



# THE WENDOVER ARM TRUST

## WORKING PARTY NEWS

ISSUE 103

June 2014

### May Working Party

Having prepared for the higher level pipe capping through Bridge 4A at the April working party the May working party completed the pipe capping through the bridge narrows with three ready-mix concrete pours.



Roger Leishman

### **COMPLETED PIPE CAPPING**

In May rough profiling of both banks on the Little Tring side of Bridge 4A was carried out in preparation for lining clear of the bridge and the bund to be installed for the next re-watering.

### June Working Party

The way ahead is now clear to line the canal up to Bridge 4A. As shown below there is not far to go.



In June enough of both banks were lined with Bentomat, blocks and coil rolls laid and spoil placed above to enable another 20 metre roll of Bentomat to be laid along the canal bed and covered with spoil.

A feature of the June working party was that the Sunday was a Restoration Open Day. It was fortunate that the work in progress on Sunday ranged from bank profiling to lining the canal bed with Bentomat and spoil, an excellent demonstration for the visitors who came from the event site at St Mary's Church to see our volunteers at work. The event was also successful in raising funds and gaining new Trust members.

### July and August Working Parties

The target is to profile both banks, lay the Bentomat lining and the bottom row of hollow concrete blocks. KESCRG are coming the next weekend in August and have offered to lay the solid concrete blocks on the banks for this length of canal.

This means that the September working party will be devoted to placing spoil on the top of the banks and laying Bentomat along the bed and covering it with spoil.

If this is completed to plan (weather permitting!) the October working party will be devoted to lining through Bridge 4A narrows with Bentomat covered with ready-mix concrete and profiling the banks past the bridge for 10 or 15 metres. November could see the length past the bridge lined ready for the bund to be constructed in December.

Everything will then be ready for re-watering. If the weather in January and February is a repeat of 2014 I am sure that CRT will be very glad to dispose of surplus water in our next 440 metres of finished canal, over ¼ mile of new canal. Let us hope that the weather will keep reasonable to the end of the year so that we can achieve this target.

## Site Accommodation

We have been deliberating for some time over the provision of a cabin in the Whitehouses area for storing low value items such as hand tools and bags of cement/Bentonite granules.

It would also provide shelter for volunteers in extreme weather conditions and can be equipped with the means to heat water for washing and tea/coffee making.

Several options have been looked at and the best solution, bearing in mind that we have to transport the cabin along the bed from Little Tring, is a flat pack cabin that has internal bolts for assembly, a strong floor and a drained roof. It is double locked and 3metres by 2.1 metres. It is said it only takes 1½ hours to erect once a base has been prepared.

### **EXPANDA RANGE**

FLAT-PACKED, MAN-PORTABLE, MODULAR BUILDINGS



**EXPANDA  
STORE**

**the unique storage building**

...that can go anywhere!

This model illustrated is 2 metres by 2.1 metres. It has been decided that the 2.1m x 3m size will suit our purpose and it is being ordered with a view for delivery in September with the intention of moving the flat pack parts to Whitehouses at the September working party. If there are surplus volunteers at the working party the cabin can be erected in a day, otherwise a special day will be arranged for the installation clear of the working party dates.

## 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 strimmers, 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 in 2014:

DATE	WORKING AT	WORK TO BE DONE
<b>2014</b>		
Friday 1 <sup>st</sup> August to Thursday 8 <sup>th</sup> August	Stage 3	Stage 3 lining.
Saturday 9 <sup>th</sup> August and Sunday 10 <sup>th</sup> August	Whitehouses and laying dense concrete blocks.	KESCRG weekend
Friday 5 <sup>th</sup> September to Thursday 11 <sup>th</sup> September	Stage 3	Stage 3 lining.
Friday 3 <sup>rd</sup> October to Thursday 9 <sup>th</sup> October	Stage 3	Stage 3 lining.
Friday 31 <sup>st</sup> October to Thursday 6 <sup>th</sup> November	Stage 3	Stage 3 lining.
Friday 5 <sup>th</sup> December to Thursday 11 <sup>th</sup> December	Stage 3	Progress permitting, build bund in Bridge 4A narrows.

Roger Leishman, Restoration Director. 7 Hall Park, Berkhamsted, Herts HP4 2NU.  
(Tel:01442 874536, e-mail [rwleishman@gmail.com](mailto:rwleishman@gmail.com))

## WENDOVER ARM CANAL RESTORATION PHASE II PROGRESS REPORT AS AT 5<sup>th</sup> APRIL 2014

### CANAL LINING

Item	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6	Stage 7	Total
<b>Total length</b>	<b>321m</b>	<b>350m</b>	<b>350m</b>	<b>350m</b>	<b>350m</b>	<b>337m</b>	<b>-</b>	
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	15m				-----	
Profiling towpath bank	321m	350m	15m				-----	
Lining towpath bank	321m	350m	15m				-----	
Lining offside bank	321m	350m	15m				-----	
Level and line bed	321m	340m	15m				-----	
Planting banks	60m	-----	-----				-----	
<b>Mooring wall length</b>	<b>50m</b>	<b>50m</b>	<b>-----</b>	<b>50m</b>	<b>50m</b>	<b>-----</b>	<b>237m</b>	
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	£153,856	£175,000	£175,000	£166,250	£98,725	£53,725	£950,828
Cost to date/final	£128,272	£153,856	£44,256	£11,542	£571	£273	£633	£339,403

### 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	£14,666				3,501	£58,320

### 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	£950,828	£113,654	£22,000	£3,245	£0	£35,000	£6,000	£20,000	£49,000	£1,199,727
Cost to date/final	£339,403	£58,320	£20,023	£3,245	£3,382	£24,165	£5,711	£15,309		£469,558

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.

