

Friends of PRESIDENT



195

November 2016

'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 : £83.47p from 8,975 searches

By shopping online via <http://www.easyfundraising.org.uk/causes/fop>
Current total : £586.79p from 30 registered supporters

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

Editorial

As usual, welcome to the latest edition. Sorry about the delay with this issue, but I left things to the last minute and then had quite a few problems with Will Derbyshire's pictures, and have been unable to use over half of them. This is not Will's fault, I blame the latest update to Hotmail/Outlook, in my view it is absolutely useless.

2017 is rapidly approaching, and we need to start the fundraising wheels in motion to help towards the repaint that *President* so badly needs. After the appeal for ideas and volunteers for the sales stand last month, my inbox stayed remarkably quiet, ie. no-one volunteered or made any suggestions. I wish it had stayed as quiet regarding all the spam that I receive.

I'm sure many members will enjoy the more detailed information about the work party that was held at the beginning of October, many thanks to Will Derbyshire for that. If anyone wants a description of any of the technical terms used in the report, please let me know and I will pass on the requests to Will.

Whilst we are at the audience participation stage, I would like to know what you, the membership, would like to see in the newsletters next year. Your views for or against the current format, whether you would like more technical information, practical items, different steamer background information, reports of other boating etc. Let me know and I will try and find 'expert' help with the articles.

Work Parties

Dave Stott has sent me a report on the one held on Sat 1st October.

Will Derbyshire and I had a useful day. Cleaned the smoke box and rear combustion chamber. Removed all the upper pipework from the boiler, water gauges and auxiliary pipework. Which leaves the exhaust pipe, smoke box extension, clack valves and blowdown valves and pipework and the forward bulk head. The hold will have to be cleared of coal and wood to give room to drag the boiler forward.

He is trying to organise mid week work parties as well as Saturdays, if you are able to help please get in touch with Dave to find out the dates.

And this one from Will Derbyshire. He writes - Hopefully I will make it a regular thing and keep people up to date on things in the engine room. Quite a few people are interested and want to know more but don't get the opportunity to, maybe it will also encourage more people to work parties and to get more people interested in the engineering side of things.....More Drivers!!

Work party 1st October.

Today's work party, consisting of myself and Dave Stott, was aimed at taking off as many of the pipes and gauges as possible. I began by cleaning the back of the boiler out, this meant moving the hold steps out of the way, opening the back of the boiler and climbing in.

It is here that any ash or coal that is pushed or throw over the brick arch goes when we are running. This builds up and needs cleaning out on a regular basis, I pulled three crates of coal and ash from the back of the boiler on this occasion.

Meanwhile, Dave cleaned the smoke box of the boiler out, when *President* is in steam, all the soot from the burnt coal gathers here and in the tubes of the boiler. As it builds up it makes it harder for gases to pass through and reduces the heat transfer, making the boiler hard to steam.



Left - Nice and Clean! looking in at the back of the boiler, in the back ground you can see the brick wall that is at the back of the firebed.

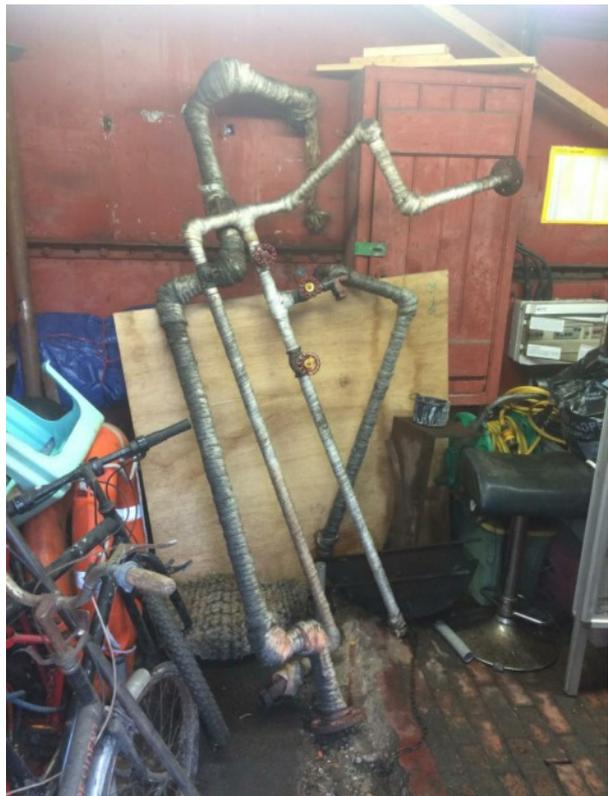


Above - Two of the three trays of dirt removed from the back of the boiler.



Above - Undoing the steam pipe to the whistle and blower.

Right - The removed pipes gathered in the boiler shed.



I then climbed into the top of the boiler, armed with a spanner and a long-reach ratchet and began by undoing the safety valve. Since we replaced the bolts last year with stainless steel ones, they did not manage to resist my charms for long, and the safety valve and blow off pipe were removed.

Working my way around the tight space above and round the boiler, I disconnect the pressure gauge, the auxiliary steam pipe and the main steam pipe from the boiler. Meanwhile Dave

disconnected the main steam pipe from engine and removed the regulator handle, we then man handled the main steam pipe through the engine hole and placed it into the..... Bolinder shed!

On the auxiliary steam pipe, two naval joints had to be undone, one attached to the top of the injector, the other from the auxiliary steam manifold (big injector), bilge injector, vacuum, and the all important windermere kettle. Getting these couplings loose proved to be easier said than done, however after giving them both a hard belt with the hammer they soon came undone with some brute force and ignorance, being careful to extract the copper washer from between the two flared ends of the injector pipe. This copper washer provides the seal between the joint, preventing the leaking of steam when the valve is opened.

Finally, between us, we removed the gauge glasses from the boiler and put them safely away with the safety valve, these will have to be sent away and inspected, cleaned, rebuilt and tested to prove they are safe to use. Over time these components can suffer from corrosion, if the corrosion is left unchecked it can become a safety hazard. By checking them at the end of each year we can be sure that *President's* boiler is as safe as possible. **Will Derbyshire**

Fundraising

Christmas must be getting closer because we have raised a further £17.95p during October (£16.77p easyfundraising and £1.18p easysearch) making the total raised so far £670.26p.

Disappointingly, we have lost a supporter this month, we are back to 30 now.

Media mentions

In the Autumn edition of Cuttings, the journal of the Shropshire Union Canal Society, there is a mention of *President & Kildare* attending the gathering of historic boats at Audlem, along with a couple of small photos.

The boats also appear in the list of attendees at Braunston & Audlem in the Historic Narrow Boat Club's newsletter 2016/3.

Other News

Between Oct 31st and Dec 15th there is dredging going on on the Birmingham & Fazeley Canal from the Aston Flight to Fazeley junction. Many years ago I was asked if I could go and help the boats up the locks into Birmingham, but I ended up trying to get *President* through a bridge hole a couple of miles away from the locks. Spent the whole day there.

I don't think the boats have been that way since. Is there a captain brave enough to test the dredging next year?

Looking through the BCNS summer journal, I found the following information in an article by Keith Hodgkins. The bridge that we all know and love to wind up and down to get in and out of the museum was built for the Great Western Railway in their Factory Basin Goods Yard off Bloomfield Road, Tipton in 1922, but it was not manufactured locally.

The structural work was made by Armstrong & Main at their Germiston works in Glasgow, whilst the gearing mechanism was supplied by Armstrong, Whitworth & Co from their Elswick works at Newcastle-on-Tyne. Following years of inactivity the bridge was rescued by the Staffordshire County Museum in 1971, and put into storage at Shugborough.

It was then acquired by the Black Country Museum in 1977 where it was restored and re-erected.

Mystery Photo



Two responses to my suggestion of Farmers Bridge lock. The first from Tony Tibbins -

“You could well be right about the Farmers Bridge flight. The Telephone Exchange in the back ground certainly looks like the main one in Birmingham's Newhall St. with a post office in the white section on the corner. The canal runs along Fleet St. and the old science museum was on the other side opposite the Assay Office.

Before they built the new buildings along Fleet St there was wooden decking along the canal on that side with the previous building's old walls up to six feet or so still standing. My office was on the ninth floor of Brindley House which straddles the canal at that point and I used to look down on that scene.”

The second from Cyril Deane -

“The photo is on Farmer's. The building in the background is Telephone House (blown up to 200% it's readable) The stone work to the left of Telephone House is the double check, corner of Fleet Street and Newhall Street. See Google Street View. The brick work in the water is the lock above Newhall Street. I was on one of those museum trips. I parked the camper on the road in Fleet Street.”

That's all for this month

Neil