

Issue 74:
December
2012

London WRG News



Editors Note:

Hello all, welcome to the latest issue of London WRG news. As usual its appearance is several months removed from the dates on the cover—but after all anticipation is part of the pleasure! The usual thanks go to Nigel for proof reading, Tim for printing and everyone else for sending in contributions and putting photos on public web-sites for me to hi-jack!

Below are the dig dates for 2013 as they stand — as I write this the first two have occurred and our next trip is to the Newport and Shrewsbury Canals where we will be having the AGM.

If you have anything you want to discuss at the AGM but cannot be there in person please let Tim Lewis (chair) know. If you will be there you can bring up anything you want under any other business. We will be trying to match leaders to sites and dates for the rest of the years digs so please also let Tim know if you are willing to lead a dig some time this year.

As usual LWRG socials will be at the Star Tavern in Belgravia two Tuesdays before each dig.

Martin has kindly provided a summary of the work involved in the upcoming digs. Details of the next dig is below and the rest of the year on page 18.

Helena Rosiecka
(Cover image: Martin Ludgate)

Our next outing on 23-24 February isn't just London WRG's first dig on a new site, it's the first dig by ANY visiting group on this particular project. It's a scrub-clearance around Forton Aqueduct (which has the rare distinction that you can drive over it!) on the Newport Arm of the Shropshire Union, which is part of a restoration scheme led by two groups, the Shrewsbury & Newport Canals Trust (which aims to eventually reopen the entire route from the Shroppie main line to Shrewsbury, and the Newport to Norbury Canal Restoration Community Interest Company (which is concentrating on getting some volunteer work going at the east end of the route, where we're working). Martin's leading this dig, and has promised us accommodation with showers and a real ale pub within staggering distance. What could possibly go wrong?

(...continued on page 18)

Date	Canal	Leader
12/13 th January	Shrivenham	Moose and Maria Hearnden
2/3 rd February	Chelmer and Blackwater	Helen Dobbie
23/24 th February	Newport and Shrewsbury Canals	Martin Ludgate (AGM)
16/17 th March	Ipswich and Stowmarket	Ed Walker
13/14 th April	BCN Clean-up (Stourbridge)	Aileen Butler (book online)
4/6 th May	<i>Canalway Cavalcade</i>	<i>Gary Summers</i>
18 th May	<i>Leader Training Day</i>	<i>Head Office</i>
1/2 nd June	Chichester Canal	Helena Rosiecka
22/23 rd June	<i>WRG Training weekend</i>	<i>Head Office</i>
13/14 th July	Cotswolds—Ham Mill Lock	TBA
3/4 th August	TBA	TBA
7/8 th September	TBA	TBA
28/29 th September	Cotswolds—Ham Mill Lock	TBA
19/20 th October	Somersetshire Coal Canal	Sophie Smith
TBA	WRG Reunion	Head Office
TBA	LWRG/KESCRG Christmas Party	TBA

7/8TH JULY 2012 (BASINGSTOKE)

A quick résumé of the weekend.

As the dig was only one week after the wedding in Skipton, numbers were down but all who attended meet up in the local pub. Accommodation was a scout hall in Odiham which was accessed via a very narrow lane off a car park. Having no WRG van the kit was brought by Martin in a florist van.

After breakfast and lunchtime sandwiches, everyone departed in their cars to the work site at Ash Vale lock. The job was footpath repair and all the equipment was being held at the barracks at the end of the road. So while most of the dumper and excavator operators walked to get the vehicles, Colin and Paul gathered the warning signs and proceeded to try to prevent persons walking along the towpath. A request was passed that a couple of the vehicles needed some water so a bucketful was loaded onto the wheelbarrow. Considering how much rain fell during the weekend it felt as useful as taking coals to Newcastle.

Adrian started to level off a section of the towpath to a depth ready for the infill which when the dumpers arrived Richard would level it off before the roller operators flattened down. This left Paul and Colin who were given the task of pumping out an abandoned lighter. The lighter had a severe list from stem to stern as well as from port to starboard. After several abortive attempts they finally got the pump working thanks to Tim's intervention.



This all meant that the towpath was filled by dumpers and excavators and yet the walkers and runners, who seemed unable to read signs, continues to pass by. Definitely not

a great idea as training for some was given on the roller which we were unable to return back to the compound due to its ability to dig itself into the track besides the tow-path.

By the end of the day the path was around 50 metres covered and the lighter was only listing from stern to stem with a minor tilt from port to starboard. Another wonderful evening meal from Martin and we all departed to the pub.

Sunday morning meant one less volunteer (Nigel had gone home) and everyone continued on their jobs which meant that the lighter boys were back pumping. The reduction of the water mass within the central hold meant that they then needed to pump out the front deck hold as the lighter had taken on a very severe list to front and left.

The towpath team continued to cut and cover but the constant movement of the dumpers along the towpath further up meant that running repairs were done in the interim. By the end of the day the towpath team had laid another 50 metres and the lighter was now around two metres out of the water meaning that it actually needed mooring to the bank! The last

tasks of the day was to move all the plant back to the secure compound and redistribute the catering equipment into Peter and Pauls cars ready for the next dig.

A big thank you to Dave Miller for the organising of the weekend and everyone for all the work done.

Paul Ireson

(Images: Alan lines)

28/29TH JULY 2012 (NORTH WALSHAM AND DILHAM)

Historically the North Walsham and Dilham Canal was born by canalising the River Ant in order to commercialise the transport of wool, grain, flour and vegetables from the prosperous town of North Walsham in North Norfolk via Dilham, all the way to Great Yarmouth on the East of England coast.

London WRG were invited by the East Anglian Waterways Association and Local Canal Trust, to spend a weekend assisting local landowner Laurie Ashton begin the restoration of the Bacton Wood Lock Spill weir. It was the first time that London WRG had visited the canal and originally the job was to excavate the collapsed spill weir, ascertain how sound the structure was and formulate a plan to rebuild it to the required standard.

Unfortunately, there were several large tree stumps growing throughout the structure and after Pete Fleming had transferred the required level by reference to the lock, it was obvious that the spill weir had dropped a significant distance from its original position. By the end of this initial site visit, it was agreed with Laurie that he would remove all the tree stumps in advance of our visit and clear as much scrub as he could.

In the week leading up to the dig, it became clear by talking to local Work Party Organiser Dave Revill, that Laurie and his trusted Plant Operator Jerry, had not only removed all the tree stumps, but had also dug away the canal side, exposed the original brickwork of the weir and installed about seventy feet of interlocking steel piling, set to the anticipated maximum water level of the canal! So instead of digging up the weir, the task became a concrete mix and pour in order to back fill the void between the newly installed piling and the original brickwork.

Despite the relatively large travelling distances for most of the team, there was a



turnout of nine, which turned out to be exactly the right number for the job and included a newbie called Inka, whose first Wergie experience was a three hour Friday night car drive with our esteemed chairman Tim! The accommodation was the North Walsham Scout Hut in Midland Road, which provided ample floor space, sufficient kitchen facilities, a shower and plenty of parking. It was also within walking distance of the station and the four pubs of North Walsham, of which we visited the Kings Arms Hotel and the White Swan. Paul Ireson agreed to do all the shopping, all the cooking and he worked on site with the rest of us – an excellent effort all round.

Without the van, which was already in service on the WRG Summer Camp programme, we managed to cobble together enough London WRG kit and personal kit to cover our catering and site requirements. Despite two volunteers losing the travel directions; and a hard hat, a pair of boots, a belt and a towel being forgotten; everyone managed to arrive safely and get properly kitted out [although I managed to reverse my truck into a parked car on the way – don't ask!].

After the initial shock of how unrecognisable the site was, we eventually got the mixer turning and started pouring concrete. We built a passable wheel barrow run, sealed up both ends of the piling and started tidying up the site generally. The weather was dry and overcast, so cooler than it had been and we were soon able to get up to normal London WRG speed. Tim, Helena and Inka donned goggles & masks and set about mixing the concrete. Laurence and Adrian sorted out the barrow run. Nigel, Pete and Paul soon had an efficient system for tipping the barrows,



adding hard-core and filling up the void, tamping as they went and working back towards the mixer, so that the barrow run became shorter and shorter.

Meanwhile, Laurie fetched and carried using a variety of vehicles and plant that he owned, including a 4x4 ATV, two 360 diggers, a dumper, a trailer and a pick-up with small loading crane. The water was provided by a bowser; shuttering timber appeared with a couple of saws and a generator; there was ballast and cement to replenish; and half piles to relocate to the back of the weir.

Jerry pitched up at lunchtime, straight from his day job and immediately relocated the big digger to behind the weir. He soon dug out the back of the weir and we started installing the half piles. These were to run parallel to the full piles at the front of the weir and formed the solid back structure, acting effectively as a retaining wall.

All in all, it was a busy day. By the time we finished we had exhausted all of Laurie's ballast – about five tonnes in total. If he had been able to supply some more we would have stayed and completed the concrete pour easily. Nevertheless it was a

satisfying day's work and we adjourned to the accommodation for showers and dinner, followed by a few beers in town.

As we all had a fairly long drive home, we decided to vacate the scout hut after breakfast on Sunday, so that we could head home directly from site later that afternoon. Sunday morning we were joined by the local Trust volunteers who started work exposing a nearby landing stage adjacent to the former Wherry Inn Pub. Meanwhile, Jerry had supplied a small mini-digger for Nigel to operate, so that he could dig a trench behind the original front wall, thus allowing us to install some of the timber shuttering in readiness for a future concrete pour. This proved a tricky and time-consuming process due to the prevalence of substantial residual tree roots throughout the dig area. However, significant progress was eventually made here and the back piles were all installed.

We worked solidly through to a late lunch at 2pm and by the time we'd cleared up, sorted out the kit for the next dig and said goodbye to all, we were on the road by 3.30pm. I left feeling satisfied that we had worked pretty hard and had made a lot of progress with the project. Both Dave Revill and Laurie Ashton expressed a desire for us to return at a future date [preferably 2012] and so it was a very successful dig.

Many thanks to all the team – well done!

Gary Summers

(Images: Tim Lewis)



18/19TH AUGUST 2012 (WEY AND ARUN)

We were called in by the Wey & Arun canal trust to continue on from the splendid work that NWPG had achieved on their week camp. The aim being for the trust to be able to launch a trip boat on this section of the canal.

Saturday

The main work for the weekend was the continued re-building / improving the tow-path next to Dunsfold Aerodrome. This consisted of digging out the path, laying Terram, having hardcore delivered by dumper, shovelling / raking it to the correct position, and then flattening it with a wackerplate. Chris was on the dumper for the Saturday, but unfortunately it had been a while since he'd driven one. For the first 20 minutes, there was a lot of stalling involved, but eventually he was able to get the hang of it, allowing Nigel to work the excavator, filling the dumper bucket up.

The other job for the day was expanding the ramp from the road to site, as it would become part of the tow path in the future. A fence was also laid out to act as a barrier/hand rail to improve disabled access.

Towards the end of the day, Martin and Chris found the parking place (read 'graveyard') of some of Top Gear's "creations". Photos were taken for posterity before heading back to the accommodation.



Sunday

On Sunday, we went back to site to finish work on the tow path. With the ramp finished, Tim, Helena, Inka and Julie went to work at Southlands Lock helping the locals by mixing large quantities of concrete! Dumper and Excavator drivers were replaced, so that Martin could train someone in how to use the dumper. Tow path re-building continued strongly until about 3pm, when we ran out of fuel for the wackerplate. Luckily, at that exact moment the Vulcan Bomber aeroplane flew overhead, practicing for an event at the aerodrome the following week. After being given our own private display, which was especially enjoyed by Martin and Gary, a local arrived with more fuel and we were able to continue relaying the tow path.

Overall, this was a productive weekend. A large amount of work was achieved, the weather was beautifully hot and we were rewarded for our efforts with our own aerial display.

Chris Lee

(My 1st and probably last dig report!!)

(Image: Tim Lewis)



Chesterfield: Hollingwood Lock
offside - May versus September



8/9TH SEPTEMBER 2012 (LICHFIELD)

OR

50 SHADES OF RED (WITH A BIT OF GREEN AS WELL)

So the invite came out from the appointed one: fancy a good weekends experience getting back to nature and dirty with a group of like-minded people in the Midlands? How could one not resist the temptation? So regionally diverse red shirts of gathered from the North West, London and the odd mercenary, and the green shirts of KESCRG all joined up at the Burntwood Scouting Center for a weekend of what gets those juices going: bonfires and operating plant!

Saturday morning arrived with a beautiful clear sky, and the forecast of a hot sweaty day. LWRG's Paul was up first to get breakfast underway, RAF Martin joined in to assist. Cooking breakfast for 27 souls on a third size grill, with a few frying pans and a pick and mix NW and LWRG kitchen kit was an interesting challenge but successfully resolved by the chief cooks. A rather curious demand from the NW for porridge was duly satisfied, by the dutifully submissive cooks, and the hot, glutinous mass was consumed with gusto by the waking clients.

After breakfast, under the tutelage of our illustrious leader, instructions for our weekend were duly cascaded to the eager entourage. Vehicles were loaded with all manner of devices, tools and personnel all willing to beat, slash and burn, pull on knobs and levers, and to hump and dump to their hearts content. They then set off to Tamworth Road to meet up with our hosts from the L&HCT. Two groups were formed the Darnford Park crew and the other [forgotten location] mob.

The lure of throbbing machinery (13, 7 and 3 tone tracked 360's, and the WRG one, and 9 and 6 tonne dumpers), was too much for some and Adrian was already on

his big digger in the park as Ulrich, Pete and RAF Martin arrived by foot and proceeded to acquiesce to his, Bob and Peters (the locals in charge) instructions.

This weekend's challenge was to "landscape" part of the park low spots with material from a small excavation being made for the new diversion line of the canal as it transected the A5 dual carriageway and a rather wide section of Tamworth road. For those not able to get their pleasure from mechanical devices there was the more simple pleasure of using their hands, and tools, to strip away the undergrowth to expose a fenced compound. They then stripped off said fence and gates and stood and wondered "what had been the purpose of the compound?"

With the arrival of NW Paul the heavy equipment went into dig, hump and dump overdrive with a bit of leveling, and tracking in of the material to boot. Pete and his pocket digger proceeded to assist with the path making team until the temptation became too much and he joined the mass of people moving the earth for Tracy. He had a more refined approach than most—concentrating on the strategic placement of some oversize material (until a bucket locking pin failed with no replacement handy).

The subservient gang of followers including Sleepy Dave, Lynda, Mike, Helen, Graham, Steve, Nic, and Emma worked under the direction of the dominative leader Tracy. They made such progress on clearing the fenced compound that it was done before lunch time. Some of the team then took their skilled hands to assist the locals in their efforts to reinstate the footpath now the main machine work had safely moved out from that area. The sun beat down



remorselessly and shade and re-hydration was the order of the day. The shade point for Mr Mac was lost in the morning tea break and

the site became in full gaze of the sun as the day progressed—this meant that it was crucial that chocy biscuits be eaten immediately to stop them melting.



A fifty shades of red theme developed throughout the site as folks toiled under the sun; despite protective cream applied by the tube. Sweat stained T-shirts visibly faded under the sun's hot gaze as the red sand dust coated clothes and skin in equal quantities. It was great.

Sunday was an early start for the park team as the local 10k run meant the roads would be closed around the park until mid-day. Hence everyone was on site after an early breakfast. The char-grilled bacon was an interesting addition to the menu but the less said about that the better!

More of the same at the park except Pete had to go "duck racing", not sure whether he won or not and that it should be allowed in the next Olympics, and George joined us to "work"? Those not involved with the machines assisted the local team constructing the footpath. Raking over the high spots and filling and leveling low spots continued. Nice piles of soil deposited by Graham on the 6 tonne dumper proved what a good job of compaction had been made on the path as he traveled over it to dump his stuff. The path teams' simulated wrath was singled out for a certain "guesting" excavator



driver who tracked over their nice new path sub-base and proceeded to change direction with an undesired effect on their handy work. You could hear their hoots of admonishment from quite a distance away over the noise of the excavator.

Once the path had been completed the team deployed a new length of chestnut pale fencing around the works site to enable the re-landscaped area and path to be opened to the public later in the week. In the afternoon the 7 tonne excavator was utilized to cut the batters on the top slope of the proposed lock location landscaping scheme, which continued until late afternoon as Adrian & RAF Martin stayed on to almost dusk with the excavators to assist the local crew to finish the trimming and clearance in the base of the newly created "valley" and final landscaping around the rim of the new feature.



Suffice to say no cable ties were used during the weekend (not even to restrain the errant path churning excavator driver),

the only cord present was to mark out the footpath but amusingly much Velcro was "allegedly" used on a certain digger and dumper as no one else had chance to use those machines! Like in a well-known currently popular book, much pleasure was had by all, some more than others with a little mechanical assistance!

Many thanks go to Peter the local a supreme conductor of our little band of pleasure seekers and Bob for assisting him to support our needs. Thanks also go to Tracy for successfully coordinating such a diverse group of obedient navvies over two sites and making it such an enjoyable time. As variation of the old Morecombe and Wise / André Previn sketch tag line "we have all the right material but not necessarily in the right places", it was a great weekend in the park.

RAF Martin

(Images: Tracy Howarth)

8/9TH SEPTEMBER 2012 - THE OTHER SITE...

Throughout the innuendo laden weekend described by RAF Martin on the preceding pages there was a second team at work on slightly more mundane tasks. At our forgotten location we trimmed, hacked and burnt at the undergrowth in the canal bed gradually uncovering a canal wall that had not been seen by the local organiser in over 40 years.



As we progressed we learnt that gorse is not a good fire starting material and that the locals set fire to cars often enough that at the sight of smoke the fire brigade was called. Happily we didn't look too much like the local hooligans and were allowed to continue with our slash and burn efforts once we had promised the nice firemen to ensure the fires were totally out that night. We carried out our promise as required, letting the fire burn down, then dousing it with water (supplied by Helen from the other site via the wonderful arrangement of putting bin bags full of water in buckets in the boot of her car) then burying the ashes!

Apart from that there was little variation in the work except for Alan training Colin up on the trimmer once we managed to obtain one with all the required parts.



Helena Rosiecka



(Images: Alan Lines)

29/30TH SEPTEMBER 2012 (GRIFFINS MILL)

The palatial accommodation was Unit 4 Brimscombe Port, which has ample space for the van and the KESCRG trailer complete with cooker kindly collected by Ed. Tim brought his beer fridge which was well large enough to keep the meat brought by Alan Lines and fine fresh eggs brought by Pete cool. Friday evening was spent at the Ship Inn and Paul volunteered to cook breakfast so we had a prompt start on site Saturday morning.

The work entailed clearing out the paddle holes, laying a path and continuing brick/stone work on the spill weir and lower wing walls. Paul jumped at the chance of getting muddy and wet and together with Helena, made sterling efforts and completed the job. Lawrence manned the mixer and soon had lime mortar feeding Tim, Martin L and local co-ordinator Richard on the wing walls.



Nigel and Rob were in the "hole" of the spill weir continuing the puzzle of bricks and stone. Martin D and Helena fed them cleaned bricks until Martin D had a go at some brick laying. The work was hungry for bricks – not any old, old bricks but medium thick ones.



Chief path layers were Pete and Dave who moved barrows of material and carefully placed it where required. Alan and Ed played with the pump and helped in other areas. Martin L disappeared during the afternoon to write things for Navvies and start the dinner - something with



mince* that was very tasty with garlic bread.

*Ed please insert what we had, please! [Hel: I would if I could remember]

On Sunday, Helena had her work cut out to feed everyone clean bricks as a barrow or two of reasonable, medium, mostly clean bricks were wheeled away to the wing walls. Tim took over on the mixer (leading to several loads being dumped on the ground as Tim got enthusiastic about how much could be mixed at once) and

Lawrence joined the brick cleaning gang. We were starting the final layer of soldiers on the spill weir as afternoon approached so with furious enthusiasm six people helped complete the entire course of bricks. This left the following weekenders with the remaining small stone coping stones to lay and the far wall to build up to height.

It was a great weekend with clement weather and we achieved everything on the local's list of jobs to do, so very satisfying.

Martin Danks

(Images: David Miller)

LONDON WRG HALF AGM)

Attendees – those present **Apologies** – those not present

Actions remaining from the last AGM:

- **Sophie Smith:** Prepare wording for LWRG sandwich boards before the next tool painting weekend
- **Helena Rosiecka:** Update LWRG promotional material
- **Frank Wallder:** Take forward plans regarding detailed information boards

Dig dates:

- The remaining dates for 2012 are 20/21st October (SCC), 10/11th November (H&G) and 1st/2nd December (Uttoxeter). The theme for the Christmas party is 'Theme parks and fairgrounds' as the dig is near Alton Towers.
- The proposed dates, sites and leaders for the first half of 2013 (and other WRG events to note) are: [Hel: See table on page 2]
- If taken forward the work at Ipswich may require fewer people than a usual dig but over a longer period (so working Friday and Monday). It involves playing with Oak at Baylham Lock.

Money matters:

- The Canalway Cavalcade committee has contacted IWA to ask them to donate £150 to the project of our choice in order to acknowledge LWRG's contribution to the weekend. Those present agreed that the money should go to Lichfield.
- Ed Walker has just spent £60 on new brush cutter blades and will be sending the Tirfor for servicing soon.
- Tim Lewis has just spent £20 on Microsoft Office for Helena Rosiecka's computer for the purpose of editing LWRG News. [Hel: Thanks!]



Over Opening (1/2nd September 2012):

Showing that the work we do does pay off!

Above: The official opening.

Below: Some of the volunteers involved go on a boat trip on the new section of canal.

(Images: Helena Rosiecka)



My thanks to Martin Ludgate for providing this remarkable document unearthed by Bob Keaveney (one of the Fulbourne shareholders and a former London WRG leader from the 1980s) when he was looking for stuff for a Fulbourne archive he's working on. Dated just over 19 years prior to our most recent half AGM it shows that we, as a group, have always run ourselves in an incredibly informal manner. Though at least 19 years ago, as tongue-in-cheek as it was, there was an agenda! Despite the time that has elapsed since this document was written the questions remain much the same today as in current AGM meetings; as I suspect do some of the answers. Did the clothing in the van belong to Tim?? Martin also noted that of the 10 WRG directors listed at the bottom, one is still a director (John Baylis), one other is still active in WRG (Alan Jervis), four are still around but no longer involved, one he isn't sure about (Michael Ayland), and three (Graham Palmer, John Heap and Ken Goodwin) are deceased.

waterway recovery group ltd

NATIONAL CO-ORDINATING BODY
FOR VOLUNTARY LABOUR ON THE
INLAND WATERWAYS OF BRITAIN

date 19 September 1984

Dear

All members of London WRG, past, present, future, active, dormant, enthusiastic, ~~booming~~, bored, etc., are invited to a sort of

INFORMAL DISCUSSION EVENING

to discuss various important subjects including:

- 1) Where do we dig next year ?
- 2) Who runs London WRG next year ?
- 3) Who'll be digging next year ?
- 4) Will anybody be digging next year ?
- 5) Who's round is it ?
- 6) Who's left all this clothing in the van ?
- 7) Is there to be a WRG New Year holiday this year ?
- 8) Who was Kev(42)n ?
- 9) Will Jeremy win the dumper driving award for the 12th consecutive year ?
- 10) Who wrote this rubbish ?

DATE: WEDNESDAY 7th NOVEMBER 1984

TIME: 7-30 for a PROMPT 8-00 start

WHERE: in the UPSTAIRS ROOM at the LAMB (Young's) LAMB'S CONDUIT ST W

Please try to attend.

Bob Keaveney / Jeremy Frankel / Eric Garland

A subsidiary company of The Inland Waterways Association (a Registered Charity)
Registered Office: 114, Regent's Park Road, London, NW1 8UG Tel: 01-986 2510/2556
Registered in England No. 1599524
Directors: Alan Jervis, B.Sc., C.Chem., MRSC (Chairman) Roger Day, FCA, FCCA (Treasurer).
Harry Arnold, Michael Ayland, JP., John Baylis, Michael Day, B.Ed., Dip Ed.,
Kenneth Goodwin, MBE, MBE, John Heap, AIB, Graham Palmer, Alan Rowe
Secretary: John Gale

please reply to

Jeremy Frankel,
85 Edgwarebury Lane
Edgware HA8 8LZ

01-958 7709



20TH/21ST OCTOBER 2012 (SOMERSETSHIRE COAL CANAL)

In what is now our regular autumn habit, London WRG returned to the rolling wooded hills south of Bath to scrub bash on the Somersetshire Coal Canal.

This year we were working on a new site in this scenic area; at Paulton Basin near Radford where the ruins of Paulton Foundry formed a gothic backdrop to our tea breaks. The small local canal trust has a limited membership and a critical leader's recent illness has put the committee under considerable pressure. Nevertheless our visit was well-coordinated and we received the usual warm and appreciative welcome from local contacts who rallied round to cover the necessary tasks for our visit. The SCC trust is inventive in its ideas for drumming up local support and I was impressed by their high-tech plans to use QR codes along the old towpath to allow self-conducted tours.

QR ('Quick response') codes are a kind of 3D barcode that you scan with a mobile phone. These quickly direct you to a specific web page without the need to type in a web address. My understanding is walkers would scan the QR codes at points along the footpath to visit an online guide to that area of the canal. It's an innovative way to provide information and a webpage can more easily be updated than a static information board.

The SCC is little more than a dent in the earth where we worked at Paulton Basin felling mature trees, bashing brambles and uprooting the invasive weed Himalayan Balsam from the old dry dock area. Man of the Match was Paul Ireson, who not only cooked breakfast both days but also took on the task of wading into thigh-deep water to uncover the hidden drainage sluice to the Locals' great delight. Other workers including Pete assisted local chainsaw wielder Richard to clear a troublesome willow at the dry dock entrance. Newcomers Heather and Athos coped manfully with the work and made a good dent in the balsam whilst others including Adrian, Hamon and Martin Danks strimmed and lopped the nettles and brambles. Tim intimidated the bonfire with Martin Ludgate and Dave whilst Tasterella and Iain managed to overcome vehicular failure to get to site and start work on clearing the thicket.

Whilst clearing foliage, volunteers also uncovered a number of interesting clues which may help show the exact lay of the dry dock. Improvements were made with the drainage of the site which should mean the trust should be able to press ahead with foliage clearance and we tidied up some of the towpath popular with walkers. Our work also seems to have met the approval of local landowners whose support is so critical to the SCC restoration at this fragile stage in the project.



Some stories about Paulton Foundry

We found the new working site creepily atmospheric. The old Foundry looks like Coventry after the Luftwaffe visited. No more than two walls are standing of each building, it closed in 1890, and what's left is only held together by cobwebs and ivy. There are piles of stones all about which have fallen over the years: the roof went off to Bristol to repair factories after the bombing raids there. The large stone cottage next to it is green with moss, the windows are boarded up but you could tell someone had been living there until recently. Locals were able to tell us a bit more about the rather dark history of the place which I think is interesting enough to be worth sharing.

The previous inhabitant had lived in the cottage for about thirty years. She wouldn't use the bin men and threw all her domestic rubbish into the ruins of Paulton Foundry next door. Thirty years worth! She also bred dogs; Arabian Greyhounds, of which she had 26. She wasn't a dog lover though; the animals were kept in ramshackle outbuildings dotted everywhere, leaning against the old walls of the foundry, cobbled together from patched corrugated iron and full of draughty holes. She was a ruthless breeder, keeping the best of each litter and knocking the rest on the head. They've found dozens of skulls on site, puppies buried in sacks and a dog's pelvis down the back of one of the horsehair sofas she left behind. The worse though was a whole dog they found in a plastic bag upstairs "still with flesh on him... you could move the joints too" according to the new owners, who had the unenviable task of clearing the place. As the previous owner had a habit of throwing dog excrement out the front of the cottage, you can well imagine how slippery and foul it was before they cleared it.

Just after they bought the property they'd found two tearful elderly women leaning on the gate. "We've just come for a look around" they said "we used to live here". These two sisters had grown up there, with no electricity, over the war years. Their father used to give them just one candle a week and once that had run out, they'd be left in the dark – which terrified them. They had an outdoor privy and the two girls had slept in a front bedroom with three chicken incubators as that was the warmest, whilst their brother had the unheated room next door. They also had a goat which used to climb the ruined walls of Paulton Foundry to eat the ivy, they remembered being terrified he'd fall.

Hoping to move on from this rather gruesome history and restore the dilapidated cottage into a family home, the present owners are now patiently completing rounds of environmental impact surveys, rehousing all the snakes outside the work zone, and luring three kinds of bats out of the bedrooms using the flies from a dead sheep carcass and into the new bat house they've built. The cottage was surrounded by a variety of hibernaculums – piles of wood or compost designed to accommodate the resident wildlife and prevent their disruption during the restoration work. They described finding huge green grass snakes and tiny brown wall-dwelling newts, in fact the whole place seems to be teeming with wildlife and even has a crystal clear bubbling spring. They'd clearly got a mammoth task on their hands but it should be an amazing spot once they are done.

The whole area seemed alive with stories. A local remembered his childhood in a two up, two down cottage across the canal where his parents raised their ten children without running water or electricity. When the meadow flooded, they were cut off and the local baker used to come down from nearby Radford to lob bread to them across the floodwaters. Another local also told us a story well known locally about a gypsy funeral which had taken place at the local pub.



The story of the gypsy queen's funeral.

It was a gypsy queen's funeral, a big affair culminating in the burning of her caravan. The funeral party marched into the Prince of Wales pub at Peasedown St John, the head man slapped a thick wad of notes on the counter and said to the Landlord:

"That's for everyone here; I don't care if they're in my party or not, they're all to have drinks. I'll trust you with this wad, take what you need but don't cross me."

The wake carried on convivially with gypsies drinking alongside the regulars, until later in the evening a fight kicked off. Tables and chairs were cleared, the regulars and barstaff beat a hasty retreat to the car park and the fight raged. Witnesses said it was like something from a cartoon western with chairs flying out of windows and breaking glass. The horrified landlord dialled 999 with shaking fingers. A carful of police pulled up, were told it was a gypsy fight, got back in the car and drove away again. By this time the incandescent landlord had been pulled outside, white faced and shaking with rage, as his premises were ravaged from within. "Don't you worry about it, my old pal," the big man assured him, "I promise we'll see you right."

Eventually the fight fought itself out as these things do. Everyone crept back into the destroyed pub. It was a disaster zone; furniture smashed, plaster broken off walls, lights broken, pictures cracked, all the bottles and glassware in pieces on the soaking floor. The man in charge pulled out a mobile phone and began dialling. The landlord listened, helplessly, as he began making calls.

"Listen to me, we're going to need 45 chairs and 18 tables, you get a van and you bring them over here right now, and I mean right now."

"I don't care if there's water pouring down the ****ing walls, you stop that job, get your ****ing tools and get here right away."

"**** the job you're working on, I need you and the boys over here in ten minutes."

Over the next few hours, van after van pulled up and a stream of workmen poured in and out, bringing new furniture in and repairing the damage. They say the pub was open again within a few hours and was able to do a full dinner service that evening without any interruption.

Apparently this is a true story about the Prince of Wales at Peasedown St John. It was this local colour which made our visit so memorable and the stories just didn't stop coming.



Sophie Smith (Images: Tim Lewis)

New accommodation

At the close of work on Sunday we were invited to assess some alternative accommodation at nearby Radford Mill Farm. I've always enjoyed our stays at Dunkerton Parish hall, one of the more characterful accommodations, but the kitchen and sleeping space is really tiny and more critically it is too far to the nearest pub, so it's good to have an alternative. The potential new accommodation is on an organic farm about 12 minutes walk up the towpath which is used to accommodating various groups in camping/ glamping style.

I felt it looks like a terrific place for a memorable stay and the reception was very warm and enthusiastic. We've been offered a large reception room not unlike a wooden summer house with heating. There's a spacious kitchen attached, in a meadow with plenty of parking space. The bathing facilities were too basic even by WRG standards (now that's saying something!) so I've insisted on a few improvements before our dig there in 2013 which the locals seem happy to accommodate. I'm optimistic this new accommodation could work out for us on our next visit so come and check it out!

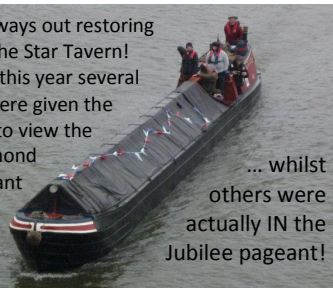
Please support the Somersetshire Coal Canal!

It can be a lonely business, local canal restoration, and the SCC could use a few more active members of their Trust. I enjoy working on this canal hugely and the countryside south of Bath is fabulous. Can we please rally round this overstretched Trust and support them in their efforts. You can do the following:

- ⇒ Join the Trust as an armchair supporter or active member at www.coalcanal.org/
- ⇒ Join their working parties on the first Sunday of every month (also some Saturdays)
- ⇒ Come on my dig in October 2013 and see our new accommodation on an organic farm.



We aren't always out restoring canals or in the Star Tavern!
For example this year several volunteers were given the opportunity to view the Queens Diamond Jubilee pageant from Millennium Bridge...



... whilst others were actually IN the Jubilee pageant!

(Images: Nigel Lee)

10/11TH NOVEMBER 2012 (WRG REUNION - HEREFORD AND GLOUCESTER)

[Hel: This is a edited down version of this report, for the unabridged version please see Navvies issue 265]

I had never assisted a Bonfire Bash before, let alone led – (although I'd been to plenty, scrub bashed, got drunk, fallen over, then got up the next morning and gone on site to do it all again) – so I got myself an assistant in the capable form of Cath Coolican-Smith, organised a site visit with Wilf Jones, Dave Penny and 'JJ' (the landowner's daughter), and started what was to become a rather long list of jobs that needed doing before the actual weekend.

The task was to scrub bash 926 yards of canal bed of the Herefordshire & Gloucestershire canal on the Kymin site (not far from Withington, a few miles east of Hereford), with the landowner on board. This all seemed pretty straightforward. Other jobs were added to the list: dig a big hole for the weir at Aylestone Park and erect signs around the Hereford area.

We then checked out the accommodation, saw there wasn't enough space for dining, so arranged for a marquee, and it all looked promising – apart from this niggle that I had that it just wouldn't be big enough... more on that later! After several conversations with the lovely Clive Alderman, WRG Forestry Team was organised to go a day before the Bonfire Bash and get loads done before the volunteers arrived.

With the car packed with a Squidge (who acted as my PA on the journey down) and Zak (my dog, to be dropped off on route), we left on the Thursday to Yarkhill to spend the evening with Forestry, Jen and Digger. The Friday morning was a chat with everyone including Wilf and JJ. Then myself, Jenny and Squidge went into Hereford to collect hire equipment from HSS and collect signs from the sign man. At 3pm-ish we went to get the hall keys and were joined by Rick and Harri Barnes who helped get the marquee ready and did the first pick up.

The niggle of the hall not being quite big



enough was still there, but I kept putting it in the back of my mind. Forestry arrived off site, everyone threw kit on the floor and got their bedding sorted, and started making the place look welcoming for the volunteers. The KESKRG

cooker was taken off the back of the trailer, wheeled in and lifted over the serving as it didn't fit through any of the door. Then the volunteers, vans and kit started arriving in force.

It was around 9pm when the niggle came back stronger than ever as I stood, drink in hand, looking at loads Jenny asking people to move up and get to know their neighbours whilst Squidge told me how she'd just seen someone taking their bed and kit into the shower area. I looked around and saw that people were setting up in the foyer and down by the toilets; it was a squeeze, but everyone was brilliant about it.

The next day, after a chat about the work and the minibuses being picked up, the majority of people went to the main site, Digger and RAF Martin went to Aylestone Park to carry on with the weir hole, and Dr Ed took his team off to do the signs. We had a tree planting crew led by Cath (did I not mention the trees?) and they sorted out which trees were going where and cracked on planting them. The hall was silent apart from some of the WRG board (who were due to have a meeting) washing up and making sandwiches.

I then started getting photos of bonfires on my phone, so I knew it was all happening.



After going to each site, I did the walk through with Clive, JJ, Dave and Wilf at the main site and was amazed at the difference. JJ noted more trees to come down (she could now see



as the area was a lot more clearer!) and was happy with what we'd accomplished so far.

That evening when everyone was back at the hall, a gorgeous dinner was served and Martin did a slide show of the year which was very entertaining! When anyone went into the marquee, I noticed that they were dressed to go outside – hat, gloves, fleeces and coats, it was so cold in there! Beer was drunk, Fast Eddie got his squeeze box out and good times were had by all.

The next morning everyone was back on site, trees were planted and the fires re-kindled, it being the 11th of November everyone respected the 2 minute silence, then work continued. I walked the site in the afternoon and was amazed at the work that had been done; were JJ, Wilf and David - they were really pleased with the work everyone had done.

Over 116 volunteers were at the weekend, 850 yards of scrub bashing was done, just over 100 trees were planted, signs were put up around the area and a big hole was dug. Absolutely none of this could have happened without all of the volunteers who came along and everyone who helped in the run up and organising on the weekend.

It was a fabulous weekend – thank you.

Becky Parr

(Images: **Tom Baker**)

1ST/2ND DECEMBER 2012 (UTTOXETER)

Eight years ago, when we last held the London WRG and KESCRG Christmas dig on the Uttoxeter Canal, it wasn't even called the Uttoxeter Canal. Back then, we worked on what was usually referred to as the Caldon Canal, helping to restore and reopen a lock and basin to create a better destination for visiting boaters at the canal's terminus at Froghall – a sort of 'mini-Bugsworth' for those familiar with such things; an industrial heritage site with old limekilns, former horse tramways, wharves and the like, all set in some splendid rural Churnet Valley scenery.

Well, this time it was different. You see, the lock and basin we opened at Froghall were actually the very first short length of an extension of the canal that used to go through to Uttoxeter – and the Destination Froghall project went so well that the Caldon Canal Society renamed itself to the Caldon & Uttoxeter Canals Trust with the aim of reopening it all the way. And that's what we were working on this time.

Quite how different things were became obvious when we drove our vans through an old quarry, down a steep track to the bottom of the valley, and transferred our tools, lunch and Burco onto... a train! But hang about, I thought we were restoring a canal?

Ah, but this is a canal that got turned into a railway after it shut. And to make things more complicated there's a railway society restoring the railway for steam trains, and perhaps for diesel passenger services to





the nearby Alton Towers theme park too. So doesn't that rather get in the way of opening the canal? And

isn't it taking the mickey just a little bit borrowing their train on our dig? No, it seems that the Canal and Railway folks are all very pally these days and are working together to restore both – which is possible because for most of the way the railway didn't use the canal bed at all. It was built much straighter, so there are a series of loops of the old canal still clearly visible. And where they do coincide, as the canal's a narrow-beam one and the railway restorers only want to put back one of the original two tracks, there's just about enough room at a pinch for both of them.

After a ¾ mile rail journey including a minor derailment followed by a quick lesson in how to operate points correctly, our train (OK, actually a couple of railway workers' tool trolleys pushed by hand) arrived at the worksite at Jacksons Wood.

A few weeks earlier our friends in WRG Forestry had done a good job of clearing the railway cutting sides during their October camp, but it wasn't terribly clear exactly where there might have been a canal through the site. Our job was to remedy this by uncovering the site of the canal, which approached the railway cutting from a slightly higher level, and merged with it on the approach to a farm bridge over the railway cutting. Or so we were told. Some hours of scrub-bashing later, and one could indeed see that there might just have been some kind of ledge meeting up with the side of the cutting.

This being the Christmas dig, we returned to the accommodation (the splendid Whiston village hall) for an excellent Christmas meal (our thanks to the cooks!) with fancy dress and party games based on a 'fairground and theme park rides' theme, in recognition of the close proximity to Alton

Towers. There was a set of thirteen questions about theme parks (which is reproduced on p.20), a chance to build model fairground attractions out of cardboard, tinfoil and string; and a chance to act out anything to do with a theme park. (I particularly liked the effort by the team who acted 'being queue-jumped while waiting for a ride by an annoying bunch of people with priority tickets'). As far as the fancy dress was concerned, we kept the railway theme going with several ghost trains, the Smedley family dressed as a chained oak tree to commemorate a ride at Alton Towers that's based on a local legend, and the Day family won the prize with their Pirate Ship theme complete with parrot. One must also mention Bush Baby and Mk2's re-creation of the 'Oblivion' ride ("Don't look down!") based on the hall's wheelchair lift - while the sense of vertigo might not have been quite as authentic, the screams certainly were!

Back on site on Sunday and it was a rather chillier morning with a white frost, but the bonfires were soon going again. By the end of the day the 'some kind of ledge' meeting the railway cutting that we had begun to uncover on Saturday was starting to look rather more convincingly like where the canal channel merged with the railway, its route had been cleared from there to where it can clearly be seen disappearing off along the foot of the valley side, and it was even possible (without too much stretch of the imagination) to make the pit which must be where Jacksons Wood Lock once was – and perhaps one day will be again.

Our thanks to the CUCT for keeping us supplied with good work and finding us an excellent village hall, and to the Churnet Valley Railway for letting us play with their train.

Martin Ludgate

(Images: Hamon Stuart and Alan Lines)



COMING UP...

(...continued
from page 2)

Next we head for East Anglia on 16-17 March, where Ed is leading another interesting working party on the Ipswich & Stowmarket Navigation (otherwise known as the River Gipping). It's a slightly tricky job, removing an old wooden water control sluice and replacing it with a new one that's just been constructed - and the tricky bit is controlling the water levels while we do it. We think it might be a three-day job, so Ed might well be after some volunteers to go down for Friday too.

On 13-14 April it's time for the annual Black Country Fishing Match also known as the BCN Cleanup - your chance to throw your grappling hook into the murky waters of the Stourbridge Canal (*) and see what you can pull out. In the last few years the haul has included a sword, a toilet seat, a kitchen sink, a Hoover and a bicycle that was good enough that somebody took it home at the end of the weekend. It's led by Aileen, but it's a 'centrally booked weekend' so you'll need to book on via wrg.org.uk or 01494 783453.

(*) note for pedants: yes I know technically the Stourbridge isn't part of the BCN. But I'm sure it's just as full of quality crap. And the accommodation's on the BCN, at Blowers Green pump house.

After that we've got a long gap because we're avoiding clashing with Little Venice Canalway Cavalcade on the May Day weekends, the WRG Leader Training day, and various stuff happening on the canals over the late Spring bank holiday. But we return on 1-2 June, we're boldly going where no London WRG dig has gone before - to the Chichester. Your editor Helena is running this one, so I'll leave a set of square brackets for her to insert an editorial comment about what we're getting up to...

[Hel: The work involves: 1) peeling the mud off the towpath back to the hard surface, 2) clearing back the towpath edges to add wooden edging ready for some scalping's as a top dressing, 3) clearing around a "pond" to be able to plant some black poplars, 4) clearing a second path at the top of the bank that goes to the "pond" which will make another wildlife area, and 5) possibly floating weed clearance.]

Next we have another big gap because our dig would have clashed with the WRG training weekend on 22-23 June, and we thought some of you might well be wanting to learn some stuff. Or even to teach some stuff. We're back on 13-14 July with one of two digs (the other is on 28-29 September) on the Cotswold Canals.

Those who've been around for a few years may remember something called Dig Deep: this was a scheme whereby ourselves, KESCRG, WRG BITM and NWPG coordinated our efforts on particular projects to give them something like eight or ten weekend digs and a week's camp every year meaning that they were able to commit to buying the materials and plant needed. This ensured that we had a good supply of interesting work, and locks got restored to a reasonable timescale. Well it sort of fizzled out a couple of years ago when we ran out of suitable projects, but we've revived it as a way of supporting the Cotswold Canals Trust on the 'Phase 1a' section of canal from Stonehouse through Stroud to Brimscombe. This length was being restored with Heritage Lottery Fund, Regional Development Agency and regeneration money - but is running short of cash because of the recession, so volunteers are taking on a lot more of the work than had originally been planned.

The Dig Deep groups are taking on the job of restoring Ham Mill Lock once the current job at Griffin Mill Lock is complete. With something like nine visiting work parties between us this summer we should be able to make some really good progress on this one. The accommodation is at Brimscombe, not in the empty factory we used for the summer camps recently, but in the one next door - so still dead handy for the Ship Inn.

Other than this we've still got a couple of 'TBAs' (To Be Arranged) on 3-4 August and 7-8 September. Hopefully we'll decide where we're going at our meeting on the Shrewsbury and Newport dig.

Finally, Sophie will be in charge for our annual trip down to the Somersetshire Coal Canal on 19-20 October. Then there's the Bonfire Bash and the Christmas Party dig before it all starts again in 2014...

Martin Ludgate

LONDON WRG AWARDS 2012

My thanks to everyone who sent in nominations for the 2012 London WRG awards—its been a year for drivers! These were voted on at the Shrivenham dig and the results are below. Nominees are in **red** and winners in **blue underlined**.

Honorary mentions (stuff not on a dig):

Leadership: **Hamon** for being the assistant leader (read 'leader' due to actual leaders illness) on his first ever summer camp.

Lame excuse: Gary for failing to return the lame excuse award because not on the dig (and for not taking 6 months to realise he had won it). **Tim** for going to Athens rather than New Year camp (aiding the camps fire lighting efforts).

New recruit: **Sara** and **Siobhan** for being new in 2013.

Driving: **Paul** for making a major detour to pick up Helena, dress and seemingly half the contents of her house prior to the wedding. **David M** for driving the dumper into a trial pit at the Easter camp. **Gary** for towing the van out of a quarry with a tirlor strop after the New Year camp. **Paul** for getting lost in London when returning the van to Martin; and then forgetting Martins address. **Alan** for tipping out the load of a 9 ton dumper and then trying to drive over it at Easter. **James B** for skiing in an excavator at Easter. **Moose** for getting a very big roller stuck at the H&G

Brick laying (misc.): **Tim** for kicking out the very last brick layed on the Griffin Mill camp.

Nominations:

Leadership: **Helena** for actually typing up the AGM minutes. **Helena** for forgetting to tell the new recruits where the accommodation was at the Inglesham dig – possibly why they never turned up. **Tracy** for running a dig for the first time at Lichfield and coping with it morphing into a three way dig with NW and KESCRG. **Helena** for conning Tracy into running the Lichfield dig. **Paul** for taking the lunch materials to a single site when there were two sites at Chesterfield.

Lame excuse: **Gary** for being too tired to come to the W&A dig after Ed's camp. **James** for breaking Moose's car. **Helena** for getting married. **James** for not getting a cat sitter. **Colin** for crushing his finger. **Sophie**; "Because its Winter". **Krzysiek** for dropping the accommodation key down a crack in the floorboards in a final

attempt at avoiding going to site (a failed attempt as Paul and Helena went on a key hunt in Midsomer Norton instead).

New recruit: **Natalie** for returning to the fold after several years off. **Inka** for joining in 2012 and somehow convincing Tim to provide a door-to-door taxi service. **Julie** for having the sense to come for just one day at a time and continuing to patiently pick up after Tim.

Driving: **Alan** for being unable to unlock any doors on red willie at Griffins Mill and crawling in via the boot. **Gary** for crashing into the only car in the carpark (and it was stationary) on the way to NW&D. **Nigel** for being daft enough to go to the NW&D dig despite it being a four hour drive each way. **Eddie** for forgetting he was on an Inglesham dig and driving the van and tools to Eisey instead. **Chris L** for stalling the dumper at the W&A three times. **Martin** for instructing people in the use of a machine he had never driven at Basingstoke. **Adrian S** for smashing the excavator door with a tree at Basingstoke. **Martin** for burying the roller at Basingstoke.

Brick laying (misc.): **Helena** for dropping her hardhat down the lock at Inglesham leading to its rescue by keb. **Inka** for mixing enough concrete to use up 7 tonnes of aggregate whilst keeping her t-shirt white. **Helen G** for delivering water to douse the fires by putting binbags full of water in buckets in her car boot. **Paul** and **Colin** for being long-distance banks men at Basingstoke. **George** for coiling the tirlor cable up IN the tirlor at Inglesham and then spending the next two hours trying to rethread it properly.

Catering: **Pete's chickens** for continuing to supply LWRG with eggs despite moving house several times. **Colin** and **Paul** for setting fire to the bacon at Lichfield. **Liz Chase** for homemade garlic bread. **Alan** for a never ending supply of black pudding. **Sophie** for doing the food shopping for the SCC weekend and then leaving it all outside the pub whilst she and Rachel went for dinner and a pint. **Martin** for Plume Tart at Chelmer. **Tim** for cooking on the SCC and it being edible. **Liz Chase** for identifying that LWRG stole NW's plates via Facebook photos.

Helena Rosiecka

QUIZ: FAIRGROUND AND THEME PARK RIDES

For the benefit of those readers who weren't at the Christmas dig, here's the quiz round on fairgrounds and theme parks; there are 13 questions to mark the fact that 'Thirteen' is the latest new ride at Alton Towers. Answers are available below.

1. The Swarm, Stealth and Colossus are all rides at which theme park?
2. In which city is there a famous big wheel called the Riesenrad?
3. Which song includes the line 'Helterskelter in the summer swelter'?
4. Which of the following rides was invented first: dodgems / waltzers / big wheel
5. Which theme park uses the slogan 'Where the magic never ends'?
6. The Grand National is a traditional wooden rollercoaster, opened in 1935 and still operating, in which town or city?
7. Which is the only one of the following that isn't currently a ride at Alton Towers?: Runaway Mine Train / Nemesis / Corkscrew / Ripsaw / Oblivion
8. Dragon Fury, Vampire and Rattlesnake are all rides at which theme park?
9. Who had a hit single with a song called 'Fairground'?
10. What type of ride featured in the film 'The Third Man'?
11. Which West End musical took its name from a type of fairground ride?
12. Which James Bond film features a fairground hall of mirrors?
13. Which song begins with the line 'Getting crazy on the waltzers'?

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(Images: Martin Ludgate, David Miller, Tim Lewis, Julie Clark)

Quiz answers: 1) Thorpe Park, 2) Vienna, 3) American Pie, 4) The big wheel, 1893. For the record, the dodgems were invented in 1919 and waltzers in 1933, 5) Alton Towers, 6) Blackpool, 7) Corkscrew, 8) Chessington World of Adventures, 9) Simply Red, 10) a big wheel – as it happens, it was the Riesenrad mentioned in question 2, 11) Carousel, 12) The Man with the Golden Gun, 13) Tunnel of Love by Dire Straits