



THE WENDOVER ARM TRUST WORKING PARTY NEWS

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June 2011

Festival 2011

Although the weather was not bad it could have been better considering how good it was in the weeks leading up to the Festival. It was the first year on a new site and it is expected that it will be a year or two before it becomes as established as it was at Tring. It is too early to know the final profit figure but it is hoped to be reasonably on the plus side according to John Brooman, our Honorary Treasurer.

Our restoration display stands in the Trust Marquee, ably prepared and maintained by Bert and Val Matraves, were manned by our volunteers and we hope that we attracted a few new volunteers for the working parties.



Roger Leishman

RAY ORTH AND RON PITTAWAY IN ACTION ON OUR DISPLAY STAND

Our main task at the Festival was putting up and taking down the HERAS fencing as well as ferrying equipment to and from the site from Tringford and Wiggington. As you will read in this newsletter we were fortunate this year in having two vehicles; this made things a lot easier as we were able to use one

for moving fencing and the other for ferrying equipment.

We must not forget the ladies of the Bridge Café who, this year having decided that a tea boat would only compete with the tea tent, instead agreed to run a homemade cake stall. First thoughts were that they might run out of cakes early in the Festival but, in the event, they received cakes, jams and eggs (rumour has it that our President, David Fletcher, has turned poultry farmer!) from far and wide and sales lasted right up to the Monday afternoon when they were sold out.

Their hard work resulted in a profit for the Trust of £639.10p. Well done girls.



Roger Leishman

JO ORTH, MARGARET LEISHMAN, JENNY BRICE AND VAL MATRAVES WITH THEIR SELECTION OF GOODIES

VW Transporter

Our VW Transporter that was given to the Trust by Ron Pittaway in 1999 – first registered in 1991 – is now 20 years old. It recently underwent its annual service and MOT and only required a new windscreen washer pump to pass the MOT. However the garage warned us that two of the wheel bearings are showing signs of age and we were fearful that one day we

would be without road transport, an absolute essential to our restoration work.

However there was a fairy godmother in the form of British Waterways to hand. We have received from BW a book-expired Ford Transit tipper lorry with a seven man crew cab arising from their recent fleet renewals. The cab is in good order but the tipper body is in urgent need of attention and Eddy Evans suggested that this part of the vehicle should be grit blasted and re-painted. We are fortunate in that we had already received a donation towards a replacement for the VW and will be using this for the restoration of the tipper body. Ray Orth is going to organise Trust signs for the doors of the cab to replace the BW signs that were removed prior to our taking over the vehicle.

Our grateful thanks to BW who continue to support our efforts in many ways.



Jon Kelly

OUR 'NEW' FORD TRANSIT TIPPER

May Working Party

Pete Bowers and Bob Barry duly joined forces and successfully restored the access to Drayton Beauchamp using an excavator and dumper on Tuesday 3rd and Wednesday 4th May to cover the pipe capping with spoil and levelling off between the bottom of the banks where the capping has been laid in the centre of the canal bed. They also made a start on levelling the bed of the canal from the Stage 1 bund.

At Bridge 4 the last wall pour of the Stage 4 mooring wall was completed and scaffold tubes and Acrow struts removed. The loosened steel pans are being left in position until August when they will be transferred to the Stage 2 mooring wall.

The first two sections of the Stage 2 mooring wall were poured and the formwork moved ready for the third section to be poured at the June working party.

Good progress was also made in roughly shaping the banks from the bund at the end of Stage 1 up to the mooring wall.

June Working Party

At the June working party the hump between the abutments of the former swing bridge No. 4 was removed and tipped behind the Stage 4 mooring wall. Progress continued with the Stage 2 mooring wall and five base sections were completed leaving only one base section to be completed in July,



Roger Leishman

**WORK IN PROGRESS ON THE BASE OF THE
STAGE 2 MOORING WALL**

Surplus concrete from the wall pours was used to complete a small piece of pipe capping at the manhole past Bridge 4A and also tipped at the end of the Stage 4 mooring wall where the bank has been removed for wall construction and needs some solidity to support the final bank profile before lining.

Finally work commenced on the long job of profiling and lining the 440 metres of canal to Bridge 4 for the next re-watering.



Roger Leishman

**THE FIRST FEW METRES OF TOWPATH BANK
PROFILING AT THE START OF STAGE 2**

July Working Party

Please note that we are not working on Friday 1st July. The target is to complete as much final profiling of both banks and the bed towards the Stage 2 mooring wall as we can. The last base of the mooring wall will be poured on the Monday and then formwork removed on Tuesday and cleaned ready for storage at Long Marston garage.

August Working Party

With the banks already profiled we are going to have a blitz on bank and bed lining during this work party. BITM are joining us for the first weekend so initial progress should be rapid, weather permitting. It would be nice to think that we could get as far as the mooring wall but the rate of placing spoil above the coir rolls will probably be the limiting factor. If there is any spare labour the steel wall formwork will be moved from the Stage 4 mooring wall to the Stage 2 mooring wall.

Whitehouses

Over the weekend of the May working party we were joined by KESCRG (Kent and East Sussex Canal Restoration Group) who continued the good work they have already put in on exploring the Whitehouses old Pumping Station site.

They had a very successful two days in which they continued excavating what is thought to be a settling tank with an adit leading to the former pumping shaft



Kate Penn

**THE PARTIALLY EXCAVATED SETTLING TANK
SHOWING THE ADIT LEADING TO THE FORMER
PUMPING SHAFT**

There used to be a paddle as indicated by a groove in the wharf wall to let surplus water from the canal down into Wilstone Reservoir but, when the pipeline was installed in 1911/12, the paddle sluice was re-sited at a manhole on the pipeline discharging via a pipe into the pumping shaft. This is still in operation today and the picture below shows water being discharged from the pipeline into the shaft. Access to the shaft has been closed off for safety reasons until construction work is required.



Kate Penn

**LOOKING DOWN THE FORMER PUMPING SHAFT AT
WHITEHOUSES**

The three openings in the wharf wall were found to connect with the settling tank and there are thoughts that the tank could be re-instated as part of the facility to allow surplus water to be taken from the restored canal into Wilstone reservoir.



Kate Penn

THE THREE OPENINGS CONNECTING THE CANAL TO THE SETTLING TANK

On the Monday after the KESCRG investigations we met Professor Tim Peters, the Trust member who is overseeing the Whitehouses project and Nigel Crowe, the BW Heritage Manager, on site to review progress.

Voluntary Labour

The table below shows the value of volunteer labour up to the end of 2010.

	HOURS	TOTAL HOURS	VALUE £	TOTAL VALUE £	TOTAL VALUE @ 2½% pa. INFL'N
1996	1,016.50	1,016.50	8,132	8,132	8,132
1997	997.50	2,014.00	7,980	16,112	16,515
1998	2,696.00	4,710.00	43,174	59,286	62,287
1999	3,550.50	8,260.50	30,799	90,085	97,012
2000	4,239.90	8,479.90	36,865	126,950	140,129
2001	5,021.50	13,501.40	40,132	167,082	189,038
2002	5,560.00	19,061.40	44,480	211,562	245,347
2003	6,721.50	25,782.90	53,772	265,334	315,399
2004	6,647.75	32,430.65	55,366	320,700	390,742
2005	3,784.50	36,215.15	37,437	358,137	447,264
2006	4,179.50	40,394.65	35,326	393,463	503,665
2007	5,463.00	45,857.65	43,704	437,167	559,611
2008	4,342.00	50,199.65	34,736	471,903	634,657
2009	5,285.00	55,484.65	42,280	514,183	708,807
2010	5,262.00	60,746.65	42,036	556,219	766,754

A very significant figure as we have now put in over £½ million of voluntary labour effort, a figure that will be very useful for the Trust's Funding Director when he applies for grants.

Yet again, many thanks to Joyce Smith for all the time that she spends in collating our time sheets, a great asset when we require matching funding.

I have been very conscious of the fact that we are still using labour rates given to us in 1966 by the Millennium Lottery Fund. I have made enquiries in the past to ascertain current rates but without success. I have therefore taken matters into my own hands and added a column with a running total based on average inflation of labour Rates at 2½% per annum. This raises our basic labour rate from £8/hour to £10.24/hour – not unreasonable I think at over £¾m in total?

Thieves at it again

I was foolish enough to leave two poker vibrators locked in the back of our VW Transporter with the door tight against the hedge at Little Tring ready for a prompt ready-mix delivery first thing the next morning. Unfortunately thieves broke into the driver's door and manhandled the equipment into the front of the cab and made off with it.

There is a follow up to this theft that might have a happy ending. The police at Kentish Town, North London, have found a hoard of stolen equipment going back several years. They tell me that there are thousands of items from hand tools to strimmers, pumps, poker vibrators, generators and so on. We are in the process of giving them details of our equipment (which is postcode branded as well as serial numbers and make) in the hope that some of the Trust's stolen equipment might be in this collection.

Web Site

The Trust Restoration web site is currently being updated in line with the main website by our Webmaster, Rob Drury, but it may be a little time before everything is completed.

First Aid

Congratulations to John Reynolds who has passed his First Aid at Work exam. It would be good if a few more of our volunteers could follow suit? Ring me or Ray Orth if you would like to join John as a qualified first-aider.

General Notes.

All volunteers receive and sign for the Trust's Restoration Handbook that includes full Health and Safety requirements for the restoration works. The handbook is the property of the Trust; if you leave the working parties for any reason, please return your Handbook to either Ray Orth or myself.

Hard hats for use at all times and high visibility jackets to be worn on sites with mobile plant in use are kept in the store at Tringford and must be drawn/returned there.

One first aid kit is kept in the store, one in the Transit tipper and two are available for up to two working sites.

Also available in the store at Tringford are ear defenders and goggles that must be worn when using trimmers, angle grinders, concrete breakers and the like. BW will supply hard hats, gloves and footwear with reinforced toecaps on request. We normally work from 9am to 5pm (or dark if earlier!).

There are breaks for morning tea/coffee, packed lunch and afternoon tea/coffee. We take our own food and drink.

DATES FOR WORKING PARTIES

So you can plan your diary ahead, the following are the dates of future working parties for 2011/12:

DATE	WORKING AT	WORK TO BE DONE
2011		
Saturday 2 nd July to Thursday 7 th July	Stages 3/4	
Saturday 6 th August to Sunday 14 th August	Stages 3/4	BITM are coming for the first weekend of this working party and one or two may stay with us for the week.
Friday 2 nd September to Thursday 8 th September	Stages 3/4	
Friday 30 th September to Thursday 6 th October	Stages 3/4	
Friday 4 th November to Thursday 10 th November	Stages 3/4	
Friday 2 nd December to Thursday 8 th December	Stages 3/4	
2012		
Friday 6 th January to Thursday 12 th January	Stages 3/4	
Friday 3 rd February to Thursday 9 th February	Stages 3/4	
Friday 2 nd March to Thursday 8 th March	Stages 3/4	

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