

THE WINDLASS

Vol. III No. 6. MAY 1960



Illustration by R. J. BEVINGTON

“THE WINDLASS” is the bi-monthly journal of
THE LONDON and HOME COUNTIES BRANCH of
The Inland Waterways Association Ltd.

THE LONDON AND HOME COUNTIES BRANCH OF THE INLAND WATERWAYS ASSOCIATION LTD.

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The Chairman's Notes

In my notes in the last issue of The Windlass I told members how important it was that we, and members of other branches of the Association, should keep up the pressure on British Waterways and the British Transport Commission in order to ensure that they comply with their statutory obligations.

It is even more important that we should all continue to press for the transfer of the control of our waterways to a new National Waterways Conservancy, but we have got to be quite sure that when a National Waterways Conservancy is formed that it is not the present British Waterways set-up under a different name. This would be disastrous as the majority of members of the public would believe that we had achieved our aims and would have little sympathy with us when we objected to the new organisation, even though it was in fact only the old one re-named.

Can anyone honestly doubt that, with a few honourable exceptions among its more senior officers and many in its lower ranks, the present set-up is completely unsuited to the job of running our waterways. In the last few weeks we have had evidence that the right hand does not know what even the right is doing (let alone the left!) An example of this I mentioned in my last notes when two members wanted, at the same time, but independently, to use the Stourbridge Canal: One was told that he might do so at his own risk and the other that the canal would be closed for some months. Both letters were from the same office.

A more recent, more widely publicised and much more blatant case concerns the sinking of boats at Harefield. The sinkings were, as members will know, reported in the last issue (No. 60) of the Bulletin. The matter was taken up by the Daily Telegraph who asked British Waterways for their comments. To quote the Daily Telegraph of 7th March "Mr. Ackman's charges were denied promptly by British Waterways, "There is not a word of truth in them," said an official. It would seem rather remarkable that since then a letter from the principal spokesman of the B.T.C. has appeared in the Daily Telegraph in which the B.T.C. admitted all the Association's allegations but said that the boats were in poor condition.

These are not the people we want to run the Waterways, if the aims of the Association are to be achieved the canals must be controlled by people who have faith in their future and we must all guard against a mere change of name on the part of "British Waterways." For these reasons the Conservancy Sub-Committee of the Council of the Association has produced a draft plan for the conditions of the Conservancy and copies have been sent to the Minister and members of the appropriate Government Committees.

By the time these notes are in your hands every Member of the Association should have received a copy. Do not miss any opportunity to put the ideas contained in it before people of influence. We don't want another useless body that calls itself the National Waterways Conservancy and is only the dead-beat British Waterways in disguise.

FORTHCOMING EVENTS

SUNDAY, 29th MAY—RIVER MEDWAY TRIP

The boat will start from Strood Pier at 10.45 and will proceed downstream passing Chatham Dockyard, the sailing village of Upnor and training ship *Arethusa*, out into the estuary past the Isle of Grain oil refinery and Sheerness. Then up the River Swale to the newly-opened Kingsferry Bridge, returning to Chatham by way of Lower Halstow if conditions permit. Passengers may either disembark at Sun Pier, Chatham for tea at the Sun Hotel (overlooking the river) or they may continue back to Strood. Protection against weather and packed lunch should be brought.

Tickets are obtainable from Mr. D. C. N. SALMON, SPRINGHILL COTTAGE, YARDLEY PARK ROAD, TONBRIDGE, KENT. Members 12/6; non-members 15/-; tea 3/- (remittance with application, please). Numbers are strictly limited.

TRAIN leaves Charing Cross 9.40 and arrives Strood Station (opposite the Pier) at 10.37. (Avoid the 9.39 slow train from Charing Cross). For the return journey trains leaves Strood at 5.7, 5.33, 6.7 and so on.

SATURDAY, 9th. JULY

Trip of the River Kennet, from Reading to Theale and back on the narrow boat "Enterprise" Depart from Highbridge Wharf, Duke Street at 11 a.m. A suitable train should leave Paddington at 9.45 and arrive at Reading 10.22. There will be a stop for lunch at "The Cunning Man," Burghfield; members are advised to take sandwiches, but it will be possible to obtain light refreshments at Burghfield. On the return journey a stop will again be made at Burghfield and tea will be available (not included in price of ticket). The trip ends in Reading at about 7 p.m. Those who wish to leave earlier may get a bus from Burghfield Bridge into Reading. The boat is provided with an awning. Applications for tickets should be sent to Dr. R. Glaister, 66, Squires Bridge Road, Shepperton, Middlesex (members 12/6, non-members 15/-). When applying for tickets, please state if you would like tea at Burghfield.

KENNET AND AVON CANAL ASSOCIATION

SUNSHINE RALLY ON THE KENNET & AVON

The Easter Monday Bathampton to Dundas Rally was a great success. Opening speeches were made by E. C. H. Leather, Esq., M.P. and a "John Rennie" who arrived by coach and pair. Led by a decorated horse drawn narrow boat and an Otter there followed a large medley of canoes, motor boats and skiffs. One and a half hours were taken for the three miles to the Dundas aqueduct, where excellent refreshments were served. During tea the Easter Draw was taken, a display given by the Fire Service of jet-propelled fire floats, and canoe race competitors set off to Bath. The Rally was a credit to all concerned.

A further rally, led by motor launch "Limpley Stoke," left Newbury Lock on Easter Saturday to re-open Guyers, Higgs and Benham Locks. These add one of the most beautiful sections of the Canal to the Newbury length.

R. M. GLAISTER.

RIVER MEDWAY

The big news from the River Medway this month is the completion of the lengthy negotiations between the River Medway Sub-Committee and the Kent River Board to enable members to work the locks on the river themselves. This means that members need no longer suffer the frustrations and delays of the old system whereby advance notice of passage had to be given and the lock keeper carried from lock to lock. This most important concession should make for the much greater use of the river, particularly above Yalding and it is to be hoped that as many members as possible will take advantage of it. Details of the scheme are as follows:—

Lock passes are available for either the full period 1st April to 16th October or for a period of 28 days. Those members with boats resident on the river and members taking holidays are both covered.

CHARGES

Full period: Boats 20ft and over	...	...	...	...	£5 0 0
Full period: Boats under 20ft.	...	...	...	...	£4 0 0
28 days: Any size boat	...	...	...	...	£2 0 0

All applications for passes have to be made through the Hon. Secretary, River Medway Sub-Committee, Mr. D. C. N. Salmon, Springhill Cottage, Yardley Park Road, Tonbridge, who has to confirm that applicants are members of the I.W.A. On receipt of the pass a lock handle can be drawn from Tonbridge or East Farleigh Locks. There is a 30/- deposit on the handle which is refunded on its return at the end of the period.

Negotiations to obtain this concession started nearly 18 months ago, and the present system is a trial one for this year. It is therefore essential that everyone taking advantage of it must observe the conditions laid down and do nothing that will prejudice its continuance in the future.

Another matter with which the River Medway Sub-Committee has been occupied lately is the provision of a public mooring place in Tonbridge. Tonbridge is the head of navigation on the river and there is no public place where visiting craft can moor. The Committee has therefore been trying to persuade the Tonbridge Urban District Council to provide a landing place with water tap and dustbin. Unfortunately it has just been learned that this request has been turned down.

DEREK SALMON.

THE ESSEX & SUFFOLK RIVER STOUR

In the last issue of The Windlass a Stop-Press item told how the South Essex Waterworks Company had applied for powers to increase the abstraction of water from the River Stour and that a public enquiry, at which the Association was represented by Counsel, had been held at Colchester on 2nd and 3rd of February. At the time of going to Press the results of the enquiry had not been made known.

I am now glad to be able to report that the Minister has virtually completely refused to authorise any further abstraction from the river and has, in fact, ordered that the illegal excessive abstraction taking place should cease by 1st April, 1960.

This is very good news for which the Association can take at least some part of the credit though mention must be made of the excellent work done at the enquiry by Counsel representing the National Trust.

The proceedings had, however, one very disconcerting aspect. Although objectors to the Waterworks Company's plan were united in opposing the application to increase abstraction of water, there was no enthusiasm whatever for the suggestion that the river should be restored to fully navigable order and should be re-opened to both commercial and pleasure traffic; in fact, people seemed to be opposed to this idea and this was particularly true of the River Board representative who even went so far as to suggest that he could not think of any reason why the 1935 Act of Parliament referring to the river required that the water should be kept at "navigation level."

Obviously the River would be much enhanced if it was in navigable order and used by boats and it is up to Members of the Association living in that part of the Branch area to impress on their local government representatives and representatives of amenity bodies, their wish that the river should be fully restored and to encourage their neighbours to do likewise.

Mr. Robert Aickman, Founder and Vice President of the Association has written to several of the Essex & Suffolk local papers putting their facts before the public and giving the Association views.

C.B.G.

A VICTORY ON THE STOUR

As announced in the March 1960 issue of The Windlass a public inquiry was held at Colchester on 2nd and 3rd February into the South Essex Waterworks Company's proposal to abstract more water from the river.

The opposition which was extremely vocal included representatives of the National Trust, Inland Waterways Association, Essex River Board, Essex Farmers Union, Essex County Council, Dedham Vale Preservation Society, the Field Studies Council, various local district councils and many local persons.

Following the inspector's report the Minister of Housing and Local Government subsequently issued his decision. This allowed the Company to increase their abstraction only until the end of April 1960 and that subsequently the flow should not be reduced below 4 million gallons per day. The Minister added that he "considers that the South Essex Waterworks Company should urgently investigate the means of augmenting their supplies, including the possibility of obtaining bulk supplies from the Metropolitan Water Board and the use of any surplus that may be obtained from the source operated by the Hanningfield Managing Committee."

This decision means in effect that further abstraction of water from the River will not be permitted and so the appearance and general amenities of the river at last is saved. Now the

Action Committee must press on urgently with its investigations into the possibilities of restoring the river to a fully navigable waterway.

The need for vigilance is, however, not over as the main source of water for Harringfield Reservoir is the Chelmer and Blackwater Navigation which even at the present time has no great surplus over present requirements at certain times of the year.

CHELMER & BLACKWATER NAVIGATION

No further progress has been made in negotiations for pleasure traffic on this waterway despite the ready co-operation of our members the Chelmsford Boating Club and it would appear that the chances of agreement in time for this season, at least, is remote.

Only one development has taken place recently and this was a report which appeared in the Autumn issue of Boats and Boat Equipment as follows:—

“The Chelmer is one of the little known rivers on the East Coast and negotiations for some considerable time have been going on regarding pleasure craft, but no agreement has unfortunately been reached. Mr. Start, the Secretary of the Company of Proprietors of the Chelmer and Blackwater Navigation Ltd., advises me that they will grant licences to pleasure craft if they are satisfied as to the responsibility and bona-fides of the applicant. This river should certainly be visited by craft based on the East Coast.”

Neither the Board, the Chelmsford Club nor I have any knowledge of the accuracy of this report and persons wishing to obtain further information should contact Mr. Strees direct. His address is 71 Duke Street, Chelmsford.

Owing to a misunderstanding a letter from Mr. Street was published in full in the last issue of The Windlass. On behalf of the Branch I would like to express sincere apologies to all concerned if any distress has inadvertently been caused.

The annual Chelmer Canoe Race organised by the Chelmsford Boating Club will be held this year on Sunday, June 12th. A large entry is expected to this increasing popular race from Chelmsford to Heybridge Basin.

J. E. MARRIAGE.

THE BRANCH ANNUAL DINNER

The Annual Dinner of the Branch took place in the Harcourt Room of the House of Commons, on Friday, 26th February 1960, by the kind invitation of Mr. Humphrey Atkins, M.P., Chairman of the Conservative Party Canals Sub-Committee.

One hundred and sixteen members and their guests attended and unfortunately a large number of applications for tickets had to be refused owing to lack of seating space.

It had been hoped that both the President of the Association, Sir Alan Herbert, and the Rt. Hon. J. Chuter Ede, a Vice-President of the Association, would be able to attend but, at the last moment, neither was able to do so owing to illness.

The toast to Her Majesty the Queen was proposed by the Branch Chairman. That to the Branch was proposed by Mr. Humphrey Atkins, M.P., and to the Guests by Capt. Munk, Chairman of the Association. Mr. Robert Aickman, Founder and Vice-President of the Association and Mr. G. R. Speed, Chairman of the Lower Avon Final Appeal Committee, replied to these toasts.

The Branch is very much indebted to Mr. Humphrey Atkins for inviting us to hold our Dinner in the House of Commons and we wish to thank him very much indeed for doing so.

HOW I SPENT MY SUMMER HOLIDAYS

I was working for a pleasure boat company at Aylesbury one Saturday afternoon, when I was wanted on the telephone. To my great surprise, it was a boatman, he wondered if I would like to do the London-Birmingham run.

He had a pair of narrow-boats down at Brentford, loaded with timber, to be taken to Birmingham.

Later that afternoon he came to Aylesbury, and we then went down to Brentford together.

When we arrived at Brentford in the evening it was a great thrill to me to see these beautifully painted boats. The small cabin in the butty was so beautifully painted, small and compact.

The next morning we set off at about 5 o'clock; the moment I had been waiting for! It was a cold, misty morning, but working the first lock on our route soon warmed me up.

It was Sunday, and a few empty boats were coming back from Birmingham, known as ‘Brom’ to the boatmen.

British Waterways boats were loading up with barrels to take North. Going past the paper-mills, Croxley and others, many boats were unloading their coal.

I had my first chance to take a pair of narrow-boats abreast up through some locks, then later, on the six mile pound, the butty on a forty foot "snubber."

At about eight o'clock that evening at King's Langley, just past the Ovaltine factory, where some of their lovely narrow boats just lie rotting, I took charge of cooking and keeping the butty clean. I had to cook on a primus, and I had the black-leaded range going, which helped a great deal in the way of cooking. I felt rather cramped in my new quarters to start with, but soon became used to it.

The next morning we were both up at 5.30 to get a good start—but of all the things to happen—we lost one of our cats! We spent an hour or so looking for it. Eventually we had to leave disappointed.

This was one of my hardest days, doing about twenty-four locks ascending to Cowroast, along the Tring Summit, then descending down the Marsworth flight of seven locks, known as the "Maffers" on the cut. We passed the entrance to the Aylesbury arm, which leads to Aylesbury, along a beautiful six miles of canals.

We tied up at Leighton Buzzard on my second night.

Off again in the morning. We met quite a few of the Waterways boats, they were coming down with coal from the coal-field where we were later to go. We passed some very beautiful countryside, with the sun just coming out and the mist on the water.

We continued on our journey. I was getting into the routine now of going through the down-hill locks, I had to do the nasty job of "strapping" the butty. This means that when the butty come into the lock alongside the motor the person on the butty has to jump off and strap round the bollard by the top right gate to check the boat.

Not many very interesting things happened, but we just carried on the usual routine. We crossed the aqueduct over the River Ouse, near Wolverton, which is rather a breath-taking sight. It has quite a history behind it in many ways.

We then ascended the seven locks up to Stoke Bourne. The top lock has been awarded the certificate for the best kept lock on the canal. Just a few hundred yards on we went into Blisworth tunnel. This was quite a new experience for me. At first—inside—one cannot see a thing, but it is quite easy so long as you keep right and do not hit the side.

Once through the tunnel we went on and up the Long Buckley flight, and on to the Braunston Summit. We passed Norton Junction, which is the arm leading to Leicester. Then I had another tunnel to negotiate, Braunston tunnel, but not quite as long as Blisworth. Just out of the tunnel we descended the Braunston seven locks. I thought that Braunston was a very nice place, its church-spire being the land-mark for miles around on the canal.

We stopped at Braunston to re-fuel. This is quite a place in the boating world, with the old dock of Barlow's, and other old features.

From Braunston the canal splits into the Oxford canal, which goes on to Rugby. We went on the Oxford canal to Napton Junction, which branches off to Oxford, and the Grand Union goes on to Birmingham.

From Braunston we left the bottom of the flight after the motor was refueled. We left the Oxford canal at Napton, where we continued on up to Birmingham. Now we were encountering the new types of paddles, being a crew affair, from the rack and pinion. Personally, I prefer the old rack and pinion type, although these locks fill quicker. We passed through Leamington, with its dirty houses and gas-works looking over the canal; rather different from the "famous Leamington Spa" on the other side of the houses.

It was by now, getting dark, so we tied up near Warwick, a little way from Hatton Twenty-one. Next morning we started off at six o'clock to arrive at the bottom of Hatton. All the locks were against us, making it rather difficult. So I did half of them, and my Captain did the other. It took us two hours all in all, so I had a cup of tea waiting at the top!

After passing through the Knowle locks I was quite tired, as these are very hard locks to work, the paddles are three feet square. Later on in the afternoon we arrived at Oton. This is on the outskirts of Birmingham, where the water was filthy and stagnant. The following day we both had the day off, washing and cleaning clothes, and tidying up the cabin.

The following day, Saturday, we continued on into Birmingham, down the Camp Hill! Six into Birmingham. There were a few Gerry boats, carrying rubbish, but we did not go into the heart of "Brum."

We had to go round to Measham for coal, so we went down the Aston locks. Here the locks were very dirty and oily, everything that we touched was dirty. We had to put sacks over the counters, and on the cabin. I had to bow-haul the butty most of the time, but being empty it was quite easy to tow.

After getting out of "Brum" we were on the Birmingham-Fazeley canal, all the locks on this canal were seven feet wide. It was an excessively hot day, and we had to tow the butty all the way down the Atherston flight. That night we tied up with a few other boats just by Tamworth, where we had to wait for five days for orders from Hawkesbury.

We spent our days washing the clothes, and painting various scratches on the paint-work. On one of the waiting days we bought a 10/- day ticket to anywhere, on the buses, and went around Worcester and the vicinity.

After our five waiting-days we received orders that we had to go up to Measham, which meant going up to Ashby-de-la-Zouche canal to collect coal. It took us a day and a half to reach our destination. From Marston Junction to Measham it was twenty-two miles without a lock. When we eventually arrived at Measham in the scorching sunshine, we were really baked, it is really awful standing at the tiller all day.

The next morning we were loaded up with coal. Three men came and emptied the coal down a chute from railway-trucks into the boats. Of course the coal was very dusty and it took an hour or two to wash the cabin and boats generally, and also wash and change ourselves. We eventually set off in the middle of the morning.

It took us a day and a half loaded to get down to Marston Junction. We only carried about fifty tons of coal as the canal is shallow. I was now on a eighty foot snubber which took a bit of getting used to round the corners. When we arrived at Marston it was an awful job getting round the corner, a strap from the fore-end of the motor had to be put round a bollard so that the motor would come round easily. The butty was practically on the motor's counter so as to bring it round easily.

We were once again on the Coventry canal, and passed many empty boats going up to fetch coal. Now we were going much faster, the water being deeper and wider. A couple of hours passed by when we reached Hawkesbury Junction. About twenty pairs of boats were waiting for orders, all being Waterway's and Barlow's boats. We stopped for provisions, and collected some mail which was due to me from a birthday a few days back.

We continued on our way after a brief snack. The weather was very hot that afternoon, and we passed many 'empties' on their way back to Hawkesbury. There were no locks at all that afternoon. In the evening we arrived at three locks which we encountered before turning in. These locks were two single locks in parallel to each other, so there was no single locking.

Next morning we got up early, to find that it was very foggy outside. Anyway we had to set off. It was very cold so I stoked up a wonderful fire in the butty and stood in the doorway with the door closed on me. We passed a couple of empties coming through the fog.

On arriving at Braunston we stopped to have our breakfast before ascending the six locks on to Braunston Summit. Going up the Braunston flight, I went on ahead to prepare the locks. On the way down I met two trainees. Their captain had one of the new butties with the round bows. It had a fibre glass covering over the boat, and the cabin was slightly bigger.

When we set off on the six mile summit, we passed a few pleasure boats just preparing to set off on their day's run. On coming to Long Buckby all the locks were against us, so I went on ahead lock-wheeling, but luckily I met a pair of boats coming up—putting all the rest of the locks ready for us—so I went back for a cup of tea, well deserved, after taking about half-an-hour to encounter the locks.

The next pound was long and the weather was pleasant, after a while we came to Blisworth Tunnel, which took us nearly an hour to pass through. By now I was used to the tunnels, even so, they are cold and very damp!

We arrived at Stoke Burne, and had to tie up at six-fifteen, because the locks closed at six on Sundays. I cooked up a wonderful steak and kidney pie, my first real experience of baking!

Sister Mary Ward came to admire our new little kitten, and to talk to us about our experiences on our journeys.

The next few days passed very quickly, and on the Tuesday we came to Croxley Mills. The next morning the boats were unloaded, which only took about three-quarters of an hour.

After dinner I had to depart with my case, and went to Watford to have a bath, and then on to Paddington to catch a train to Newbury, my home town. I arrived home at eight-thirty, with the frightening thought that I had to be ready for school next morning.

I hope to go back at Easter, or in the Summer, but I only hope there will be more work for the boats, and that the boat-men will get a better time of it. It is such a pity seeing the boats rotting and boatmen leaving.

J. M. B. CANNEY (age 15).

BRITISH WATERWAYS—SOUTH EASTERN DIVISION NOTICE OF STOPPAGES—1960

District and Section	Location	Stoppage	Duration
Lec—Lee & Stort	Waltham Common Lock	8 p.m. Thursday, 12th May to 7 a.m. Tuesday, 17th May	
Watford—Tring	Lock No. 46 Cowroast to Lock No. 58 Berkhamsted	7 p.m. Saturday, 14th May to 7 a.m. Thursday, 19th May	
Watford—Tring	Lock No. 27 Leighton to Lock No. 22 Fenny Stratford	7 p.m. Saturday, 14th May to 7 a.m. Thursday, 19th May	
Warwick—Hatton	Cape No. 25 (Lower)	8 p.m. Saturday, 14th May to 6 a.m. Thursday, 19th May	
Warwick—Hatton	Wood No. 19 (Lower)	8 p.m. Saturday, 14th May to 6 a.m. Thursday, 19th May	
Warwick—Northampton	Lock No. 20 Stoke (Upper)	8 p.m. Saturday, 14th May to 6 a.m. Thursday, 19th May	
Warwick—Oxford	Isis (Upper)	8 p.m. Saturday, 14th May to 6 a.m. Thursday, 19th May	
Lec—Lee & Stort	Tottenham Lock	6 a.m. Friday, 3rd June to 6 a.m. Tuesday, 7th June	
Watford—Brentford	Lock No. 90 to Lock No. 99 Brentford	7 p.m. Friday, 3rd June to 7 a.m. Wednesday, 8th June	
Watford—Brentford	Lock No. 100 Brentford to Thames Lock No. 101	7 p.m. Friday, 3rd June to 7 a.m. Tuesday, 7th June	
Watford—Apsley	Lock No. 81 Batchworth to Lock No. 84 Harefield	1 p.m. Saturday, 2nd July to 7 p.m. Sunday, 3rd July	
Watford—Tring	Lock No. 34 Seabrook to Lock No. 38 Marsworth	1 p.m. Saturday, 2nd July to 7 p.m. Sunday, 3rd July	
Warwick—Hatton	Camphill & Saltley Locks (11 Locks)	8 p.m. Saturday, 23rd July to 8 p.m. Friday, 29th July	
Lec—Lee & Stort	Old Ford Lock	6 a.m. Thursday, 28th July to 6 a.m. Tuesday, 2nd August	
Watford—Apsley	River Chcss Lock, Riemansworth	7 p.m. Sunday, 31st July to 7 a.m. Thursday, 4th August	
Lec & Stort—Lee	Aqueduct Lock	6 a.m. Friday, 16th September to 7 a.m. Tuesday, 20th September	
Warwick—Northampton	Northampton Arm Lock No. 6 (Upper)	8 p.m. Sunday, 9th October to 6 a.m. Thursday, 13th October	
Warwick—Northampton	Northampton Arm Lock No. 8 (Upper)	8 p.m. Sunday, 9th October to 6 a.m. Thursday, 13th October	
Warwick—Oxford	Baker's (Upper)	8 p.m. Sunday, 9th October to 6 a.m. Thursday, 13th October	
Rugby—Leicester	Kibworth Lock No. 19 (Lower)	6 a.m. Monday, 3rd October to 8 p.m. Saturday, 8th October	

PUBLIC HOLIDAY ARRANGEMENTS—1960

BRENTFORD—THAMES LOCK

Easter and Whitsun—CLOSED for period shown on Stoppage Notice.
August Bank Holiday, 1st August—OPEN FOR THREE HOURS AT EACH TIDE.

RIVERS LEE & STORT—BOW & LIMEHOUSE LOCKS

Bow & Limehouse Locks—OPEN AS USUAL.

The remainder of the Navigations will be closed on Good Friday, 15th April and Easter Monday, 18th April.

In addition Stonebridge Lock will be closed for the period shown on the Stoppage Board.

REGENTS SECTION

Easter—CLOSED for the period shown on the Stoppage Notice.

Whit Monday, 6th June—CLOSED.

August Bank Holiday, 1st August—CLOSED.

By Order:
C. SAYWOOD, Divisional Manager.

“Willow Grange,” Church Road,
WATFORD, Herts. (Tel. No.: WATFORD 26422).

15th January, 1960.

BRITISH WATERWAYS—SOUTH EASTERN DIVISION BRITISH WATER TRANSPORT COMMISSION

NOTICE LOCKING UP TIMES

Notice is hereby given that as and from Monday, 11th April, 1960, the following arrangements will come into force:—

RIVERS LEE & STORT

Bow & Limehouse Locks
Old Ford Locks

Open according to tide.
Monday to Fridays open 6 a.m. to 10 p.m.
Saturdays open 6 a.m. to 9 p.m.
Sunday open for 4 hours according to tide.
(For information regarding precise times of Sunday opening please telephone East 4343)

Carthagena Lock, Dobbs Weir Lock, Feildes Weir Lock (River Lee)
 Lower Lock, Brick Lock, Roydon Lock (River Stort)
 All other Locks

Mondays to Saturdays open between the hours of sunrise and sunset.
 Sundays open 10 a.m. to 7 p.m.
 Mondays to Saturdays open between the hours of sunrise and sunset.
 Sundays—CLOSED.

REGENTS SECTION

All Locks

Mondays to Fridays open 8 a.m. to 5 p.m.
 Saturdays open 8 a.m. to 12 noon.
 SUNDAYS—CLOSED.
 Craft passing to and from St. Pancras Yacht Basin

Except that for the convenience of Pleasure the following arrangements will be in force:—
Kentish Town, Hawley and Hampstead Road Locks

Saturday evenings: Uphill to Long Level
 Downhill from Long Level
 Sunday mornings: Uphill
 Downhill
 Sunday evenings: Uphill
 Downhill

open 5 p.m. to 7 p.m.
 open 6 p.m. to 8 p.m.
 open 8 a.m. to 10 a.m.
 open 9 a.m. to 11 a.m.
 open 5 p.m. to 7 p.m.
 open 6 p.m. to 8 p.m.

BRENTFORD SECTION

Thames Lock
 Hanwell Flight

Open according to tide.
 Monday to Fridays open 6 a.m. to 8 p.m.
 Saturdays open 6 a.m. to 4 p.m.
 Sundays open 9 a.m. to 1 p.m.
 before closing time in order to clear the flight.
 open as follows:—

Craft must enter the flight at least one hour before closing time in order to clear the flight.
 The undermentioned flights of Locks will be

Mondays to Saturdays—6 a.m. to 10 p.m.; Marsworth, Stoke Bruerne, Buckley, Braunston, Calcutt, Stockton, Bascote, Radford, Hatton, Knowle, Hillmorton, Atherstone, Curdworth.
 The undermentioned Locks will be open as follows:—
 Mondays to Saturdays—6 a.m. to 8 p.m.; Watford Locks, Foxton Locks—South Leicester Section.
 Camp Hill Locks, Garrison Locks—Birmingham.
 All Locks on Northampton Arm.

All operators of craft when entering a flight of locks must ensure that they have sufficient time to clear the flight before the advertised locking-up time.
 In order to conserve water supplies all side ponds must be operated where available.

By Order:
 C. SAYWOOD, Divisional Manager.

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6th April, 1960.

NEW MEMBERS
Applications for Membership

- ARROWSMITH, Sam (Junior), 95, Wymondly Road, Hitchin, Herts.
- BALDEY, Michael, Wide Boat "Tuba," Woodham Lock, West Byfleet, Surrey.
- BIRD, Edward J. R., 966, Hertford Road, Waltham Cross, Herts.
- BLAKESLEY, John (Junior), 9, London Road, High Wycombe, Bucks.
- BOND, Philip Alexander, Aux. S.B. "Lady of the Lea," Lock 46, Cow Roast, Tring, Herts.
- BROWN, Arthur Stanley, 52, Davidson Terrace, Forest Gate, London, E.7.
- BROWN, Michael Bruce, 19, Blackshots Park Estate, Little Thurrock, Grays, Essex.
- CLAIR, Miss Betty Amy, 2, Alexandra Avenue, Alexandra Park, London, N.22.
- CANE, Ivan W. L. (Junior), La Retraite, Colchester Road, Alresford, nr. Colchester, Essex.
- CHINERY, John M., Clifton, Orchard Grove, Chalfont St. Peter, Buckinghamshire.
- CLEGHORN, Mrs. Ruth, 29, Hillside Road, St. Albans.
- COOPER, Mrs. B. M., 10, Sutton Hall Road, Heston, Hounslow, Middlesex.
- COOPER, Frank Edward, 10, Sutton Hall Road, Heston, Hounslow, Middlesex.
- DAWSON, Frederick Allen, 260a, Merlins Court, Alexandra Avenue, Harrow, Middlesex.
- DIBB, George Robert, Sarana, 106, Cheyne Walk, Chelsea, S.W.10.
- DORRELL, G. T., 45, Kenley Road, Kingston-on-Thames.
- DUCKWORTH, Charles Geoffrey (Junior), 7, St. Mary's Road, Wimbledon, London, S.W.19.
- EVANS, J. D., 51, Francklyn Gardens, Edgware, Middlesex.
- FLEMING, Edward Albert, 48, Kingswood Road, Watford, Herts.
- FUNDEN, Nicholas Hugh (Junior), 10, Sutton Hall Road, Heston, Hounslow, Middlesex.
- GALES, Michael, 47, Worrin Road, Shenfield, Essex.
- GIBSON, George B., 11, Barbara Close, Shepperton, Middlesex.
- GILL, Frank Leonard, White Hart, Northolt, Middlesex.
- GOODWIN, Antony, 58, Bradbourne Road, Bexley, Kent.
- GRUBY, William, 13, Regents Park Terrace, London, N.W.1.
- HART, G. W., 48, Lemsford Road, St. Albans, Herts.
- HUBERT, Leslie Gordon, 86, Downbank Avenue, Barnehurst, Bexley Heath, Kent.
- JACKMAN, Richard H., 46, Crouchfield, Heme Hempstead, Herts.

JENKINSON, Andrew M. (Junior), 4, Park Avenue, Bromley, Kent.
 JENKINSON, H. Arnold, 4, Park Avenue, Bromley, Kent.
 KENT, Geoffrey John James (Junior), 13, Oakleigh Way, Mitcham, Surrey.
 KIRBY, A. J., Manly, Loosley Row, Aylesbury, Bucks.
 KIRBY, Alan William, 93, Durham Road, East Finchley, London, N.2.
 LASKEY, Norman Phillips, Clovelly Cottage, Cudham Lane, Knockholt, Kent.
 LEWIS, Miss Cynthia Mario, 20, Hamilton Terrace, London, N.W.8.
 LEWIS, D. G., 17, The Avenue, Rayners Lane, Pinner, Middlesex.
 LITCHFIELD, David John (Junior), 13, Robbery Bottom Lane, Welwyn, Herts.
 MARTIN, Albert E., 107, Sandhurst Road, Kingsbury, London, N.W.9.
 MARTIN, H. C., "Elm View," 4a, The High Road, Woodford Green, Essex.
 MARTIN, Mrs. Joanne C. M., "Elm View," 4a, The High Road, Woodford Green, Essex.
 MARTIN, Michael C. (Junior), "Elm View," 4a, The High Road, Woodford Green, Essex.
 MARTIN, Sally C. (Junior), "Elm View, 4a, The High Road, Woodford Green, Essex.
 MARTIN, Wendy M. C. (Junior), "Elm View," 4a, The High Road, Woodford Green, Essex.
 MASON, G. G., 28, High Street, Langley, Slough, Bucks.
 MCGILL, Shane D. (Junior), 28, High Street, Roehampton, London, S.W.15.
 McNAUGHT, Noel, 5, Watersplash Road, Shepperton, Middlesex.
 MOULD, Eric L., 35, Messon Street, Clapton, London, E.5.
 MUSGROVE, Norman, 21, Esher Avenue, North Cheam, Surrey.
 NORTON, W. S., 69, Brighton Road, Coulsdon, Surrey.
 PATIV, Mrs. Elisabeth, 47, Abbotsbury Road, London, W.14.
 ROGERS, John P. (Junior), "Trail," The Green, Theydon Bois, Epping, Essex.
 SHERFIELD, Maurice A. (F.I.O.B.), Robin, 5, Mavins Road, Farnham, Surrey.
 SHERRIFF, Christopher H., 142, Hadlow Road, Tonbridge, Kent.
 SIMMONS, Michael Thomas (Junior), 21, Manor Road, Ruislip, Middlesex.
 SIMPKINS, Lionel F. (Junior), 16, Hopefield Avenue, Kilburn, N.W.6.
 SIMPSON, Norman William, The White House, 25, Otlands Avenue, Weybridge, Surrey.
 SMITH, David Norrie, The Nook, 58, Dukes Avenue, Theydon Bois, Epping, Essex.
 SQUIRE, Colin, Staines Road Nurseries, Sunbury-on-Thames, Middlesex.
 STEARS, D. C., 47, Alexandra Road, East Croydon, Surrey.
 STEPHENS, Thomas A. S., Coppice Lea, Merstham, Surrey.
 TEED, H. A., 34, Brownlow Road, Bounds Green, N.11.
 THORPE, Stephen John, 127, Hare Lane, Claygate, Esher, Surrey.
 TREGEAR, George H. B., 22, Holland Park Road, London, W.12.
 TUCKER, Michael, "Delphis," Fern Wood, Mill Lane, Taplow, Bucks.
 VAUS, Kenneth, The Surgery, High Street, Godstone, Surrey.
 WADHAM, Mrs. Marjorie Alice, 77, Wentworth Avenue, Finchley, N.3.
 WATT, Mrs. Ellen Rachel, Garson Croft, Ouseley Road, Wraysbury, Bucks.
 WILLIAMSON, W. S., 8, Sackville Street, London, W.1.
 WOODWARD, William G., The Boatyard, Mansion Lane, Iver, Bucks.

ANNUAL GENERAL MEETING

The Fourth Annual General Meeting of the London and Home Counties Branch will be held on TUESDAY, 31st MAY, 1960 at 7.30 in The Oak Room of the Arts Theatre Club, Great Newport Street, London, W.C.2 (near Leicester Square).

AGENDA

1. Apologies for absence.
2. Minutes of the previous A.G.M. and matters arising therefrom.
3. Chairman's report
4. Honorary Treasurer's report.
5. Election of officers and committee members.
6. Any other business.

Nominations for committee members should reach the Honorary Secretary at the above address not later than 17th May.

We hope to show a film after this meeting.

DERBY DRAW

Please give Brian Ambrose your usual kind support in raising funds for our great cause.

EDITOR'S CABIN

P.H.C.

I much regret that the above feature and also "News of the Trade" has had to be held over until the next issue.

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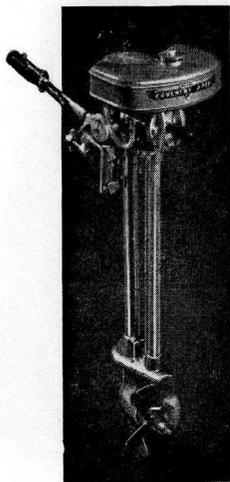
30th July 10.0 a.m.
to **EVERY DAY** 2.0 p.m.
14th August 5.30 p.m.

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