

Friends of PRESIDENT



195

January 2015

'Friends of President' is a support group working for the Black Country Living Museum, Tipton Road, Dudley, DY1 4SQ

(Registered Charity No: 504481)

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All items for inclusion in the newsletter to be sent to the editor, contact details above.

Help raise funds for Friends of President

By searching the internet using <http://fop.easysearch.org.uk/>
Current total : £56.15p from 6,416 searches

By shopping online via <http://www.easyfundraising.org.uk/causes/fop>
Current total : £412.33p from 28 registered supporters

Website : <http://nb-president.org.uk/>

Editorial

Welcome to the first newsletter of 2015. In this issue is the last trip report for last year year, to and from Parkhead.

I have managed to complete the competition that was planned for last month. It should take you a lot longer to do than just reading this issue. There will be a prize for the winner as per the rules, plus something extra to anybody who discovers all the names in the grid.

The mention in last month's trip report about David Stott being elected to the peerage has produced a response from one of our longest standing members (9th), Alan Pease (with tongue firmly in cheek).

For those that don't know, Alan, along with his wife Pauline and dog Brandy, used to run the crew boat that accompanied *President* in the days before *Kildare*. They would do all the shopping, catering, preparing meals, help get the boat moving again if it ran aground etc. The boats ranged from Brummagem hire boats to the ex-steamer *Vulcan*.

Trip & Event Report - Parkhead Festival (good festival, good crew, good weather)

Friday 29 September to Monday 1 October

Crew: Simon Nuttall (Captain), Will Derbyshire (Driver), Alan Claridge, Janet Ramsay.

The Parkhead Festival happens every other year and is held at the Parkhead entrance to the Dudley Canal Tunnel. As all internal combustion engined boats are banned from using the tunnel, *President* is clearly not going to be able to use the Old Dudley Tunnel, and hence the trip comprised a modest 5-6 hour run around to Factory locks, through Netherton tunnel, round Windmill End and back up Parkhead locks to reach the Rally. The original intention had been to take the boats from Parkhead to Ian Kemp's Dadford Wharf in preparation for the winter work on *Kildare* and some spring re-painting of *President*. However, when I came to check that we could leave one of our cars at Ian's Dadford yard, I was told that there was not enough room for the boats at Dadford Wharf, and we would need to return them back to the museum. This did have the added advantage of saving four of us from working down Parkhead, Delph and Stourbridge Lock flights !

Will, Alan and myself gathered on Thursday evening, I did the customary warm through of the boiler to enable a relatively prompt getaway/reasonable light up time on Thursday morning. Alan Claridge and myself visited the revitalised Fountain in Tipton and found it to be excellent; the beer was fairly priced as was the food, indeed almost indecently so in that Alan and I had faggots, mushy peas and mash with the food being only £3.49 each. We were also joined by Bernard Hales of *Enterprise* for what turned out to be a very sociable evening. By the time we returned from the Fountain, Will had arrived and we were able to unload fully and park our cars next to the cottage. (*What happened to Janet - Ed*)

Friday 29 September

The day dawned bright and clear and the full smoke effects of the current Russian coal could be seen! This was a continuing theme of the weekend as the Russian coal certainly makes our presence felt and visible for some distance. We eventually left the museum at 11am sharing a bridge lifting session with Bernard. There was no rush to get to Parkhead and we made the most of a pleasant relaxing cruise round to Parkhead. In addition to this, we needed to call at Caggy's Yard to purchase a new gas bottle. Anyone who has ever tried to get into Caggy's Yard will

realise just how shallow it is next to the gas handover point and some considerable amount of pushing and shoving was needed to get anywhere near, not helped by a playful breeze which insisted on pushing *Kildare's* stern well away from the bank. However, eventually the gas was obtained and we set off down the mainline before turning right at Netherton. Netherton Tunnel was the first one that Will had taken the boats through completely on his own, having recently been passed out as a driver. He had to rapidly re-discover how to set the engine room up for condensing and managed very well. Once we had cleared the tunnel, we stopped for lunch outside the cafe at Windmill End, again another benefit of an unrushed day.

Leaving Windmill End I gave Alan the dubious pleasure of steering the particularly tortuous section between there and Blowers Green which he managed well, including meeting ex Cowburn & Cowpar *Swallow* on the inevitable blind bend ! We arrived at Parkhead around 5pm to find a very busy bustling rally site. Having booked in with the harbour master we were allocated a prime spot on the site, right next to the stationary engines (more of which later).



Photographs supplied by Janet Richardson - editor of Towpath Talk

Saturday 30 September

Saturday dawned bright and warm, however before long the stationary engines started! And they continued, and they continued, and they continued, eventually shutting down at 10pm, by which time, any enjoyment about listening to stationary engines had long since been lost. During the day we remained on static display and had a steady trickle of visitors although it could not be said that we were well and truly busy! However, the evening was brightened up by a lively night of music and songs from the irrepressible Dr Busker with his brand of bawdy folk humour further enlivened by an excellent supply of beer from Old Ma Pardoes which was enjoyed by all.

Sunday 1 October

Sunday dawned much as Saturday however with less visitors, but still the stationary engines! Most of us had a good chance to view the miniature traction engines for which I have a particular interest, and also the full size Showman's Engines and Steam Lorry, the owners of which were very hospitable to us fellow steam enthusiasts. The rally had wound down by around about 5pm, so we took the opportunity to wind the boats ready for our departure on Monday morning.

Monday 2 October

We had originally planned to head down towards Dadford Yard to take the boats for their winter maintenance programme however, the yard was full and hence we returned back to the museum. We planned an early start to ensure that we could return home in reasonable time. It did however take us round about an hour and half to get down the locks due to the volume of boats leaving

the rally site. Thereafter we had a very pleasant trip around the “back of the map”, as it is known, getting back to the museum around about 2.30. Will Derbyshire ran the engine and, as some of you will have seen on my facebook page at the time, managed to challenge the smoke free nature of the area around Netherton!

All in all a cracking trip with good a good crew and nice festival.

Simon Nuttall

Correspondence

Dear Sir

With regard to the December 2014 issue of the world renowned publication '195'.

I wish to question the sanity of the crew who took the boats from Crick to the BCLM (10-15 Aug 2014), on their conference whereby they suggested that the blaggard Dave Stott be elected to the peerage. How on earth he has risen to the dizzy heights of 'driver - chief engineer' beggars belief, leave alone the peerage.

This would be as insane as the occasion when a certain '2-jags' Prescott was 'pushed upstairs'. I intend to fight this suggestion all the way to the highest court in the land - namely the AGM of the infamous FoP - so there.

Obviously the crew have no knowledge of the fact that in the days of yore, the afore mentioned Stott fellow, became the only person who had ever tried to steer *President* across a ploughed field. This was, of course, pre-*Kildare* days thank goodness. In court the following day his plea of mitigation was that 'it would have cut the corner off'. We never did find out how he escaped from the black 'ole.

I've known this Stott chappie since the Crimea War when he was a mere squaddie. I seem to recall him dating a young nurse called Florence who had a lamp, this was of course a decade or so before Lady Angie came on the scene. I often wonder what became of Florence.

I watched his career in HM Forces over the years, whilst serving with Robert Peel's lot in the Met Police, and it was a great relief when he was eventually discharged to the status of civilian. He then had the audacity to present himself to the unsuspecting management of the BCLM as a boat engineer. He couldn't find his way out of a paper bag, leave alone round an engine.

Somehow, with a lot of luck, rubber bands and chewing gum, he managed to flannel his way through the years until some imbecile elevated him to his present status.

This letter is to let you know that I am of sound body and mind - honestly, as true as I'm riding this bike.

Yours very sincerely

Alan Alousias Pease (FoP member no. 50)

Wordsearch Competition

Hidden in the following grid are names of FMC steamers and motors. The names can be found reading forwards, backwards, up, down and diagonally. Your mission, should you choose to accept it, is to find as many of these names as you can. There are also names of other boats, including butties, from other companies, and some of these can appear more than once.

The winner will be the person that sends me the greatest number of FMC steamers and motors. In the event of a tie, then the number of other boats named will be used to decide the winner. If there is still a tie then it will be the earliest of the tied entries to be received that wins.

You can send me as many lists as you want if you find more names. To locate the first letter of the name please use the column number, then the row number, then indicate the direction of the name, ie. N, S, SE (north, south southeast etc).

I will publish the complete list in a later edition of '195'.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1	R	C	T	X	E	B	I	S	O	N	E	T	H	P	E	A	I	N	A	T	I	T	H	S	A
2	S	O	N	V	R	P	D	P	W	L	D	C	L	W	I	X	E	K	I	P	Y	O	J	D	B
3	U	K	E	I	E	Y	R	E	G	D	A	B	A	A	L	R	I	F	S	A	E	L	A	Z	A
4	L	X	L	R	D	A	A	A	U	O	U	F	N	D	R	A	A	N	F	I	T	I	G	K	A
5	I	L	C	E	L	D	G	R	R	X	R	T	F	N	N	I	R	T	E	N	U	P	U	C	C
6	T	H	W	V	E	W	O	L	L	A	W	S	E	U	R	R	M	E	E	O	Z	Q	A	O	I
7	U	Y	D	O	H	A	N	L	E	Y	U	L	E	O	B	B	M	D	N	G	H	R	R	C	R
8	A	A	G	R	A	S	D	U	P	T	E	J	T	H	U	P	I	U	A	E	P	P	Y	A	E
9	N	E	V	A	R	D	T	G	C	H	N	C	A	Y	R	S	S	C	T	B	G	P	A	E	M
10	I	C	X	L	M	E	D	A	H	L	I	A	E	E	E	K	H	H	L	N	R	T	M	P	A
11	B	N	E	E	R	B	C	E	F	V	P	N	S	R	M	I	A	E	U	E	C	N	I	R	P
12	O	A	I	R	E	B	I	S	R	F	G	S	P	G	L	P	N	S	S	N	P	U	N	J	Y
13	R	R	E	T	E	D	N	A	L	L	O	H	E	T	N	E	E	S	B	A	R	O	N	R	R
14	T	F	O	E	Y	F	O	X	A	C	I	R	E	V	M	U	R	R	N	R	M	C	O	S	O
15	N	P	C	P	K	V	A	N	G	U	A	R	D	L	O	W	S	T	O	C	L	D	W	H	T
16	O	H	Y	E	M	U	D	L	A	H	N	M	W	L	N	L	H	O	S	R	E	T	S	A	C
17	D	M	T	G	A	L	D	I	C	Q	U	E	E	N	A	E	G	W	H	E	C	L	A	D	I
18	A	P	P	L	E	C	S	T	R	O	U	T	L	L	R	E	L	X	O	A	K	X	V	O	V
19	X	E	R	B	R	A	M	B	L	E	N	O	L	O	C	L	S	Y	O	R	E	C	I	V	Y
20	H	C	R	I	B	N	E	K	W	A	H	X	B	U	H	C	N	E	T	F	I	W	S	E	D