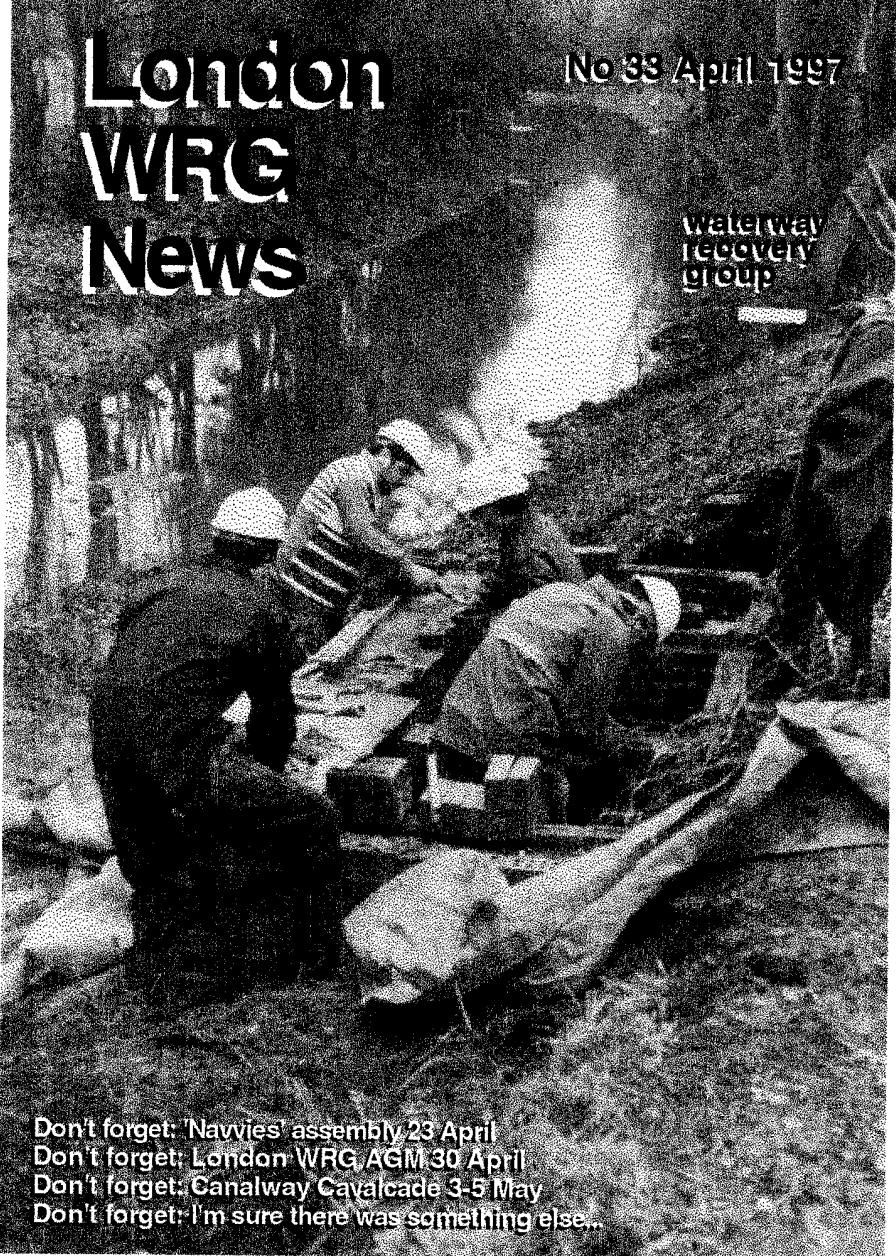


London WRG News

No 33 April 1997

waterway
recovery
group



Don't forget: 'Navvies' assembly 23 April
Don't forget: London WRG AGM 30 April
Don't forget: Canalway Cavalcade 3-5 May
Don't forget: I'm sure there was something else...

Wey & Arun Canal: Trip-boat landing stage under construction at Loxwood (see pages 4 and 9 inside). Photo: Martin Ludgate

The London WRG 1997 Annual General Meeting: 30th April

Apologies for having failed to organise an AGM at the usual time in February / March. This is due to a combination of incompetence on the part of the Editor and the departure of Roger and Karen - our friendly couple of ex-wrgies who happened to be tenants of the 'Jugglers Arms' where we held last year's AGM and were planning to hold this year's - who have moved on to another pub at rather short notice.

We have therefore decided that rather than waste time finding another suitable venue we will hold a "mini-AGM" as part of an extra pre-Canalway Cavalcade social at our usual table at the Founders Arms, Bankside, London SW1 on April 30th, from 19:30 onwards.

The main business - as usual - will be to decide when and where our working parties will be over the next 12 months and who will organise them. Please come along and volunteer! (or would you rather stay away and find that you've been volunteered?)

In addition, we will discuss what (if any) new tools, catering equipment etc. etc. we need (and how we intend to raise the money to pay for them), what social activities we will be organising, what to do about recruiting new volunteers and keeping the ones we have, and anything else anyone wants to talk about.

Once we've finished the AGM business, we will be finalising our plans for our entry in the Pageant of Boats at Canalway Cavalcade at Little Venice the following Saturday May 3rd

For anyone who hasn't been to the Founders before...

It is situated on the south bank of the Thames about 100 yards east of Blackfriars Bridge. The nearest railway and underground station is Blackfriars: take the tube station exit signposted 'Blackfriars Bridge' (or turn left out of the entrance of the main line rail station), cross the Thames then turn left immediately after the bridge, down a flight of steps. At the bottom of the steps turn right along the footpath, under the railway bridge and the pub is 50 yards ahead of you, right on the riverside. We will probably be sitting round a table at the far end of the pub.

NUH: "rumours of its demise..."

I may have mentioned to some of you a few weeks ago that I was taking our (t)rusty old Transit Crewbus D739NUH on its journey to its last resting place, as the dying seconds of its last ever possible conceivable affordable MOT certificate ticked away...

Well, it didn't quite work out that way...

As you will probably be aware, the IWA Golden Jubilee Appeal has been raising money over the last year to buy an excavator for use on canal restoration projects, and also to replace most of the WRG van fleet (and not-so-fleet). The Appeal duly reached its original target of £50,000 last December, the money has continued to come in since then, and WRG is now the proud owner of three very shiny nearly-new Transits, with a fourth one to follow soon.

London WRG will in due course take custody of M596LRY ("Larry the van"), a super-duper 15-seat minibus with all sorts of undreamed-of luxuries such as central locking, power-steering, ABS brakes (which I'm afraid mistook for a dodgy wheel-bearing the first time I experienced them), a stereo radio that picks up something other than 'The Archers', interior lights that actually work...

However (you knew there was a 'however' coming, didn't you?) LRY will - as NUH used to - be spending most of the summer on Canal Camps duty.

Meanwhile, one of NUH's contemporaries, an unpleasant, unsteerable uncomfortable but **MOT-equipped** van

Have Van Will Travel!

called ADX was put up for sale by WRG and - unbelievably - sold for £1500 within hours of the ad appearing in the local rag. WRG had a quick recalculation and worked out that - incredibly - NUH might be worth MOTing after all, so that it could then be sold for a lot more than the scrapman would pay for it.

So NUH was duly repaired and MOT'd (and the exhaust replaced when it fell off half an hour later) and we have persuaded WRG central to put off selling it for six months so that London WRG can use it this Summer while LRY is away, provided that we pay for the insurance.

In other words, after all our efforts over the last year to raise money for replacement vehicles (well done, everybody!) we're being asked to hand over London WRG cash to have our old van back!

Seriously, we are usually without a van in Summer, which has in the past resulted in us having to hire one to avoid cancelling digs. We are grateful to WRG central for holding off selling NUH (and thereby reducing its resale value) in exchange for an insurance premium that is no more than the cost of a single weekend's hire.

So please make it worth our while - **book your final ride in NUH** on a London WRG dig this Summer!

Working Party Reports

Wey & Arun 8-10 Feb. 1997

A jolly band of WRGers set off in the deep darkness of ADX for Kirdford Village Hall and were soon supping in the 'Foresters' back room which mine host had opened up especially for us. This was somewhat disconcerting as we were - we thought - in our respectable clothes!

After a chilly night we set off to work in the area of the Onslow Arms. The work for the weekend was to continue building a landing stage for the trip boat outside the pub, to scrub-bash virgin canal and a mangrove swamp and to burn ready-bashed scrub.

Our student contingent increased their appetites by bricklaying at the landing stage. This was a cellular construction into which you popped the students, one to each cell, and encouraged them to build up their walls by keeping them supplied with the necessary materials. An interesting find for WRGers of the future? We did actually get them back at the end of each day and they continued to eat voraciously which led to the suggestion that there should be an extra charge for students!

An innovation this dig was shape-coded sandwiches, the brainchild of one of the scientists, the variations

being $\frac{1}{4}$ square, $\frac{1}{4}$ triangular, $\frac{1}{2}$ triangular and $\frac{1}{2}$ rectangular. This was especially useful in determining the filling in the dark of ADX on the way home.

Working with the local enthusiasts we kept three large bonfires going, exposed a rather dramatic swamp and spiralled the cell walls several courses higher.

Aileen Butler

London WRG weekend dig with a closed pub in Gloucestershire

A select group of us set off from Waterloo in a reincarnation of NUH, or may be the red van did not quite make it to the scrapyard a few weeks ago. As Martin was late... we had to get the food shopping on the way down the M40. In order to save some time we spilt up with each person getting part of the weekend's food, i.e. Martin - breakfast, Lesley - lunch and Aileen - new recruits! Yes LWRG has slave labour with the purchase of Danny the Duck for only £7.

We arrived in Dymock in time to be driven by the locals to the nearby pub as the one *next* to the accommodation closed that week!

On Saturday some of us went up to Oxenhall tunnel to improve the tow-path for the 'Daffodil tea' group walk on Sunday whilst the rest finished off the brickwork on the spill weir and cleaned bricks. The new London WRG stove was a success but what about the teapot?

Ian Little

We've had a couple of unexpected joint digs with KESCRG recently, for various reasons. First was a weekend on the Herefordshire and Gloucestershire Canal in March. Here are some highlights of Eddie Jones's report for 'Navvies'...

The 1st and 2nd of March saw us on a new site for the group: House Lock at Oxenhall on the Hereford and Gloucester... During a telephone call to Mr. Ludgate it turned out that London WRG for various reasons were short of bodies for their Droitwich dig. Following a quick discussion we decided to have a combined dig... I had been told we would be staying at the 'Dymock Hilton'. It is a very comfortable hall. One problem is it backs onto the pub which proved a little noisy while we were trying to concentrate on a dominoes evening over a cup of lemonade...

Mike Palmer had mentioned he might pop in Saturday but he was already in the pub when I arrived Friday night. Round the back I found I couldn't park because of **two very shiny red minibuses**. He kindly left one behind on Saturday morning. It is very comfy but sadly missing two wheels at the back... we had to push it off the entrance to the site which wasn't that slippery...

The London WRG influence took hold of the 20 or so of us there, resulting in the landlady running out of Hooky and almost out of Bass on Friday night. Luckily she managed to arrange an emergency delivery Saturday morning...

Site proved a little slow getting going, but once we knew what we were supposed to be doing a large number of bricks fell around the bywash, the culvert was rebuilt, the very unusual paddle holes dug out, a water supply culvert from an old arm dug out, a start made exposing the top of the offside chamber walls, many many bricks cleaned and a length below the lock bashed around the scrub area.

Eddie Jones

Working Party Reports

Next came the TBA on the 18th-19th April, which ended up as a joint dig on the Droitwich with KESCRG a week earlier. We installed some stop-planks at lock 5 and did some concreting, but the real excitement was elsewhere, as I will attempt to show...

Oh dear, where to begin... should I tell them the bolt-croppers and the dredger? No, I'm not sure 'breaking and entering' is really the sort of thing we want to admit to...

OK we'll skip that and describe the eventful journey down the canal, using the grab to drag us through the shallows, and running out of fuel and nearly sinking... no, I don't know if it counts as 'taking without consent' or 'piracy on the high seas' but either way it's a bit iffy...

Maybe I should describe Ken's impressive lorry with hydraulic crane... oh yes and his little forecourt episode involving a case of 'due care and attention', or maybe 'taking a petrol pump without the owner's consent'... no, forget it, forget it...

Oh well, maybe the activities up at the Council Yard, clearing the site ready for reinstatement of the canal, and somebody's bright idea of burning some of the buildings before demolishing them... and the female contingent's reaction to all those hunky firemen... no maybe not... as somebody said "there's been a lot of arson about this weekend"... I think that's what they said...

All right, maybe we'll cut the 'joint dig' bit and call it a 'KESCRG dig that some of London WRG happened to accidentally stumble upon'...

Martin Ludgate
(trying his best to be 'legal, decent, honest and truthful' and failing miserably...)

From our foreign correspondent

The following arrived on the editor's doorstep recently, and goes some way towards explaining why a certain couple haven't been seen on site lately...

Sitting on a sun-drenched island swimming in a warm tropical sea and generally getting sunburnt has reminded us (sort of) of the last time we were at the seaside - the Bude Canal Dig Deep weekend dig last June. So we thought we would write to let you all know what we are up to, and why we haven't been on any digs recently...

Our round-the-world travels have started with six weeks in Africa. In Zimbabwe - to eliminate our boating-withdrawal symptoms we found a navigable stretch of the Zambezi River. Navigation hazards seem to include hippos, crocodiles and a 108-metre drop known as Victoria Falls (no plans to have a boat-lift installed). The gorge below is also navigable (if you can call white-water rafting 'navigation'). The Zambezi river is 2700km long! *[that's as long as all British Waterways' canals added together ...Ed]*

We came across bottles of a fizzy pale liquid labelled 'Zambezi', which accounts for it tasting like river water (Oh for a pint of London Pride!)

We then travelled across Zambia by train (mostly) until we got to Lake Tanganyika, which apparently contains 12% of the world's fresh water - excluding ice - and is 1.5km deep! *[Don't tell BW or they'll want us to build a feeder from Tanganyika to Tring for our next re-union dig! ...Ed]*

We spent 2 days travelling north up the lake to Tanzania on the mv 'Liemba', a steamer built in 1914 and transported to the lakeside in bits on the railway from the coast. It has an interesting history - after WW1 the Germans (who had built it) greased and scuttled it to prevent the British getting their mitts on it. That didn't work, however, as in 1922 the British colonial authorities paid £4,000 for it and raised it from the lake-bed. It's been in service ever since, though sadly (since 1993 we think) it is no longer steam-powered.

During the journey we didn't see the west (Zaire) bank at all - it looked just like the Sea - as the boat skirted the Tanzanian side, calling at all the villages. Typically there would be no quay: the 'Liemba' stopped somewhere offshore and lots of little fishing boats and dugouts would come out to meet it and to swap over passengers, produce, luggage, fish, chickens (live), the odd bicycle and occasionally even a small boat hoisted onto the cargo deck.

Later we visited the builders of these small boats at Ujiji and watched them being built: no power tools, just planks shaped with planes and raw cotton for the caulking.

After another long train journey (should have been 36hrs but it took 44hrs - can privatised ex-BR beat that?) we reached the coast at Dar es Salaam. From there we caught another boat to the amazing island of Zanzibar (a modern catamaran - we'd planned on going by dhow, but the Tanzanian government has banned foreigners from travelling on them.)

Zanzibar has boats of all sizes, narrow streets and old stone buildings with carved wooden doors and balconies, and it even had a railway once - the Bububu railway!

We're off to Mombasa next, which is built on an island connected to mainland Kenya by a man-made causeway. Then we're off to India...

Alison and Rupert Smedley

Fifteen years ago issue 4 of Jeremy Frankel's London WRG Newsletter reported on what turned out to be last of a series of London WRG New Year camps on the Thames & Severn Canal; here are a few excerpts to demonstrate why...

From the Archives...

"Winnie's car wouldn't start until it had been pushed through the snow for ¼ mile... arrived at Harrier's 1hr late, to find the LandRover was not packed... arrived at Daneway... we were nice to Plinger [local organiser] until he bought drinks for us... Pauleen, having been promoted to cook, produced a 'stew-thing'... Harrier's comments were unprintable..."

"Harrier had bought 7Kg of cornflakes, so we had porridge for breakfast... after lights out Jeremy and Fellows treated us to their rendition of the rape scene from 'Romans in Britain'..."

"Trainee did a nose-butt on the bridge and left a trail of blood so that Acorn could find them..."

"Harrier invented sliceable soup..."

"New Year's Eve at the 'Amberley'... an ear-splitting rendition of 'Auld Lang Syne'... a free buffet at 12:00 (well, we didn't pay anything)... woken later by Fellows doing unmentionable and unnecessary things involving a turkey carcass, Winnie's jeans and the kitchen sink..."

"Harrier's bumper tin of creamed rice should not really smell of emulsion paint... it confirmed its inedible state by growing a fur coat overnight... we arrived back at Harrier's... Winnie's car wouldn't start until it was towed several times round Wimbledon with a LandRover..."

Ten years ago London WRG had gone quiet, with no newsletter and nothing in 'Navvies', but an article in issue 106 confirms my recollections of what was taking up most of our time...

"Lock chamber restoration on the five locks of the St. Johns flight, near Woking on the Basingstoke, is now nearing completion. This has been almost entirely a volunteer job, and must be one of the biggest volunteer canal restoration jobs undertaken in the country."

Five years ago we were back braving the ice in the Cotswolds again:

"Allan Scott's debut as a dig organiser took place on the Thames & Severn... our opinions of our new organiser rose as we realised we were going to arrive at the 'Amberley' before closing time... our opinions declined as we stood outside the scout hut after midnight in the sub-zero temperatures waiting for him to reappear with the key. A search-party was despatched to find him, followed by a search-party to find the search-party. Mike applied all the skills acquired in a lifetime's service to Lloyds Bank (and most of the credit cards acquired) in an attempt to open the door... as an attempt was being made to remove the door from its hinges Allan reappeared with the key... Ron and Sue arrived the following morning having failed to find the accommodation and spent the night at a service station. Perhaps the rest of us shouldn't complain..."

"The Thames & Severn Canal Company decided to save water by shortening the locks... this left a section of 6ft deep channel at the top, which by the simple expedient of installing stop-planks at each end, building concrete steps and painting it blue all over, could be converted into an open-air swimming pool by the landowner once the canal was closed... the stop planks having been removed, all that remained was the steps. After a day spend attacking it with picks, mat-ticks, sledgehammers and crowbars we had succeeded in reducing its height by at least 6". Hopefully not all of the landowners have thought of converting their locks into swimming pools..."

"A team had been set to work reassembling pieces of wood which were alleged to have been part of a shed... almost certainly they weren't all part of the same shed... by afternoon a structure vaguely resembling a shed had been constructed... it looked like it would stay up until either a bird landed on the roof or the wind rose above force zero... it was checked with a spirit level... the only horizontal part was the sloping roof... As the shed-building team modestly said: 'Shed, what shed?' 'No, mate, nuffin to do with us.' 'And anyway nobody saw us do it.' 'And besides, you can't prove nuffin.'..."

"...perhaps they are restoring the canal so the sheds can be moved by barge in future..."

The WRG Training Weekend

Get Trained!

WRG Logistics (the people responsible for getting kits to and from Canal Camps) will be organising a weekend of training courses for WRG, IWA and Canal Society volunteers. This will take place on the 'Lichfield Canal' (the Lichfield section of the Wyrley & Essington Canal) on 30th May-1st June. There will be courses in:

- 360° excavators
- dumper driving
- van driving
- trailer towing
- barrow hoists
- JCB 3 excavators
- skid-steer loaders
- fork lift trucks
- bricklaying
- dry stone walling
- Tirfor winches
- hedge laying
- roping and sheeting
- levelling
- canal camps accounts and catering
- First Aid (new trainees and refresher course)
- chainsaw awareness

If you want to learn about any of these, phone Mick Beattie on 01253 864034 and tell him what course(s) you want to book on, and he will send you a booking form, which you will have to send back to him.

Sorry if this sounds excessively bureaucratic, but they need exact numbers as soon as possible for how many people want to be trained and what they want to be trained in, as a lot of expensive machinery is being hired for the weekend and they want to ensure that they get value for money.

The cost will be £10 for the weekend or £5 per day; this will cover catering and overnight accommodation and something towards the hire of equipment.

If enough people from London want to go we will organise transport in the van: contact Martin for details.

THE LONDON WRG QUIZ

- (1) The usual number of 'bad heads' on the Sunday of the 1993 London WRG/KESCRG Christmas dig, one more serious than the rest. Why?
- (2) What do 'Bog Foot', 'Slur' and 'Two Sheds' have in common?
- (3) What did Rupert leave behind when he returned to London after the 94 London WRG/KESCRG Basingstoke Xmas 'do'?
- (4) Montgomery Canal, 1992: "Yes, but I know a man who didn't!" Who and what?
- (5) J.Frankel 1984-5. D.Moore 1994. What?
- (6) 1993: WRG chairman Alan Jervis to Martin: "How much have you drunk?" ML: "Not that much, yet." AJ: "OK I'll ask you later." What did he ask him?
- (7) What did we do instead of tying bunting to Fulbourne for Cavalcade in '88.?
- (8) London WRG News had a predecessor by the name of 'Dig This', until it fizzled out in the '80s; 'Dig This' also had a predecessor, which started in 1966. What was it, who edited it and what became of it?
- (9) 'Gas House', 'Bakery', 'Den'. What?
- (10) Barge blocks: 20x18"x18", made of the heaviest timber. We spent all Saturday at the Dolphin Barge Museum shifting one with rollers, jacks, muscles and Tranny. What happened on Sunday?

Answers on page 10

Canalway Cavalcade: May 3rd-5th

Our next outing is not a dig at all, it's IWA London Region's annual rally and pageant of boats on the Grand Union Canal Paddington Arm at Little Venice.

We have won the Ray Dunford Trophy - a traditionally decorated 3-gallon narrow boat water can for the best charity / voluntary group entry in the pageant - for three years running, and we are keen to make it four. Not least because the water can (which we have to give back at the end of the year) contains a £100 cheque (which we don't).

Unfortunately as owners Rupert and Alison are away on their travels, 'Ben' - the boat that we covered in silver foil in '95 (for the WRG Silver Jubilee) and used to support a hardboard van and excavator in '96 (for the Appeal) - is not available this year. However, the owners of 'Fulbourne' have kindly agreed to us using their boat this year. Although some of 'Fulbourne's' owners are regular London WRG volunteers, please note that it is still a private boat (as is 'Ben'), not an item of WRG Plant, and treat it with respect.

The theme for this year's event is 'Roses and Castles' so as you might expect, cardboard castles and paper roses feature in our plans. So do knitted string and bowsaws. Guessed it yet? If not, all will be revealed at our "mini-AGM and pre-Cavalcade Social" at the Founders on April 30th.

The pageant takes place on the Saturday afternoon, but help is needed in the morning decorating the boat, and all weekend running a tombola to raise funds. Contact Martin for details.

Next Time Out

Thames & Severn Canal: May 17-18

Our next dig is on the Thames & Severn Canal at South Cerney near Cirencester, where we should be putting the finishing touches to Wildmoorway Lower Lock, before moving on to start work on Humpback Lock later this year.

Wey & Arun Canal: June 14-15

We will be working at Loxwood on improvements to enable the Canal Trust's trip-boat 'Zachariah Keppel' to operate on the restored 'Loxwood Link' section.

This length ends at a missing aqueduct at its south end, and the B2133 road blockage at its north end. A new aqueduct is the Canal Trust's next major capital project (and their biggest so far), but it will be some years before a new bridge replaces the road blockage.

However, the other side of the road is a well-preserved length of over a mile, with remains of two locks. The plan is to restore the top end of these two locks, and clear the canal above them, so that this section can act as a reservoir and feed the navigable length via a pipe under the road. Full restoration will follow in due course.

And then where?

Come to the "mini-AGM" and decide!

Bits and Pieces

'Navvies'...

...is, as most of you know, the national magazine of the Waterway Recovery Group, and is edited by the self-same editor as this publication.

A year's subscription - six issues packed with informative canal restoration articles, lively debate, lavatorial humour, incomprehensible in-jokes, stropky editorials, etc. etc. - can be yours for a mere £1.50 (pay 'Waterway Recovery Group') from Sue Watts, 15 Eleanor Road, Chorlton cum Hardy, Manchester M21 9FZ.

"How come it's so cheap?" I hear you ask.

Well, firstly we ask those who can to add a donation, so we can keep the price down to a level that anyone can afford, and secondly virtually everything involved in production of the magazine is done by volunteers, which is where you come in...

Issue 162 will be assembled at the London Canal Museum, New Wharf Road, London N1 on Wednesday 23rd April from 19:00 to about 21:30. Volunteers welcome!

To be contacted for every assembly, ring John Hawkins 01923 448559, or e-mail the editor.

A letter from Gloucestershire...

Dear Lesley and Martin

I am writing on behalf of the Herefordshire & Gloucestershire Canal Trust to thank you and all the other London WRG volunteers for the excellent work that you achieved at Oxenhall a couple of weeks ago. The trust are very pleased with the progress and your professionalism.

We would welcome you back at any time.

We look forward to seeing you again soon.

Yours sincerely,

Steve Delacourt

Co-ordinator Gloucs Restoration
Herefs & Gloucs Canal Trust

We will be returning on September 27-8.

T-shirts

We have sold out all of the old 'tube map' design of London WRG T-shirts, and we think it is time for a new design. Any ideas? If so, tell the editor and we'll see what we can do.

Hooray Henley!

The IWA's National Waterways Festival is being held at Henley on Thames this year. Is this near enough to our patch that we should maybe do something to take advantage of the opportunity for some recruitment? If so, what? Suggestions to the AGM, please.

Thanks...

...to all contributors to this issue. Keep it up, I'll try to get the next one out more quickly.

And finally...

Sorry Alison, couldn't resist this - my computer just suggested your name as an alternative for 'Elsan'!

Quiz answers: (1) It was NUH's cylinder head. (2) They all refer to Bob Keaveney, after (a) an accident with an Elsan, (b) telling someone slightly tipsy to call him 'Sir' and (c) a purchase of a new house with two sheds. (3) His appendix. (4) the AA man who couldn't fix NUH and forgot to put the wires back. (5) they gave their dumpers swimming lessons. (6) 'Would you like to be editor of 'Navvies'? (7) We painted it on the (soon-to-be-scrapped) cabin sides. (8) It was Graham Palmer's 'Navvies Notebook': it went national, dropped the 'Notebook' and the rest is history... (9) Accommodation: the old gasworks manager's house at Droitwich, the derelict bakery at St. Johns on the Basingstoke and the Scout HQ at Inkersall on the Chesterfield. (10) They cut it up! **Score 0-4:** you'll have to pay more attention to the gossip in the 'Founders' 5-6: your London WRG Canal Cred is good - perhaps you'd like to write me something sometime.... 7-8: Well done - next time you hear somebody claim that LWRG has a 'clique problem' at least you'll know you're a member of the clique. 9: You can write the questions next time. 10: See answer to (6) above!

London WRG Dates List

Working Parties: Transport available Friday evening; meet outside Burger King at Waterloo station; normally at 19:00 but may be earlier or later depending on distance. Contact Tim Lewis, Martin Ludgate or Lesley McFadyen for details.

Several dates are still 'To Be Arranged', and we have not chosen organisers for any digs yet. Come to our "mini-AGM" on April 30th and help fill in the gaps.

Date	Location
17-18/05/97	Thames & Severn Canal: Dig Deep
14-15/06/97	Wey & Arun Canal: Dig Deep
05-06/07/97	To Be Arranged
26-27/07/97	To Be Arranged
06-07/09/97	Thames & Severn: Dig Deep
27-28/09/97	Hereford & Gloucester: Dig Deep
18-19/10/97	To Be Arranged
01-02/11/97	Manchester Bolton & Bury Canal: WRG reunion dig
06-07/12/97	GU Buckingham Arm: joint Xmas dig with KESCRG

Note: working parties marked 'Dig Deep' are carrying out work on projects where work is being co-ordinated under the Dig Deep Initiative, a scheme involving ourselves and three other mobile canal restoration groups (NWPG, KESCRG and WRG BITM). Current Dig Deep projects are: Thames & Severn Canal at South Cerny; Droitwich Canal; Wey & Arun Canal at Loxwood; Hereford and Gloucester Canal at Oxenhall.

Social Gatherings: Wednesday Night, normally 10 days before each dig i.e. May 7th, June 4th etc. at the **Founders Arms**, Bankside, London SE1 (on the South Bank, 100 yards East of Blackfriars bridge.) about 19:30 till 23:00.

Other Events:

23/04/97	'Navvies' issue 162 assembly: see opposite page
30/04/97	"Mini-AGM" at the Founders Arms
03-05/05/97	IWA London Canalway Cavalcade rally at Little Venice
23-25/08/97	IWA National Waterways Festival at Henley

Who to contact:

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Phone: 0181 367 6227

London WRG News Martin Ludgate, 35 Silvester Road, London SE22 9PB
Phone: 0181-693 3266 E-mail: editor@navvies.demon.co.uk

Enquiries Lesley McFadyen (same address as Martin Ludgate)



Above: Herefordshire & Gloucestershire Canal: House Lock, Oxenhall - now we've finished the bywash we can start on the lock chamber restoration. **Right:** One day, all this will be ours! **Below:** Rogues' gallery: The leading lights of WRG and KESCRG celebrate the festive season. All photos by the editor except bottom right by Lesley McFadyen.

