



THE WENDOVER ARM TRUST WORKING PARTY NEWS

ISSUE 105

October 2014

September and October Working Parties

Apart from lining the throat of the bridge narrows, all lining leading up to Bridge 4A was completed during these working parties as shown below. The good weather was, believe it or not, the reason for not completing this work at the September working party. Laying very dry spoil on the sloping banks was a slow and tedious job.



Roger Leishman

The September Sunday was a Restoration Open Day and was very well attended; we had four large groups who came to the site to hear all about our work and see our volunteers in action. Of course one party had to arrive while lunch break was in progress!

Once lining work up to the bridge was completed on the Wendover side work commenced on the Little Tring side as it is necessary to line about 10 metres of the canal this side before completing the lining through the bridge itself and building the bund. We had hoped to complete the lining through the bridge and even the bund this year but it involves a concrete lining rather than spoil through the bridge as was done at Little Tring Bridge to avoid spoil disturbance from craft passing through a narrows. The concreting has to proceed in short stages to allow an excavator to place the ready-mix concrete over the Bentomat. As we are near the winter weather season we do not want to leave any Bentomat uncovered so we will be leaving this work until the New Year.



Roger Leishman

This picture taken on the last day of the October working party shows the completed profiling of the towpath bank and bed ready for 10 metres of lining past the bridge. Work has commenced on rough clearing the offside ready for profiling this bank.

November Working Party

If the weather stays fair the aim is to complete the bank lining into the throat of the narrows on the Wendover side of Bridge 4A and to complete the profiling on the Little Tring side of the bridge and possibly make a start on the lining but only if the Bentomat can be covered within the seven days.

Water from Wendover

Every visiting party on the September Open Day asked me the question "Why was Wendover flooded and the canal so low at Drayton Beauchamp.

I was able to explain the problem CRT is having with plant growth between Wendover and Drayton Beauchamp that is blocking the flow of water. To alleviate the position at Wendover CRT is having to let water into Weston Turville reservoir which means that the water is lost to the canal system and not supplying Wilstone or Tringford Reservoirs.

Another very serious state of affairs resulting from the lack of water at Drayton Beauchamp is that the Trust's re-watered Stage 1 is receiving no water and is slowly evaporating due to wind and hot weather. If we had completed the bund in Bridge 4A this year we would be struggling to put any water in our newly re-lined length!



Roger Leishman

This picture illustrates how low the water has dropped. The concrete block lining should be under water but the level is at least 18" below its usual level.

A great concern is the wildlife, particularly fish, if the water is not topped up soon. Last week I saw about 2 dozen mallard ducks sitting along the offside wondering where all their water had gone.

CRT is currently employing a mechanical reed cutter to clear a channel in the canal so we hope water will be flowing again at Drayton Beauchamp in the near future.

Six Monthly progress report

My usual report on physical and financial progress is on page 4.

General Notes

We operate as a self-supervising group under CRT and 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 and one in the Nissan Cabstar and each qualified first-aider will have their own kit with him/her when on site.

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. CRT 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 the rest of 2014 and 2015:

DATE	WORKING AT	WORK TO BE DONE
2014		
Friday 31 st October to Thursday 6 th November	Stage 3	Stage 3 lining. Complete lining into brodge narrows on west side of Bridge 4A. Complete profiling of off side bank for 15 metres on east side of Bridge 4A.
Friday 5 th December to Thursday 11 th December	Stage 3	Weathe permitting line fist 10 metres of canal on east side of Bridge 4A. Progress permitting, build bund in Bridge 4A narrows.
2015		
Friday 2 nd January to Thursday 8 ^h January	Stage 3	Complete any works required for lining and bund in Bridge 4A narrows – weather permitting! If weather conditions are severe the decision may be taken to cancel a working party.
Friday 6 th February to Thursday 12 th February	Stage 3	
Friday 6 th March to Thursday 12 th March	Stage 3	
Friday 10th April to Thursday 16th April	Stage 3	Stage 3 pipe capping if lining/bund are completed through Bridge 4A. This cannot start until the bund is installed as the first pipe capping will cut off access to Bridge 4A as it crosses the canal bed.
Friday 1 st May to Thursday 7 th May	Stage 3	Stage 3 pipe capping
Friday 5 th June to Thursday 11 th June Sunday 7th will be a Restoration Open Day	Stage 3	Stage 3 pipe capping
Friday 3 rd July to Thursday 9 th July	Stage 3	Stage 3 pipe capping
Friday 31 st July to Thursday 6 th August	Stage 3	Stage 3 pipe capping
Friday 4 th September to Thursday 10 th September Sunday 6th will be a Restoration Open Day	Stage 3	Stage 3 pipe capping
Friday 2 nd October to Thursday 8 th October	Stage 3	Stage 3 pipe capping
Friday 6 th November to Thursday 12 th November	Stage 3	Stage 3 pipe capping
Friday 4 th December to Thursday 10 th December	Stage 3	Stage 3 pipe capping

PLEASE NOTE CORRECTED DATES TO AVOID EASTER

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WENDOVER ARM CANAL RESTORATION PHASE II PROGRESS REPORT AS AT 5th OCTOBER 2014

CANAL LINING

Item	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6	Stage 7	Total
Total length	321m	350m	350m	350m	350m	337m	-	
Complete to date:								
Bulk Excavation	321m	350m	128m				-----	
Capping to pipe	321m	350m	110m				-----	
Tipping to offside bank	321m	350m	110m				-----	
Tipping to towpath bank	321m	350m	110m				-----	
Profiling offside bank	321m	350m	80m				-----	
Profiling towpath bank	321m	350m	107m				-----	
Lining towpath bank	321m	350m	77m				-----	
Lining offside bank	321m	350m	77m				-----	
Level and line bed	321m	350m	67m				-----	
Planting banks	60m	-----	-----				-----	
Mooring wall length	50m	50m	-----	50m	50m	-----	237m	
Excavation	50m	50m	-----	50m		-----	10m	
Blinding	50m	50m	-----	50m		-----		
Wall base	50m	50m	-----	50m		-----		
Wall upright	50m	50m	-----	50m		-----		
Backfill	50m	50m	-----	50m		-----		
Estimated Cost	£128,272	£154,579	£175,000	£175,000	£166,250	£98,725	£53,725	£951,551
Cost to date/final	£128,272	£154,579	£60,878	£11,542	£571	£273	£633	£356,748

FOOTBRIDGES & VARIOUS OTHER WORKS

Item	Stage 8 Bridge 4	Stage 9 Bridge 4A	Stage 10 Whitehouses	Stage 11 Cart track Narrows	Stage 12 Removal of bunds	Stage 13 Winding Hole nose	Stage 14 Nuttalls Bund	Total
Footbridge	100%	100%	-----	-----	-----	-----	-----	
Excavation	100%	100%	-----	-----	-----	-----	-----	
Blinding	100%	100%	-----	-----	-----	-----	-----	
Wall base	100%	100%	-----	-----	-----	-----	-----	
Wall upright	100%	100%	-----	-----	-----	-----	-----	
Backfill	100%	100%	-----	-----	-----	-----	-----	
Heritage work	-----	-----	50%	-----	-----	-----	-----	
Other work	-----	-----	100%	-----	-----	-----	100%	
Estimated cost	£20,122	£20,031	£20,000	£20,000	£20,000	£10,000	3,501	£113,654
Cost to date/final	£20,122	£20,031	£16,721				3,501	£60,375

SUMMARY INCLUDING OVERHEAD COSTS

	Lining	F/bridges & other works	Clear bed, & Temp'y Works	Environ't Reports	Materials In stock	Admin	Tools & Equip't	Vehicle	Unallocated contingency	TOTAL
Estimated cost	£951,551	£113,654	£22,000	£3,245	£0	£35,000	£6,000	£20,000	£49,000	£1,200,450
Cost to date/final	£356,748	£60,375	£20,118	£3,245	£4,915	£24,469	£6,014	£16,598		£492,482

A red figure indicates a final cost/physical progress.

A green figure indicates a revised budget figure, either to match a finished cost or to give a re-appraisal in the light of experience to date.

