

Plane Informer

Winter Spring 2018 No 142





Cleaning up the yard.

With winter here we were able to get back to clearing the back yard. We started last spring but ran out of time. I took several loads of rubbish to the tip, and more will have gone by now, then we had to cut the growth back and clean up all of the leaves. Yes there is a solid floor under that lot. We will be making better use of the space next year and it will look much tidier when the visitors look over the fence.

Our old FIPT wheel barrow purchased in the 1980s had finally got beyond repair and we had lots of stuff that would 'come in handy one day' (cih1d) but never actually does. We had a scaffold tower out there which has given wonderful service, but we could no longer use it as it didn't conform to modern H and S, we kept it because cih1d. It was more rust than metal! We have left over cih1d bricks, cobbles sets and other non historic junk which have now found new homes.

Pictures, Chris Parker, Text by Mike Beech



Chairman's Notes

by Cathy Fleming



Once again I am starting on a sad note as one of our Volunteers, Barbara Boughton, passed away in October. Barbara was always happy to volunteer for us and do fundraising. Her husband Geoff invited us to her wake which was held at the Overstone Arms in Pytchley. Ann Bushby, Gill Cook and I went to the wake where we met Geoff, and Barbara's daughter Hilary.

There were a lot of Barbara and Geoff's relatives and friends there and Geoff arranged a lovely buffet for the occasion.

We were invited by Councillor Grahame Spendlove-Mason to Harborough District Council's Annual Civic Carol Service. Val Britcher and I went to the service which was held at St. Dionysius Parish Church, Market Harborough.

There were Carols sung by the church choir and by a small choir from Market Harborough C of E Academy. Also there

were several interesting readings, one of which was by Alex Goode of Canal and River Trust.

After the service we were invited to the Council Offices for refreshments where we met several people.

In mid December when Canal and River Trust had their Illuminated Boat event, Ann Bushby, Val Britcher, Ann Hoxley and I decided we would do some fundraising with a Lucky Dip. It was going to be outside the Museum but the weather was not good enough so we set up inside the Museum which offered free entry over the weekend. This was a prize every time event and lots of children were pleased to win a prize.

The Museum was very busy with lantern making going down very well.

Obituaries

Barbara Boughton

Born 27th February 1936 Passed away 26th October 2017

Our condolences to husband Geoff and daughter Hilary

Trevor Maggs

Passed away over the weekend 14/15 January.

Trevor was a regular with his boat Corona at our festivals. He worked his boat commercially in the past and was an ardent supporter of the canals.





Penny's Piece

by Penny Arscott

Happy New Year to you all. We've been very busy at

the museum getting ready for the new season. We've made alterations to the shop counter, opening it up more and added 2 new display units making room for more sales stock and we have made the shop brighter. We are also in the process of creating a science corner which looks at hydraulics and lock design. We will soon have our new exhibit in place the Bolinder semi diesel engine. A video of the engine with audio will run beside it. I gather the sound of a Bolinder is very distinctive! There will be other new exhibits from our existing collection out on display too. We've been doing work behind the scene too. Refurbishing our staff toilet which now has a sink in it! We have had to use antibacterial gel in the past but we've now got hot water!

The backyard has been tidied up and we have a new tool shed which will free up space in the collection shed. Mike and the team will be working on organising the collection shed and continuing with logging the backlog of non-accessioned objects and documents. This is not a simple job and will take at least a year to complete. Outside the front of the museum is the base of the chimney. John and Tom (father and son team) have been re-pointing it and replacing some of the bricks which have deteriorated over the years. They have used lime mortar which is what was used in the past. We're planning to put an interpretation panel on it explaining what it is. I bet most of the people who visit Foxton have no idea that a chimney over 40ft tall use to stand outside the museum. This year's summer exhibition will be looking at holidaying on the canals. Our new volunteer Jessica has already made start on it looking at the background of canal boat holidays. We would very much like to also include people's stories,

memories and photos of boating holidays, especially around Foxton or Leicestershire. Have you got any funny stories about a family boating holiday, someone falling in? We would love to hear them and hopefully include them in our exhibition.

Before Christmas, which seems a long time ago, Foxton Locks was covered in fairy lights! This was part of the Illuminated Boat Festival which was held over the weekend of the 17th / 18th December. The museum was free entry over the festival. We had 1100 visitors come through our doors. 61 children did our Christmas lantern making workshop which cost £2 to do. It was a magical weekend. I love seeing all the boats decorated.

The museum is open from 3rd February, weekends only, and then fully open from the 3rd March through to mid November. We are planning various events throughout the year including treasure hunts, a pirate weekend and teddy bears picnic to name a few. Check out our event page for more details.



Our posh new loo and sink, the sink is self-contained so we haven't had to spend a fortune plumbing in the water. (Never had it so good! MGB)



The counter has been opened up so that it allows us to see the visitors easier and be more welcoming to visitors.

New shop display units being installed with Penny's help.



The interior of the existing display units has been lined with cream boards so that everything matches and reflects more light making everything look brighter. Hopefully these changes will translate into more shop sales and hence more profit.



Bolinder update

Text by Mike Beech, Pictures by Chris Parker

You may be wondering what has happened to the Bolinder engine reported last year. We have had problems getting it to site, mostly for the last few yards from the car park to the museum. Modern health and safety both from our members and from CRT produced significant concerns about my simple plans to get the engine round to the museum. True it is a big heavy lump, but I can't help thinking wishfully of the early 1980s when Trevor Towers, Dave Goodwin, myself and a handful of others would simply have got on with the job and solved the problems as we went along. I am sure we would have

completed the task safely. We all learnt our trades when you were taught in the early days of work to do the job properly and in a safe manner. We didn't have to write it all down first. You do now for fear of being sued if something did go wrong, not that I think it would have.

Chris Parker and his friends at Welland Valley Traction Club came to our aid. Chris arranged for the engine to be delivered to WVTC and go into a shed



The engine delivered to the Welland Valley Traction Club

where they have cleaned it thoroughly, removing the exhaust expansion chamber to do so. (Two people struggled to hold it, it is very heavy.) This allowed them to get to the pipework which was in a bit of a state and it allowed them to see the piston.

The timber the engine sits on is obviously not original, an old railway sleeper in very poor condition, so that is being replaced, and casters added so that we can move it



With the large exhaust expansion box removed you can see the piston inside the engine. The removal has allowed access to the fuel feed pipes.

once in the building. One of the WVTC members has volunteered to bring his mini tractor over and use it to tow the engine in a trailer round to the museum. Once in place we will have a screen and twin sets of head phones so that the public will be able to see and hear this type of engine being started and run.

All of the above is rather like old times, a wonderful new object finding its way to the museum with greasy overalled men doing the work for the simple reason that they enjoy doing it.

But we needed to know some of the engine's history and with the help of retired Birmingham museum keeper Mike Constable I think I have a good a true history for the engine, however this may change if I find something more.

Mike Constable borrowed the engine from the then LCC museums service for an exhibition many years ago. He put me on to Nick Hill who owned and worked NB Jaguar in the 1960's. Jaguar, a 1927

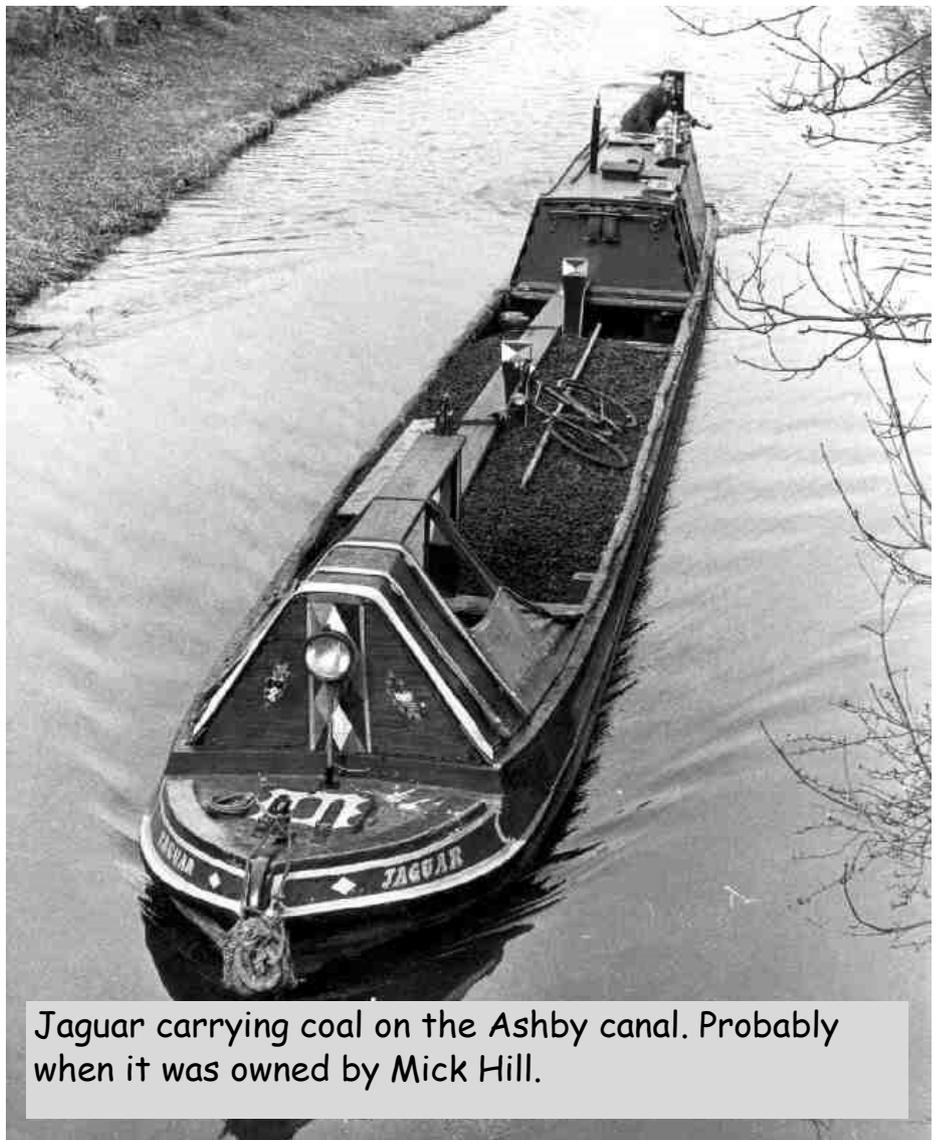
Fellowes Morton and Clayton Boat belonged to Nick Hill at the time. Her Lister engine died and the engine was changed at Kilby Locks, the water being let out of a lock so that they could change the propeller as required for the Bolinder. The engine came from Leicester Marina which is long gone. It worked in Jaguar for a year or so before being replaced by a more modern unit.

From 1906 FMC experimented with various 'gas engines'. (A gas engine was an early name for the internal combustion engine.) In 1912 they fitted the first Bolinder to NB Linda, it proved a success. Our engine has a number in the casting - FMC 112 - as this is still early for engines, we are not yet talking of the mass production techniques used today. So FMC would have ordered batches of engines from Sweden and they would have been made in small numbers to order, they were not building hundreds in the hope of selling them as they would

today. The number is an engine number, and whilst we haven't found them yet this could be found on other parts, but FMC swapped engines about. So we don't know which boat it started life in. The important thing for FMC was to have the boat in use carrying cargo so when it came to the time when a major engine rebuild was required they would lift the entire unit out and put a replacement in. The old engine then being rebuilt. Engines needed much more attention then than they do now, better materials and more understanding of them has led to great improvements over the last 90 years. Rebuilding an engine in the 1920s and 30s was a pretty long winded

affair, new parts were made rather than just taken from the shelf. Bearings were hand made to fit crank shafts which had been machined down, pistons would be fitted with bigger piston rings so that it fitted in a cylinder which had been rebored, making it bigger. (Sorry about all the technical stuff - hope you are not to bored by it!)

Our engine (which technically still belongs to Leicester City Council Museums, Abbey Pumping station) is fitted with a belt pulley just behind the big flywheel. This would have been fitted when the boat belonged to British Waterways and would have driven a dynamo to drive domestic batteries. The engine was believed to have been in running order when donated to the



Jaguar carrying coal on the Ashby canal. Probably when it was owned by Mick Hill.

museum.

As I write this I have received news which will slow the delivery again. Chris has got the Aussie flu very bad, he is in hospital and recovery is expected to be at least 6 weeks. Get well soon Chris we need you!

Uncle George and Auntie Polly

Re-printed from OUCS 'Union' no 63 - May 1984

A piece appeared in the Autumn 1983 edition of the 'Countryman' magazine, about Foxton locks and the Inclined Plane, which produced this response:

"I was most interested in the article about the locks and the inclined plane. During the second half of the 1930s, when still a child, I spent several holidays with 'Uncle' George and 'Auntie' Polly Durran who lived in the lockkeepers house at the top of the flight. George was the lockkeeper, and although having only one leg and one eye used to get around at a rate of knots. Polly used to sell odds and ends to the bargees, including the five-in-a-packet Woodbines. At the other end of the flight lived deaf and dumb Alf Cryer and his wife whose name evades me {Mary}, also 'Uncle' Percy and family... great ones for ferreting. From time to time there was a visit from a man called Foster who came to inspect the log book kept in the little 'office' adjoining the stable. This official always smelt of drink. On one occasion we had a horse-drawn barge come through.

'Uncle' George did not like us playing over on the Inclined Plane site; there were too many places where small legs could get broken, but we did spend many happy hours messing around among the ruins! My favourite spot was the basin at the bottom of the Incline... a quiet, secret place where no-one ever came...a place of birds and rising fish. On the concrete slabs at the top of the Incline you could find snakes basking on hot summer afternoons. At dusk the

place was busy with rabbits, one at least a week finding itself in Polly's pot via either Jack's or Ken's gun. Both these sons were killed in the war.

If in the course of your restorations you come across a dog's skeleton on the bank of the dried out canal section, it belonged to the Durrans, who put this very old dog down one Sunday afternoon. In your article you mention lack of electricity to the Plane. There was no electricity to the locks in my childhood, and it was to bed by candle light.

I hope these memories of nearly 50 years ago will be of interest.

Yours sincerely

K.A. Odell."

See next page



Mary Matts adds:

(Not so good Boat Hirers)

This brought to mind the fact that I was asked to write an article for the 'Countryman', many years ago (actually getting *paid* for it!) and perhaps that was what this gentleman - I am assuming it was a gentleman - is responding to. (I cannot find said article now, and have given away my old magazines.) In my early days at Foxton (late 60s & 70s) Alf and Mary Cryer had moved to a bungalow in Foxton village after Alf's retirement in 1966, and Percy Durran still farmed the field where the locks access road is now. The Incline had a tangled mass of scrub, bracken and brambles concealing the rail grooves, with plenty of potential for breaking legs, and adders basked in the sun. Indeed, when we wrapped a shed skin round the 'Beware of Snakes' notice, it made the pages of the Leicester Mercury. Huge pike lurked in the bottom basin among the water lilies and flag iris. Rabbits caught on site formed part of our diet, plus the odd pheasant given to us by a farmer, or in one case run over by the postman on his way down the rough track.

Many dogs (and cats) have been buried in the vicinity since. Although 'the electric' reached the locks in 1957, until almost the end of the century it was single phase only, and, particularly in bad weather, would regularly go off for hours, or sometimes days at a time, so we still went to bed by candle light! In fact without the subliminal hum of fridges, heating and other electronic equipment, and in the profound dark, we got a real sense of what things must

have been like here in Mr Odell's time.

In another old copy of Union I find that I am berating the editor of the Countryman for obviously having a 'downer' on canals, despite the fact that a large proportion of his readers must enjoy them. He rants about garish modern pleasure boats, commercialism and crowds of rowdy people. Bizarrely in a recent edition of The Sunday Times an article states that as a result of Brexit (isn't everything?) the Norfolk Broads have become a haven for stag and hen parties, attracted by the relatively cheap option of a boat over flights and hotels. Apparently there have been cases of them deliberately ramming other boats, 'mooning' at other boaters (I think that's probably just the stags!) and generally disturbing the peace and quiet of the area. So perhaps that Countryman editor had a point after all! The boat operators asked to respond said basically that the experience is open to all comers, and they cannot make prior judgements.

During our years with hire and day boats, we have had many different groups, and it is impossible to know who will behave well or badly. Sometimes those of whom we feared the worst were fine, and ones we were unconcerned about proved problematic. However, the 'towpath telegraph' is so efficient that word very soon gets back of any trouble, and it can be swiftly dealt with. The worst group to date was on another local hire firm's boat: a new 12-berth luxury craft which tied up at the bottom of Foxton (under my bedroom window.) The hirers were senior police officers, having a week

away from their wives. They got ridiculously drunk, vomited *everywhere* (12 big blokes), literally grabbed every woman that got within grabbing distance (this well before sexual harassment laws) and rampaged round all night. It was so bad that despite the boat only being a few months old, it was immediately withdrawn from hire and sold to a private owner, and the 12-berth option never tried again. (A long time

Mike's Mumbles

First an apology, I intended that you should get this edition long before Christmas, but time when you are retired just seems to evaporate, mainly because all sorts of people want you to do things! As I intend spending as much time this summer as I can away on holidays Informer may not always arrive when I think it should but with no volunteers willing to take on the job, you are stuck with me for the time being. (Applicants will be placed in a darkened room with a stiff drink whilst we twist their arms!)

The AGM will be coming up soon and we will be looking for new people to help run the Trust. If you know anyone who has lots to do already, they are just the people we want, and if they have some knowledge of canals that would be a bonus. The reason I feel happy to go on lots of holidays is that I will be leaving a very competent little team run by Penny. They are doing a grand job for us and all of them put in much more time and effort than they are paid for. They love the museum as much as I do. They would love to get more front of house volunteers to welcome our visitors as we need to free up the talents of the staff

ago a day-boat operator admitted that he once had to carry the passengers off the boat at the end of the day). Modern regulations have made such things history. Thankfully, although I could relate quite a few entertaining tales from over the years, most hirers are delightful, and often go on to be life-long canal users and enthusiasts.

for behind the scenes essentials, and because we want to have two people on duty whenever someone is working there. This is basic health and safety. I often wondered what would happen if I fell down stairs when alone and without customers, it could be a long time before help arrived. So if you would be willing to sit at the till, chat to visitors and generally support the rest of the team you would be very welcome and it is often good fun!

Having thought I was short of copy for this issue I now have too much but don't let that stop you sending stuff, if I don't have to write as much as I do I will be sad in some ways but very happy to find other things to spend my time on, like some of the hobbies I said I would take up on retirement.

Who was the best? By Mike Beech

On TV over the Christmas Holiday the BBC ran a programme The Man who built Britain: Isambard Kingdom Brunel a very good programme about the man and his achievements. I suspect that we all have our favourites among the early mechanical and civil engineers, but who was the best? Which of them really had a major effect on the future of the British Isles, perhaps even the world?

Modern day engineers are somewhat anomalous working with several others and not taking the credit or blame for anything big. But then what is left to do that is really new? Is there anything to be built that has not been thought possible before? Perhaps you know someone modern who fits the bill?

Back when Britain was bursting out into the industrial explosion that changed Britain forever, the engineers had to be good self publicists, perhaps we only know their names because they were good at telling people who they were?

On my list would be George Stephenson. When I visited Crich Tramway Museum last year I overheard the lady in the bookshop telling a visitor that, "of course we know that he couldn't read and write". This is nonsense. True, he was illiterate, but that just meant that he was not conversant with the 'Classics' - Greek mythology and all other subjects taught to those who didn't need to work for a living. Many of the engineers were given the same label. I suspect that they would not have been terribly interested. The classics don't tell you how to build things, how to work out how to do something others tell you can't be done.

Many of the early engineers died young through over work and living in poor

conditions. They had to convince parliament, and the money men that they really could build something remarkable. Something which would make a profit. Our own Gordon Gale Thomas was, it must be admitted, not in the same league as Brunel or Telford. He was inventive and a bit of a genius, he probably would have been well known if he lived just 100 years earlier when the very idea of canals was new, or 75 years earlier when the idea of steam powered railways was being promoted by Stephenson.

So who do you think deserves the title of The Man who Built Britain, or the best ever engineer?

Just for fun why not drop me a few lines to say why you like a particular engineer and what he (or she!) achieved. I will put the results in the next Informer along with your ideas. Don't worry if you are not happy with your writing, we have people who will proof read and tweak anything you send.

Boat Hirer By Mike Beech

My Optician, Time Hanby, passed on a brochure from North Kilworth Narrow Boats.

Compared to modern catalogues it is rather tame. It has a plain green cover with the name and address printed in what is now faded gold. Inside it is all black and white, albeit on good paper. There is no date, but the prices are interesting, coming out at less than the deposit on most boats today. The fleet consists of seven boats. The smallest, Thrush, was a 36 foot, four berth complete with 3 burner cooker with an oven, a fridge and hot and cold running water. It doesn't have a shower and heating isn't mentioned. This would cost you between £43 and £ 71 depending on the season. Go up market a little to

the Goshawk, is a still 4 berth but at 41 foot she is a bit more spacious and the plan says it has a cabin heater. Real luxury on this boat: it has a full size shower. These boats were built by Harborough Marine as were the last 2 in the list. Not sure who built the others. Suzybell 1 and 4 were 41 foot 5 berths with an extra 5 foot child's berth under the forpeak. They have showers and cabin heaters, a single gas fire in the main cabin. Miss Wayfarer is also 41 foot long but is a six berth. All of the above were fitted with the 13hp Lister engine. The 2 newest boats at the time were fitted with a 20 HP Lister and were the biggest. Durham Castle at 48 foot, with 6 births and Leicester Castle a 52 foot 8 birth boat. Durham is described as 'The Ultimate

GOSHAWK

41'

4 Berth

Headroom 6 ft.

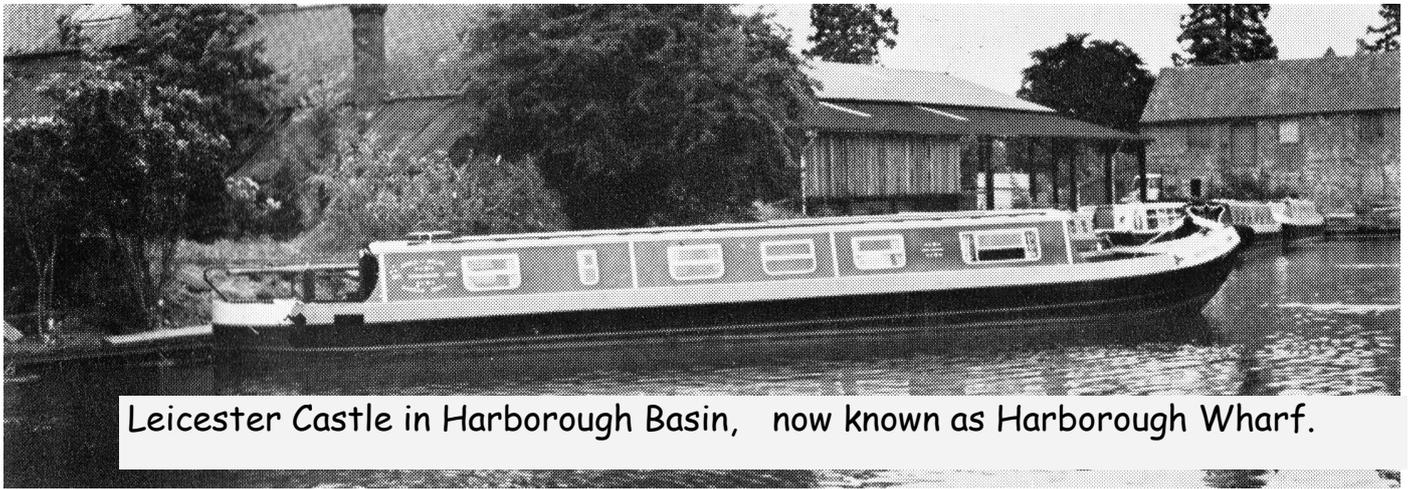
Engine : 13 h.p. Lister Diesel.

Galley : Three burner cooker with oven and grill, fridge, sink with H & C running water and full size shower.



Note.—All our boats are fitted with 230v A.C. razor points.

Goshawk pictured at the base which is still recognisable today



Leicester Castle in Harborough Basin, now known as Harborough Wharf.

in Six berth cruising'. Whilst her big sister is labelled 'The Pride of our fleet the ultimate in space and luxury. She has 2 W.C.s the pride of the fleet is offered at £68 in March rising to £112 in August. A similar boat next August will cost you £2020.00 The boats were offered from March to October, reflecting the lack of central heating. It was customary then to lay the boats up for the winter and if necessary take them out of the water for a repaint or any major work. Later on all of their boats' fleet were named after castles and they were among the best turned out craft on the canals.

New Display

Penny is working on a new temporary display for the Museum. It will cover holiday boat hire. Many of you will at some point have rented a boat to explore our waterways. I would like to add your stories, tales which I can print in *Informer*. Particularly if it is about the local boatyards or the difficulties of boating in the days when our canals were not as well maintained as they are now. OK - before you fill my inbox with how terrible the maintenance is today, I know that the canals are under funded and have a backlog of maintenance longer than your arm. But when the lock gates at Foxton are replaced in February, they

will be replacing gates which I watched being fitted 30 years ago. Gates which had RSJ I beams for balance beams, gates which were patched and re-patched for years when the needed replacing. I navigated a lock on the Stratford Canal which had to be opened with a rope as the balance beam was missing. Getting round the system when I - and many of you - started boating was hard work.

If you have a story we want to hear from you, what was it like to be on a hired boat in the past? Were the boatyards good? Were the boats as good as you wanted and reliable? What were the fittings like, heating, toilets, cooking. Or did you go to the pub for all of your meals?

Penny may also like to borrow any interesting souvenirs - what did you take home to remind you of your holiday?

Loughborough Navigation

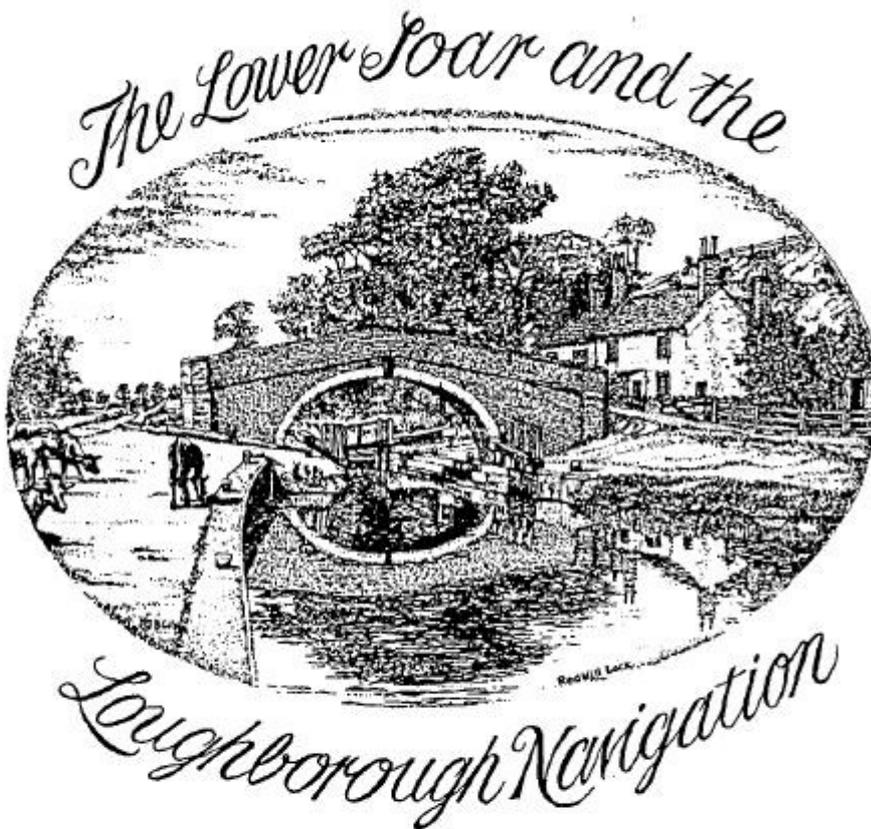
“The most profitable company in history” by Bob Hakewill

1776 could be said to have been the start of the Leicester Line.

This was the date the Act of Parliament was passed for turning the Soar into a navigable river from the Trent to Loughborough. 12 persons from Loughborough were the Commissioners to execute the works. One of these who was later named as one of two who “built the canal” was William Cradock, attorney, and the other was William Douglass, surgeon, both of Loughborough. The former, I think, was ancestor of Joseph, owner of Gumley Hall, and the other was the grandfather of Joseph Ley Douglass who came to Harborough about 1822 and set up a law practice on our High St which still has a brass plate there as Douglass Trasler and Lowe, underneath the one for Bray & Bray.

Canal promotion in Harborough had been in the hands of the Wartnaby legal family but the next mania “The Railways” was firmly the province of the Douglass family.

An International Investors website claims that the shares in the Loughborough Navigation were the “greatest 70 shares in history” [globalfinancialdata.com] What this website discovered was the canal was a pinchpoint on the system and the shares were never divided so the surplus revenues of the canal were distributed



among 70 shareholders until The Grand Union Canal company bought them out in 1932.

To quote from the website:-

In 1791, the canal agreed to the passage of the Leicester Canal bill of 1791 in exchange for a payment of £3000 per annum. This was equal to almost £43 per share and equal to the average gross receipts for the canal during the years 1787 to 1790. The Loughborough Canal succeeded because it was a central hub for several adjoining canals, including the Leicester Navigation, the Melton Mowbray, the Oakham and the Grand Junction, causing revenues to grow until the 1820s.

The Loughborough was one of the smaller canals. It had a total capital of only £142.85 for each of its 70 shares. Yes, 70 shares. There weren't even enough shares outstanding to create a round lot! Today, (when this article was written) Apple has 5.4 billion shares outstanding.

If Apple only had 70 shares outstanding, they would be selling for \$9 billion each. Nevertheless, what an investment those 70 shares were.

The Loughborough Canal Navigation Co. never split its shares and it consistently both paid the highest dividend of any canal in England and had the highest price. In 1824 its share price actually hit £5000 (about \$24,000 in 1824) when the company paid an annual dividend of £200 (almost \$1000), more than (the £120) the shareholders had invested in the company.

Anyone of our readers who own shares

will know why Global Analysts reckon that was a great share to hold. But they were traded according to the website for great increases up to 1826 when the canal bubble burst and revenues fell.

Bob Hakewill

New Gates For Old By Mike Beech

Work has started to replace 5 sets of gates on the locks. Every time they close the locks for major works the fences get higher and the equipment gets more high tech. Lightweight cranes are now relatively common, and the spider crane will be making a return. I am impressed with the bridge for the locks, delivered

on a powered caterpillar track unit. Putting up the fences and health and safety kit takes a good week before work can start. There is a large storage container on the bottom car park and the museum blue badge park contains a large container which is equipped with, toilet, heating, hand wash and sitting room. The

lock gates are delivered to site on lorries but then transferred to a boat to be taken up the locks. Once the water levels are lowered the fish will be rescued and then work will begin. We are looking forward to the open day, and watching them fit the gates.



Used Stamps for cash

By Mike Beech



ensure that they are marked 'used stamps' and pack them so that they lay flat in the package - if we have to pay excess postage there is unlikely to be any profit! There must be something about stamps and Scotland. I remember going to Edinburgh with Ann and delivering a few sackfuls of stamps and some tins of old coins to a shabby shop in a back street, where men sat searching

through collections of stamps looking for that one missing from their personal collection. There must have been several million stamps in that room!

For years Ann Bushby operated a collection of used stamps which were sold on to raise money. Admittedly the rewards were not big, but they were useful. In recent years all of the stamps have been collected by Peter Coles he used to live not far away. Peter moved to Scotland but visits friends in Melton and pops over to collect any stamps we have. Peter then sorts them out and puts them into appropriate auctions, then passes the profits on to us. Obviously the rarer stamps have more value. Cards from Christmas may have one of the decorative stamps from the season or you may have foreign stamps. Even the ordinary first and second class stamps have a value. 'Proper' stamps are getting rarer. So please save them for us - drop them in to the museum when you are passing or send them to us. Please

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Membership is open to all who have sympathy with the aims and objectives of the Trust upon payment of the appropriate subscription:

£9 Single- renewable Jan 1st

£12 Family - renewable Jan 1st

£150 Individual Life

The BoilerHouse is run by the Trust and its volunteers. It holds extensive collections of artefacts, models, archives, and photographs of the Lift site and associated waterways. The Museum has won numerous awards and contains something for everyone and all ages, including touch screen interactive displays, a play boat, working models, the boiler game and large screen projections. Refurbished in 2015.

Plane Informer Nothing printed in these pages may be construed as Trust policy or an official statement unless stated otherwise. The Trust and its employees accept no liability for any item in this journal.

Press Dates For copy to be included in the Plane Informer, it must reach the Editor, at the BoilerHouse, before these dates:

Winter: Mid-November Spring: Mid-February

Summer: Mid-May Autumn: Mid-August



December 2017 Foxton Illuminated Boats The front page picture and these are by Chris Parker. The boats looked terrific later in the evening when it was properly dark, but by then all available staff and volunteers were busy coping with large numbers of visitors to the museum, and helping children make Christmas lanterns.





Market Harborough Ukulele Group on stage near the museum.

The boats in the bottom basin from Debdale took all of the prizes, the canoe won a well deserved second prize, it moved around between boats.

