

# 50 years of WACT

Before and after photos of the first 50 years of restoration.

22<sup>nd</sup> April 2023

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Presented by Mark Feeney, MWWP chainsaw & heavy lifting team.

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Presented by Mark Feeney, MWWP chainsaw & heavy lifting team  
and Lorraine Feeney, his long suffering wife and WACT digital archivist.

LOCKS Number	Name	Description
	Pallingham	Unrestored - on private land
	Lee Farm (Middle)	Restored by the Trust
	Lordings Flood Lock	Restored by the Trust
	Lordings Lock	Only traces remain
1	Rowner	Restored by the Trust
2	Malham	Restored by the Trust
3	Drungewick	Restored by the Trust
4	Baldwin's Knob	Restored by the Trust
5	Brewhurst	Restored by the Trust
5a	Loxwood	Built by contractors and volunteers for the Trust
6	Devil's Hole	Restored by the Trust
7	Southland	Restored by the Trust
8	Gennets Bridge	Restored by the Trust
9	Gennets Wood	Only visible as a change in the level of the canal bed
10	Bonfire Hanger	Only visible as a change in the level of the canal bed
11	Westland Copse 11	Only visible as a change in the level of the canal bed
12	Westland Copse 12	Only visible as a change in the level of the canal bed
13	High Bridge	Only visible as a change in the level of the canal bed
14	Sidney Wood 14	Only visible as a change in the level of the canal bed
15	Lock House	Only traces remain
16	Sidney Wood 16	Only visible as a change in the level of the canal bed
17	Rowly	Restored by the Trust
18	Fanesbridge	Only visible as a change in the level of the canal bed
19	Park	Nothing to see
20	Wesby or Linersh Wood	Nothing to see
21	Bramley	Nothing to see
22	Tanyard	Nothing to see
23	Stonebridge	Nothing to see

Locks List.  
28 locks in all.

4 on the Arun Canal,  
24 on the Wey &  
Arun  
Including 1 new  
build.  
11 have been  
restored – so far.

Bridges	
Pallingham	Restored by the Trust and the Pulborough Society. Re-restored 2022
Cook's	Restored by the Trust
Old Toat	Restored by the Trust
New Toat	Built by a Manpower Services Commission project team
Lee Farm Lock	Temporary footbridge
Lee Farm	Demolished and replaced by causeway
Haybarn	Original bridge demolished and replaced by swing bridge
Lee Place (Harsfold)	Rebuilt by the Trust
Lordings Flood Lock Bridge	Rebuilt by the Trust
Lordings	Demolished
Guildenhurst	Demolished
Newbridge	3 pipe culvert
Northlands	Original bridge demolished replaced by lift bridge
Rowner Lock	Restored by the Trust
Loves	Restored by the Trust
Malham Lock	Restored by the Trust
Bignor	Restored by the Trust
Hope	Demolished
Drungewick Lock	Restored by the Trust
Drungewick Lane	The original bridge demolished. New bridge built by a contractor to our design.
Barnsill	The original bridge demolished. New bridge built by a contractor to our design.
Brewhurst Lane	Original bridge demolished and rebuilt
Loxwood Bridge	Original bridge demolished and rebuilt
Loxwood Lock	An accommodation bridge or horse bridge was built when the new lock was constructed
Devil's Hole Lock	The bridge rebuilt by Manpower Services Commission trainees
Gennets Bridge	Rebuilt by the Trust

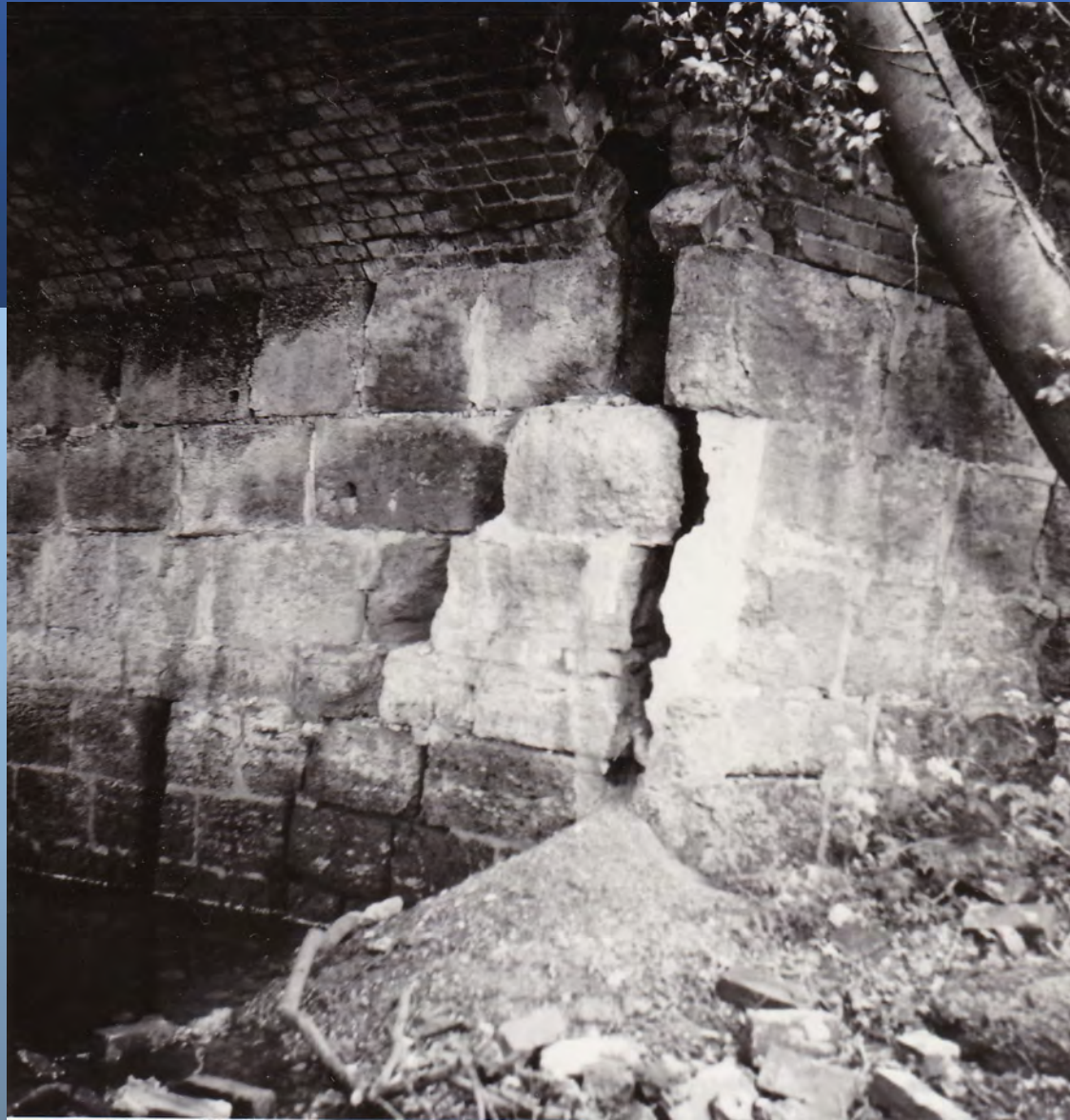
## Bridges List.

49 Bridges in all.  
28 of which have  
been  
rebuilt/newly  
built.

High Bridge	Original bridge was demolished and Rosemary Lane now runs through the canal bed
Sidney Wood	Numerous causeways
Tickner's Heath	New Bridge planned by Trust awaiting planning consent
Simmonds Bridge	Demolished and replaced by a causeway was removed in 1997
Compasses	Restored by Trust and formally opened on 2 October 2016
Farnhurst	Restored by Trust
A281 Fast Bridge	3 pipe culvert
Fast Bridge (original)	The original hump-backed bridge was restored by the Trust
Mill Farm	Demolished and replaced by a causeway
Utworth	Demolished and replaced by a causeway which was removed in 2007
Elmbridge (B2130)	Demolished the road now runs through the canal bed
Rowly Lock Bridge	Rebuilt when lock restored
Whipley Manor Swing Bridge	Bridge exists on private land
Whipley Manor Railway Bridge	Railway line bridge a lattice girder bridge - replaced by a causeway after railway closed
Run Common	Demolished, the road now runs through the canal bed on a level causeway with culverts
Rushett Farm	Canal bridge gone but the bridge there is from the railway
Hazel Wood Bridge	Demolished and would need to be rebuilt if a bridge is required
Fanesbridge	Demolished and replaced by a causeway
Birtley Bridge 1	New bridge built by the Trust.
Birtley Bridge 2	Demolished, replaced with a causeway. New bridge built by the Trust.
Wonersh (B2128)	Demolished and infilled
Tannery Lane	The canal bridge was merged in the one built for railway
Stonebridge	Original brick arch can still be seen but culverted

## Bridges List.

50 Bridges in all.  
29 of which have  
been  
rebuilt/newly  
built.



Pallingham  
Bridge 1974



Pallingham Bridge  
1974.

I'm not sure if the  
man standing  
under the bridge is  
brave or foolhardy.





Pallingham Bridge  
2023.

Following its  
second  
reconstruction and  
the restoration of  
the towpath  
underneath. This  
shot shows a clear  
channel looking  
north.



## Pallingham Dry Docks 2023.

Winter and early Spring is the best time to see the Docks at Pallingham. In the summer the nettles are over 6 feet high. The carpenters workshop would have been to the far right of this shot. Sadly, no traces remain.



Lordings Bridge &  
Flood Lock Gate  
early 1900s.

Who can spot the  
roof of the  
keepers cottage  
at Lordings Lock?  
(now long since  
demolished)



Lordings Bridge &  
Flood Lock Gate  
early 1900's.

Who can spot the  
roof of the  
keepers cottage at  
Lordings Lock?  
(now long since  
demolished).

Note the shape of  
the bridge and  
compare it with

.....



Lordings Flood  
Bridge and Flood  
Lock Gate circa  
1994.

The hump  
backed bridge  
was probably  
unsafe and was  
demolished, and  
replaced by the  
ugly slab bridge.



Lordings Bridge &  
Flood Lock Gate  
now. (well,  
Autumn 2019)

Back as it should  
be.

We did let Alan  
Jennings out of  
the canal once  
he'd finished  
strimming.



Wey & Arun  
Canal looking  
North from  
Newbridge, 1972.

A working party  
of three.  
Just the 19 miles  
to go.



Wey & Arun  
Canal looking  
North from  
Newbridge, 2023.

The fallen tree,  
centre right, had  
been washed  
downstream in  
the winter  
floods.





Rowner Lock  
1903.



Rowner Bridge  
with Lock beyond  
1961.

Note the partially  
collapsed  
parapets – these  
are totally  
missing in the  
next image.



Rowner Lock,  
1973.

Rowner was the  
first lock to be  
rebuilt by the  
Trust.

Obviously a very  
hot day,  
otherwise they  
would have hard  
hats, hi-vis and  
water wings.



Rowner Lock, 2023.

Just to the north of the photographer's glamorous assistant, a high-voltage electricity pylon straddles the canal.



Rowner Bridge  
2023.



Loves Bridge  
1974.

In a very sorry  
state. Parapets  
missing on both  
sides of the  
bridge



Loves Bridge 2023.

Slightly overgrown, this shot highlights the need to maintain dialogue with landowners to grant us access to keep it clear.



Loves Bridge  
1974 – Ken  
Bacon putting  
the header  
course on.





Loves Bridge  
2023.

Ken obviously did  
a good job. Still  
looking sound  
after 49 years.



Malham Lock  
1972.

A truly daunting  
task.



Malham Lock  
2023.

Recently cleaned  
up by the  
Monday Group.



Bignor Bridge  
1972.

Just North of  
Malham Lock and  
the last  
accessible  
structure for a  
mile or so.



Bignor Bridge  
2023.

Drungewick Lock  
and Bridge early  
1980s



Drungewick Lock  
early 1980s





Drungewick  
Bridge  
2023.





Drungewick Lock  
2023.



Drungewick  
Aqueduct over  
the Lox in 1934.  
Ruins were  
believed to have  
been demolished  
in 1957.



Drungewick  
Aqueduct 1994.  
The only  
remaining  
original masonry.  
The causeway  
carrying  
Drungewick Lane  
is centre left.



Drungewick  
Aqueduct 2003.  
The bridge  
carrying  
Drungewick Lane  
was built in 2001  
the original  
having been  
deemed unsafe  
and removed in  
1905.



Drungewick  
Aqueduct 2003.  
The heavy plant  
crossing can be  
seen upstream of  
the aqueduct.



Drungewick Lane  
Bridge with the  
aqueduct  
beyond. 2023.



Drungewick  
Aqueduct as  
viewed from the  
bridge 2023.  
The Trust's  
dredger is due to  
move to this  
section  
imminently.



The Trust's hedgelaying team have done great work all along the canal, nowhere more so than here at Drungewick.





Brewhurst Lock  
1958

Scouts exploring  
the lock chamber.  
Note that at least  
one gate is still  
standing.



Old lock gate at Brewhurst Lock

Brewhurst Lock.  
By 1979 the gates  
had collapsed  
into the chamber.



Brewhurst Lock.  
In 1993 some  
clearance work  
had been done,  
but you wouldn't  
want to put a  
tripboat through  
it.



Brewhurst Lock  
1994.  
Looking towards  
Loxwood.  
Note the height  
of the lock walls



Brewhurst Lock  
2023.  
Further modified  
from the original  
rebuild to allow  
for the lowering  
of the Loxwood  
Pound.

This image was  
taken the day  
after vandals  
drained the  
channel from  
Loxwood to  
Drungewick.



Loxwood Pound,  
1974 from the  
High Street. The  
Onslow Arms is  
on the right.  
Notice how much  
higher the canal  
is, in relation to  
the road



Loxwood Pound, 2023 from the High Street. The Onslow Arms and our Canal Centre is on the right. The canal channel has been lowered some 1.5 metres (5 feet) to get under the road.



Loxwood Lock  
2023.  
Required to drop  
the canal under  
the new road  
bridge and allow  
for cabin  
clearance on the  
tripboats.





Devil's Hole Lock  
1972.

Chris Tavener  
with his arm in  
the crack to show  
how deep it is!

Or maybe he's  
shaking hands  
with the Devil?



Devil's Hole Lock  
2023.

We did consider  
asking Chris to  
re-enact the  
previous photo,  
but thought it  
unwise!



Devil's Hole Lock  
chamber 1978.



Devil's Hole Lock  
2023.



Southland Lock  
1930s.

This is why so  
many of the locks  
have 'No visible  
trace'.

The decent bricks  
would be reused  
for building, the  
rubble for hard-  
core and paving  
foundations.



View from  
Compasses  
Bridge 1979



Compasses  
Bridge 2012.  
Only REALLY  
small boats able  
to pass.



Compasses  
Bridge.  
Clearance work  
begins 2013





Compasses  
Bridge 2017,  
soon after  
opening.



Fastbridge 1972



Fastbridge 1989.  
Note decay to  
the right-hand  
wall.

The pipe left of  
centre is one of  
the culverts  
under the A281.



Fastbridge 2023.  
The decay shown  
in the previous  
shot is now  
repaired and a  
towpath has  
been built.



Fastbridge 2023.  
From the A281.  
The timber  
shown is the top  
of the stop  
planks,  
maintaining the  
level in the  
summit past  
Dunsfold Airfield.



Birtley 1972  
This breach was  
between what  
we now know as  
Birtley Bridges 1  
and 2



The breach wasn't fixed until 1976. Some 3000 sandbags had to be filled and put into place to support the rebuilt bank.



Birtley breach site 2023. The eagle-eyed will spot Birtley Bridge 1 in the distance. The canal is awaiting dredging once the construction of Birtley Bridge 2 is completed.





## Birtley Causeway.

Based on evidence found by Dennis and his construction team, there would originally have been a swingbridge here.

The causeway housed a gas main, HV electrical cables and some BT cables.

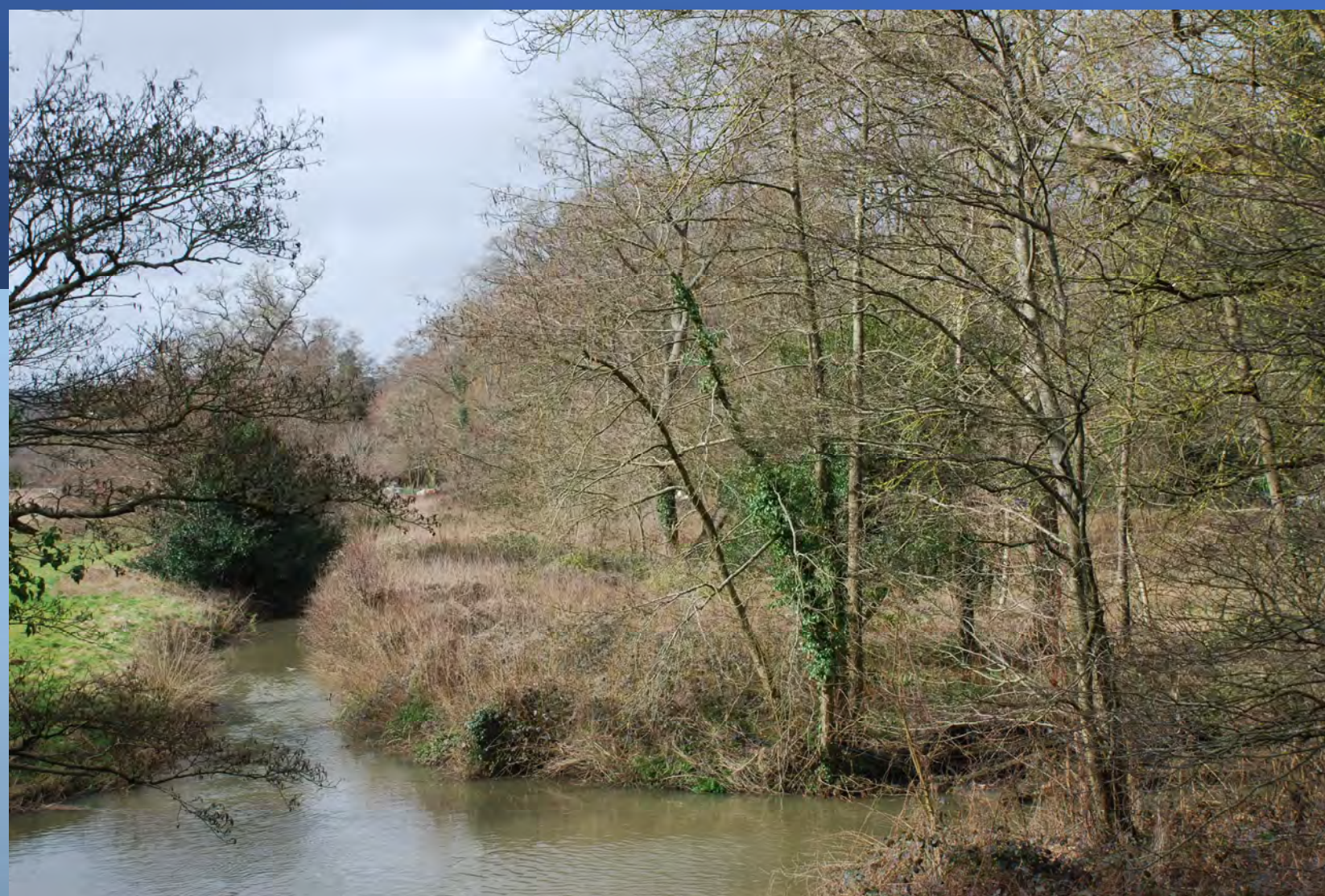


Birtley Causeway  
in 2023.  
Dennis Gillen and  
the Eric Walker  
Group are  
making steady  
progress on  
building Birtley  
Bridge 2.  
Note the short  
section of canal  
north of here has  
been dredged  
and profiled.

A wooden information point for the Wey and Arun Canal Trust. The structure is built of light-colored wood with a dark roof. A blue sign with white text and floral patterns reads "WEY AND ARUN CANAL TRUST". The front of the structure is enclosed with wire mesh, and a wooden door is visible on the right side. A wooden deck with a dark railing is in the foreground. The background shows a wooded area with trees and a canal.

WEY AND ARUN CANAL TRUST

2023 Hunt Park  
Information Point  
as viewed from the  
Downs Link.



Gun's Mouth  
Island 2023.  
One of the more  
'adventurous'  
sites to access,  
particularly when  
the Cranleigh  
Waters are in  
spate.



None of the work shown in these photos would have been possible without the hard work and dedication of the volunteers and fundraisers