont'd)

Once inside the dock, boats can be lifted off the slipway trolley with a purpose designed hydraulic lift system and placed on stands to allow the bottom to be pressure washed easily and worked on at a suitable height.



to welcome visiting boats as we always have done. We look forward to seeing old friends and new faces at Circus Field and hope that many canal users will be able to join us for the official opening celebration and Bicentenary of the

Metered single and 3-phase electric outlets are provided in each dock along with user-managed central heating, fan and light-level controls. The essential equipment for cleaning and painting boats, such as sanding machines with dust extraction, access platforms and a 220 bar/3200 psi pressure washer, are included



as part of the docks' hire charges. Dock users are also provided with separate toilet and shower facilities and a rest room with equipment for coffee and light meals away from the working space.

Receiving the keys to the new building Chairman Bryan Barnes said "Handover of our new headquarters building marks the culmination of a long and complex process triggered by the Aylesbury Waterside development. It opens a new and exciting chapter in the Society's history but we will continue to promote the use of the Arm and

Arm in 2015"

Aylesbury Canal Society was founded in 1971 and promotes the use of the Aylesbury Arm of the Grand Union Canal.

Contact: Bryan Barnes. +44 777 4667127 or nbkalamaki@gmail.com

Reproduced courtesy of ACS.

Haricot (Cont'D)

We spent the week around Nancy – a beautiful small city with a good marina – then up the Canal de la Marne au Rhin. However, the outskirts of Nancy were very industrial, with a huge salt refinery but we were soon back in the countryside travelling east towards Strasbourg; we turned after going up and down the Rechicourt lock – 15 metres high, replacing 6 locks. We felt very small!

To return we went up the River Moselle for a few days; whilst we prefer the scale of canals, this proved a good way finish. So, 2 nights in Toul, then off home with Haricot on her trailer after cruising 550 Km via 276 locks.

Next year? Tow to Auxonne, then up the Burgundy, perhaps? Tony is starting the planning already.

Lindsey Radstone

WAT 4th open day success!

It was our 4th Restoration Day and the sun was shining; so we were ready for people wanting somewhere local and interesting for the afternoon, with tea, coffee and home-made cakes; Wendover Restoration Day was the place to go.

People were arriving as we opened the gates. The farmer whose field we use for car parking had left a few sheep wandering around, so David Page had an 'interesting' day directing traffic. The tours started at 1pm, were every half hour and each had over 20 people and we still had queues sitting patiently at

could see each stage and method used in the restoration.

John was giving out IWA literature about our winter talks and had banners asking for volunteers. He had many interesting conversations passing some details to Ray Orth for Wendover work parties. We also had an enquiry about Chiltern branch trips from a member of another IWA branch, his comment "Chiltern arrange interesting outings" was a real accolade for our Colin and our branch.



Roxanne Ransley, Tring's Deputy

their tables. Deputy Mayor, Mrs Roxanne Ransley came to give her support; she takes a keen interest in progress on the canal and enjoys talking to the volunteers and people attending.

James Griffin of Wyvern Shipping Company picked the Grand Draw winners; as again Wyvern had generously donated a week's boat hire as the star prize. He made an amazing speech, ending with the fact he needed more canals to be restored so his hirers would have many more options to choose.

Standing on the wooden foot bridge no. 4A with a megaphone, Roger gave his usual update on the restoration with the work party backfilling earth above the blocking; you



I opted to have an ice-cream before I left to take my tour; when I got back they had run out of cakes and ice-cream!!! Attendance was much higher than previous years; with some of our normal volunteers still away boating we were under pressure and poor David on the gate did not get any ice-cream, drink or cake taken to him all afternoon. (Must do better!)

I took over at the Church gate and the collecting tin was heavy, even though many had donated notes; the count was £213 just in donations at the entrance. We sold a further £168 of draw tickets before it was drawn plus various items from the sales table, add in the takings from the teas and ice-cream; the result? A very profitable day!

Our advertising had been as other years;

Cont'd on page 15

18 years of Chiltern trips

- | | | | |
|------|--|------|---|
| 1997 | Huddersfield Narrow & Rochdale canals. | 2008 | Wilts & Berks Canal, K & A Canal, Bristol Harbour & SS Great Britain |
| 1998 | Exeter Canal and Paignton and Kingswear Railway. | 2009 | Ellesmere Boat Museum, River Mersey, Manchester Ship Canal, Bolton & Bury Canal, the Anderton Lift and River Weaver. |
| 1999 | Lancaster Canal & Settle to Carlisle railway. | 2010 | Basingstoke, and Wey and Arun canals and Portsmouth Historic Dockyard |
| 2000 | Manchester Ship Canal & Ellesmere Port. | 2011 | River & Rowing Museum, Henley, the River Thames, Gloucester & Hereford & Gloucester & Sharpness canals, GWR Museum Didcot |
| 2001 | Huddersfield Narrow canal | 2012 | York, Yorkshire Ouse, Grantham canal, Pocklington Canal and the National Rail Museum York and York Minster. |
| 2002 | Neath & Tennant, Mon and Brec Canals & Vale of Rheidol railway | 2013 | Maldon, Thames Barge 'Kitty', the Chelmer and Blackwater navigation, the River Stour |
| 2003 | Llangollen & Montgomery canals | | |
| 2004 | BCN, Lichfield & Hatherton Canal & the Severn Valley railway | | |
| 2005 | Thames & Severn, Gloucester and Sharpness and Bridgwater & Taunton canals and West Somerset railway. | | |
| 2006 | Derby, Cromford & Caldon canals and Midland railway centre | | |
| 2007 | Prickwillow Pump, Denver Sluice and Norfolk Broads | | |

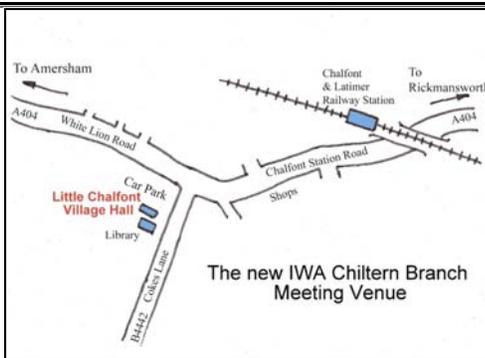
Please let Colin have your thoughts for trips we could plan for the future

Chiltern Branch Meeting Venue

The Village Hall, Cokes Lane, Little Chalfont, Bucks HP8 4UD

Directions: Little Chalfont Village Hall is in Cokes Lane which runs south from a mini-roundabout junction with the main A404 road between Rickmansworth and Amersham. The hall is located by the Library and there is a Car Park. It is approximately 600m from Chalfont & Latimer railway/tube station.

Access to the hall is on the flat and so offers easy access. There are also toilet facilities for disabled members.



Diary & Notices (Cont'd)

CRT

User group - Aylesbury Boat Club 6th Nov

Recent Meetings:

South East Waterway Partnership

The South East Waterways Partnership consists of volunteers from public, private and community organizations with a wide range of professional, community, water-way interests and skills, which supports the work of the CRT's team for the Oxford Canal and the Grand Union Canal from Radford Lock to Bridge 175, Stockers Farm Bridge, including the Leicester Line (from Bridge 82, Turnover Bridge, including Market Harborough and Welford Arms), the Aylesbury Arm, the Buckingham Arm and the Northampton Arm. In spite of appalling weather, the 2nd Annual Partnership Meeting in Milton Keynes was well attended. Following presentations from various members, the 10 Year Strategic Plan was launched, discussed and questions were answered. To see this and find out more, please go to:

<https://canalrivertrust.org.uk/south-east-waterways-partnership>

NOTE: Photographs by article author or editor unless stated otherwise.

The IWA is a registered charity (No. 212342) whose work is supported by member's subscriptions. The IWA campaigns for development of Britain's waterways for use by all.

The IWA may not agree with the opinions expressed in this Newsletter but encourages publication as a matter of interest. Nothing printed may be construed as policy or an official announcement unless stated, otherwise the IWA accepts no liability for any matter in this Newsletter.

Wendover Arm Trust

See page 13

WAT are holding their AGM followed by a meal with entertainment to celebrate the 25th Anniversary of the Trust, this will be held on Wed 29th Oct at Green Park Aston Clinton.

Here's an interesting website

<https://www.facebook.com/pages/Traditional-Narrow-Boat-Handling/184474664917234>

WAT Cont'd

through the usual local papers and waterways outlets but the response was certainly better. We hope we are now known locally and interest is increasing by word of mouth. These days are proving to be a good way to pick up new members and volunteers so should continue!

Jenny Brice

Copy Date

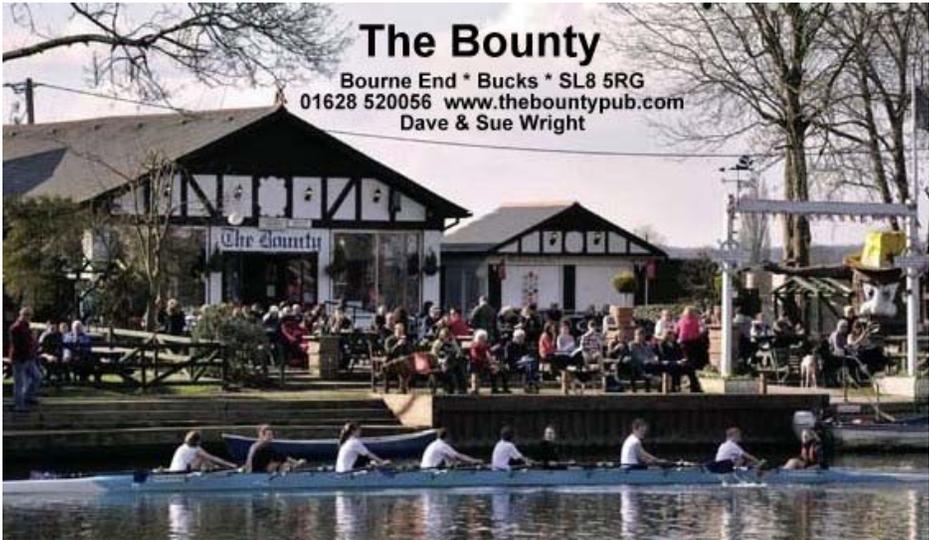
for the next issue

The next issue of Grapevine will be published in January 2015. Please send news items, articles, photographs and advertisements to the Editor by 10th January 2015.

Advertising Donation Rates

	One Issue	Four Issues
Full Page	£50	£160
Half Page	£30	£100
Quarter Page	£20	£70
Back cover	50% extra	

Members small ads £1 for 12 words. Extra words 10p. Send payment with the advertisement to the Editor.



Get Here: By Boat: Just pull up outside! **By Foot:** On the towpath opposite Bourne End Marina.
By Car: Park near Bourne End train station and cross over the railway bridge, then turn right along the towpath, The Bounty can be found about 300 metres away.

Your Committee

Chairman	Dave Chapman	01628 850842 07808 782055	dave.chapman@waterways.org.uk
Secretary	Liz Norris	01438 238187 07977 374116	liz.norris@waterways.org.uk
Treasurer	Ken Aylmer	01923 232515	ken.aylmer@waterways.org.uk
Programme Secretary	Colin Bird	01932 248178	colin.bird@waterways.org.uk
Fundraising & Waterway Events	John Brice	01494 873298 07740 733241	john.brice@waterways.org.uk
Planning Officer & Membership Secretary	Carolyn Leonard	01628 526512	carolyn.leonard@waterways.org.uk
Publicity Officer	Judy Clegg	01442 875818	judy.clegg@waterways.org.uk
Newsletter Editor	Vacant		
Website Editor	Vacant		
IWA representative to WAT (non-committee post)	Jenny Brice	01494 873298	jenny@johnbrice.co.uk