

Editorial

With one firm of contractors soon to move onto the Gennets site and another having carried out preliminary tasks at Compasses Bridge, there are some busy (and expensive) times ahead. The work at Compasses involved excavation adjacent to the causeway to check for old foundations that might obstruct the piling we plan to install - fortunately the piling can proceed as planned. A temporary clay bank will provide a stable working platform and give support to the new bridge.

Volunteers, meanwhile, have been completing the Hunt Park viewing platform ready for its official opening later in the year. And with the help of some MWWP members, the Whitley Manor railway bridge recently saw some further investigation. Trial pits dug on the site suggest that much more of the old steel structure remains than was at first thought. The bridge crossed the canal on an extreme skew and was, we understand, dismantled soon after the railway closed in 1965.

Well done to our 142 sponsored walkers, and organiser Margaret Darvill. The Poddle on 7 June is on target to bring in well over £8,000 including gift aid.

Bill

The Mrs Bucket Group (keeping up appearances on Mondays)

Three meetings in June, in part to meet requests! At this time of the year we concentrate on 'keeping up appearances' on our 10 regular sites. However in addition, at the beginning of the month, having first obtained landowner permission, we made our initial 2015 biannual visit to Malham lock and tidied that up (see before and after pictures below).

Furthermore, we managed two visits to the former slipway site at Barnshill Bridge, cut Brewhurst and Baldwins Knob locks and cleared the towpath between Three Compasses and Farnhurst Bridge. Martin was again in operation on the Haybarn area of the canal and on the permissive towpath at Drungewick cutting with his monster mower.

We meet again on 6 July and 20 July; details are obtainable from John Empringham if you would like to join us.

Nick Wood

Mid Week Working Party

A successful June for MWWP, we tidied up the Hunt Park compound in readiness for the Viewing Platform construction and helped with delivery of materials. The following week involved a return to the canal at Fastbridge to complete the removal of a previously felled tree and to effect some minor repairs on the old bridge itself.

Latterly we were requested to assist with clearing the channel on the operational section, reed cutting and branch removal.

There are no big clearance jobs on the horizon until after the bird nesting season is officially over and then we'll have the chance to go back to Pallingham.

David Daniels (leader, pro-tem)

Thursday and Sunday Group

The group, as a rest from its heavier construction work, recently turned its attention to path maintenance.

Section 164 of the Highways Act 1980 provides that the presence of barbed wire by a right of way can constitute a public nuisance and therefore can be deemed illegal. Therefore we were concerned to see that a section of towpath near



Malham Lock before and after clearance on 1 June

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Rosemary Lane, which is both a bridleway and a cycle-way, had a three-strand barbed wire fence along it, for a distance of about half a mile. It took a couple of sessions to remove, but our usual metal recycling would only take half of it because it clogged the machine. For the rest of the iron we only got £70 per tonne whereas last year we got £150, but that is still better than the £35 that was being offered.

At Gennets Bridge Lock (GBL) the licensed work in relation to the protected species finished on 1 June after 43 days of searching and translocation (why use one syllable when three will confuse?). The final task was to remove the vegetation and the silt from out of the pond formed by the derelict lock. This work was supervised by our consultant over five days. Below the metre of silt was clay, which we assume had been behind the lock structure before this was removed, and then with time it slipped into the hole that was the lock. This did not explain the clay infill where the bridge had been. The best guess so far is that it was filled to enable access after the old bridge had been removed.

So far all that has been found was a piece of the bottom gate heel post and a D-shaped piece of metal that would have been at the top of a gate mitre post. We are now waiting for the contractor to finish other jobs, but he expects to be on site in early August 2015 or even during July.

The metalwork on the tracked dumper needed attention: in one place there were so many rust holes that it looked like lace curtains. That has now been attended to and a replacement alternator fitted. Now it is ready for a lick of paint. Work continues on the 8ft trailer while we await materials. Continuing with our plant, the 'roly-poly' twin roller vibrator clutch is still under repair.

The concrete coping stones for the bridge have all been made.

The cutting of two thousand bricks needed for GBL brick facing has been completed, and the final delivery of the four quoins happened in June.

With all this activity at GBL, completion of the maintenance work at Northlands Lift Bridge has been put on hold.

The pied wagtails are having their second brood despite being next to a wasp nest. Meanwhile the grey wagtails have taken advantage of the tracked dumper repairs, to build a nest on the top of the engine. The young birds fledged in no time at all.

The Thursday and Sunday Group meets at 09:30. The TSG has a work briefing form emailed out before the working day. Please email Eric Walker if you want to get on that circulation list.

Eric Walker

Hunt Park Visiting Groups

We left the story of the Hunt Park viewing platform on the first May bank holiday Monday and pictures of where we got to can be seen in the latest *Wey-South*. We reckoned on a further four or five days to complete it and only had three planned. So we engaged George Whitehead and Andy Evans to work on the Wednesday and Thursday with the volunteer team arriving on the Friday.

I mustn't forget the support from MWWP who, with their newly trained dumper driver, Mr Hobbs, unloaded and delivered a large quantity of timber decking to the site. On my arrival on Friday work was substantially advanced on the handrails and the cladding of the horizontal steels. Andy had just started work on the hexagonal deck section.

Momentum built from thereon with teams working simultaneously on the cladding, decking, top and side rails. We kept running out of materials - notably the stainless steel bolts that held all the rails together - with regular trips to Screwfix to replenish.

Very annoyingly, but perhaps predictably, we

Working Party Diary

Every Sunday and Thursday	Mainly construction work	Contact Eric Walker for details
Usually first & third Mondays of the month	'Mrs Bucket' - Keeping Up Appearances	Details from John Empringham
Every Wednesday	Mid-Week Working Party	Enquiries to David Daniels pending appointment of new leader
Every Wednesday (plus Thursday and Sunday as required)	Loxwood Link Maintenance	Check with Kev Baker
Every Wednesday	Maintenance sessions at Tickner's Heath Depot	Contact John Smith/Ken Bacon
Tuesdays or Fridays	Work in Lording's area	Contact Tony Clear for details
Various Tuesdays	Hedge Laying	Contact Keith Nichols
Third Saturday of the month	Summit level	Contact Dave Evans
25 July to 1 August (tbc)	WACT Summer Camp	www.weyandarun.co.uk/SummerCamp2015.php

ran out of decking planks with only about one metre of the walkway to go, so more has been ordered and is at Bridge End awaiting our return for one day on 18 July.

Whilst on site we completed the cycle stand fence and generally landscaped and tidied up the area. The opening event is planned for 24 October, to coincide with the Trust's autumn meeting.

The platform is an impressive structure, which has taken about 90 man days of volunteer time to build. We have roughly calculated this to have a value of about £20,000. Plus of course the contractor's time to put in the piles and erect the steel frame.

Bill Nicholson

Tickner's Heath Depot

Well, flaming June has been and gone with not much of the flaming either, which in some ways reflects the amount of work being done at the depot. Mind you, we have still managed to put the hours in.

Mike Davison has been having mower trouble so much so that we ended up with both his machines languishing here at the depot. We have managed, with Dave Kersley's help, to replace some worn parts in the gearbox and an operating cable, so now at least one is operating normally. The other is awaiting new wheels and drive gears, so hopefully it won't be long before Mike once again has his full complement of mowers.

We have managed to acquire, via Peter Foulger, a hydraulically driven capstan winch. Peter, like us, was assured that it was in working order, but when we attempted to start the old girl no response was forth coming. So she was stripped down to her bare essentials, then reassembled. After a certain amount of fiddling a spark was achieved, but, unfortunately no spark when the plug cap and plug were attached. So it looks like another long old haul of head scratching and

muttering lies ahead before we can see her burst into life.

As we were in a rather slack period for plant maintenance Dave Robson set his talents to reducing the amount of surplus vegetation around the depot. A good job he has made of it.

Now that the trust has managed to find a contractor to recycle paper, a special mention must be made about the whole-hearted effort made by Dave Kersley to reduce the size of the paper mountain at the Cactus Centre at Ashington. When normal service was resumed he counted over 1,000 bundles lurking around the centre. He has personally removed, at the very least, 250 bundles of old copies of the *Shoreham Advertiser* to the skips at Loxwood and Shires at Washington. That's an effort well worthy of recognition - well done Dave.

Well, that's about it for this month, keep smiling.

John Smith

Summit (Northern) Working Party

Our regular slot of the third Saturday of the month saw the team at Compasses cutting half-bricks ready for when bricklaying starts in the autumn. We first made a brick cutting platform with a special timber slot into which we put the bricks prior to cutting. It worked very well. We cut about 530 half-bricks using the skillsaw- only a few thousand still to go!

A second team started the shuttering boxes ready for the slipway work. One box was completed - about one third of the total task.

We were pleased to welcome new volunteer Roger from Cranleigh: we would welcome more!

Site manager Dave Evans hopes to arrange some bricklaying training during the summer so, if you are interested please let him or me know. Next time out - 18 July.

Bill Nicholson

Name	Group/Project	Tel	e-mail
Julian Cheek	Maintenance coordination	01483 505566	julian_cheek@weyandarun.co.uk
David Daniels / Northern Office	Visiting working parties, MWWP etc	01483 505566 Mon-Thurs 8.30-12.30pm	support@weyandarun.co.uk
Dave Evans	Health & Safety Officer		compasses@weyandarun.co.uk
Eric Walker	Loxwood Projects	07717 855340	tsg@weyandarun.co.uk
Vacant	MidWeek Working Party		Contact David Daniels (above)
John Empringham	Monday Group	01483 562657	mondaygroup@weyandarun.co.uk
Kev Baker	Loxwood Link	02380 861074	loxwoodlink@weyandarun.co.uk
John Smith	Tickner's Depot	01903 235790	depot@weyandarun.co.uk
Tony Clear	Winston Group (Lordings)	01903 774 301	winstonsgroup@weyandarun.co.uk
Keith Nichols	Hedge laying	01403 753882	hedging@weyandarun.co.uk
Bill Nicholson	Northern working parties	01844 343 369	bill@nwpg.org.uk
Dave Evans	Summit working party		compasses@weyandarun.co.uk
Bill Thomson	Working Party News	01903 744767	bill_thomson@weyandarun.co.uk