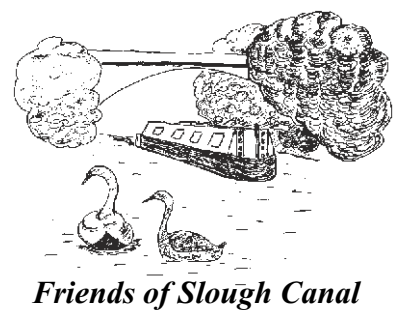


Also in 2015

Winter moorings on the Slough Arm



Continuous cruisers are boaters who live on the canal system but who do not pay for a permanent mooring. There are strict rules which apply to continuous cruising which can be found on CRT's website. Winter moorings are provided for continuous cruisers for when it becomes impossible for them to travel around. London continuous cruisers are this year being moved out of London for the winter to various winter mooring sites. The Slough Arm basin has been chosen as one such site:

<https://canalrivertrust.org.uk/media/library/11587-winter-mooring-price-list-2015-16.pdf>

Our concerns.....

Safety for people mooring at Slough Arm basin – north 'towpath' is very narrow. SBC and police were going to close it a few years ago because of the antisocial behaviour in area by pylon. North 'towpath' is extensively used as a short cut. We've found drugs paraphernalia here on clean ups. Have police / SBC been told of possible moorings here?



Roofing company is in the throes of moving out. There will be no-one permanently at basin during the day. Sadly fly tipping and littering may get worse when they have gone. End of canal is cut off from road by fence etc. Could this be removed so area is opened up?

Mooring rings will be needed – on inside edge of bank on north, as strip is too narrow to put them on the top. Water point is to be put in but where will boaters empty toilet cassettes or pump out? The fear is that the unscrupulous will empty into the still waters of the basin.

Boats on the Slough Arm, especially at the basin end, are relatively rare (though of course very welcome!) and so a novelty. Might this make them a target for vandals? CRT Enforcement Officers – will they visit winter moorings often? We already seem to be attracting 'dubious' boaters who may not be following the rules. CRT has said they will ask winter moorers to keep an eye on each other.....

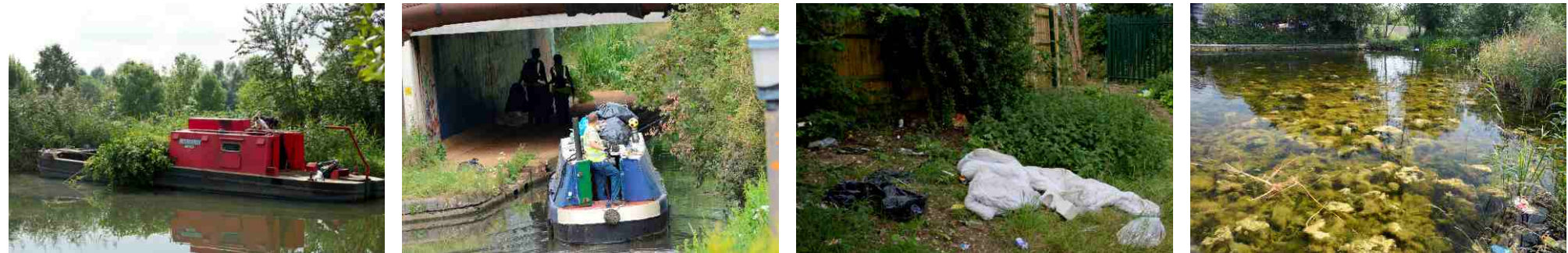
Rubbish – we already have issues with contractors who are supposed to clean towpath on either side of basin and the basin car park, emptying the CRT bin there. They are supposed to come once a week although the bin is very often full to overflowing. Will extra bins be installed for winter moorers and will contractors empty these also?



Eyes and ears



One of our roles is to report anything untoward



Facebook

Our Facebook page goes from strength to strength with now 121 members. Most are local people; many are also members of Friends of Slough Canal (application form is on our Facebook page)

When someone asks to join the page, one of the Admins writes to him or her asking about their interest in the Slough Canal. This is to avoid time wasters or people with a hidden agenda! Genuine people have no problem with replying; they are then made members of the page and welcomed and in response to their welcome they can cut and post their interest in the canal if they wish.

Friends of Slough Canal is a lively and friendly place. People post about a wide variety of aspects of the canal, adding photos is they wish.

It has proven to be a brilliant way to communicate with people and spread the word about our beautiful canal. On some occasions it has been the first way we hear about canal-related matters (e.g. HS2 proposal for depot next to the canal in Langley). Details of events can be found there, particularly our monthly mini clean-ups.

If you don't have a Facebook account, it isn't necessary to put any personal details online in order to create one. Do come and join us. It's a great way to keep in touch.....)

Ridgeway Fly tipping

For many months we noticed an increasing amount of fly tipping and litter coming over the fence by the Ridgeway embankment. It cannot have come by any other means. We were anxious to clear it but this would be impossible without the help of a boat both to ferry people across the cut and to take away the rubbish afterwards. In July CRT came with their boat and two sturdy men. Volunteers had to wear life vests both to travel across the canal and also while working on the steep embankment there. It was dangerous work. The bank was dry and dusty so very slippery and some of the items of fly tipping eg fence panels were heavy and hard to move. Everyone worked with a smile on their face though and as always much laughter resounded as they worked.



One group who'd moved farther along the embankment were horrified to find 22 bags of out of date pharmaceuticals, which had been thrown over the fence. The bags were disintegrating so it was impossible to bring them down to the boat and the decision was made to throw them back over the fence. After the event the volunteers went round to put an explanatory notice on the bags saying who we were and that the police had been informed (which they were). The Slough Observer picked up the story from our FB page and set about investigating who might have thrown dangerous drugs over the fence onto CRT land. Alas it has been impossible to find who was responsible and miraculously one day the bags disappeared.....

Oh to find a way to explain to people that the beautiful Slough Arm is not the local tip.....)

Old industry rediscovered

An old rail track and tunnel were discovered beside the Slough Arm during maintenance work. The following is quoted from the Slough Observer's coverage in February 2015...



AN HISTORIC rail track and tunnel have been revealed during canal maintenance works. The Canal and River Trust, the charity that cares for the waterway, discovered the abandoned railway line on the Slough Arm of the Grand Union Canal while removing over-grown vegetation along the canal-side.

Heritage advisors suspect that the few metre of track that can be see going into a concrete tunnel - which is blocked underneath the road - is linked to the activities of former Iver Farm Brickworks from the 1930s.

It is likely that the track was used to transport bricks between the brickworks and the canal.

Florence Salberter, Canal and River Trust heritage advisor, said: "The brick making industry was very important in this area, making the most of the transport opportunity the canals were offering. Some of our staff who lived in the area even remember seeing the track here when they were younger, but it's only once we removed the vegetation that it became really visible again. "Now we're determined to find out more about the track and tunnel, so we can piece together their history with the canal."

