



# *Boundary Post*

**Edition  
211  
Autumn**



The 24th Bonfire Rally this year led by Dave Dent comes to an end.  
How many Society's would see over 25 members turn up around 8 o'clock the morning after to clear up? Answer-The BCN Society!!! **Thank you to all of them.**

The Journal of the Birmingham Canal Navigations Society  
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VACANT POSITION

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## Notes from the Editor

### Happy New Year to you all.

Reading through this edition it is full of interesting happenings to look forward to in 2016 - plenty of work for our volunteers!

We have some of our regular articles by Ray, Andy & now Keith with several other small additions worthy of note too including the ongoing concern about cycling on the towpaths with the "Sharing the Space" meeting with CRT. I'm sure this will all settle down but as with anywhere there will be the inconsiderate members of the public doing what they do in a selfish way.

This year sees all the usual events along with the IWA Pelsall Festival with the Sherratts organising a third Explorer Cruise and as with all their others the Walsall Canal is bound to feature. You will note on page 5 that the Walsall M.P. Valerie Vaz has taken a great interest in "her" canal. We can hope for some results!

Rubbish on the BCN never will go away as long as people live in the Midlands so our constant efforts to remove it is so important. I note that the rubbish collected on the BCN Challenge should be brought back to the finish to be disposed of "responsibly" and not left on tow paths or in hedges as we sometimes see as we travel the BCN. Maybe a trophy for the most rubbish collected would be a good incentive.

Lastly - **Parkesine** is the trademark for the first man-made plastic, nitrocellulose. It was patented by Alexander Parkes in 1862. See Ray Shill's article on page 17. Great to know that the beginnings of plastic began with a man who had a business in Birmingham.

*Brenda*

## Next Boundary Post

Editor welcomes any interesting relevant information relating to the BCN in the form of news items, photographs, letters, notes or articles to be sent by

**March 1st**  
**St David's Day!!**

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## Chairman's Notes from Charley Johnston

A lot will be changing on the BCN - and the great thing is that it is for the better.

The first steps have been made to restore the Lapal Canal (or Dudley No. 2 canal in traditional terminology), linking the Worcester and Birmingham canal to Hawne Basin. Carey's, the main contractors involved at the Battery, have cleared the canal from the Battery Works up to the Harborne Wharf.

Though work replacing an alternative to the collapsed Lapal Tunnel won't be starting this week or next, and it will be a while before the basin is in water, it is hugely encouraging that a start has been made. When the connection is made to the Worcester Birmingham canal, it will provide some moorings, a winding hole, and a slipway for the local scout group to launch canoes.

A plan to re-instate the Bradley Locks, connecting the Wednesbury Oak Loop (part of Brindley's original main line) to the Walsall Canal has been approved, and we now need to progress the restoration. In comparison with many, this will be a relatively straightforward project, as, with the exception of one road bridge, there are no obstructions to the canal, the length of it is a footpath through green space, and some of the lower lock chambers were restored before being filled in, to protect both the chamber and passers by.

We are celebrating this development by making the Bradley Lock Gate Workshops the destination for our Spring Cruise. They will be open - a must to visit, especially if you haven't been there before. (See website and page 6 for details.)

The Round House is a wonderful, and probably unique, circular stable, on the BCN main a few hundred yards from Old Turn Junction. It has been grossly underused for years, but now has a much brighter future, as C&RT and the National Trust have jointly got development funding of nearly a quarter of a million pounds, that should extend out to a full £2.9 million for complete restoration. As the adjacent "Fiddle & Bone" pub (part of the same complex) has recently re-opened, this central canal working site should be preserved for the foreseeable future.

In 2016 the IWA is holding its "Festival of Water" at Pelsall Common on the Wyrley and Essington canal on the August bank holiday weekend. This should attract boaters that don't know the BCN to a truly delightful rural parkland site.

As part of our contribution, we are running an Explorer Cruise to the rally, to introduce visitors to the BCN, and our society stalls will be part of the show.

Finally, there is part funding to clear the Titford Pools and Canal of the toxic oil and rubber contaminated sludge that has been draining in to the canal from the M5 for the last sixty years. The full funding has yet to be achieved, but we remain optimistic.

What all of these developments have in common is widespread support - not only from the groups you would expect, like the IWA, C&RT, the Lapal Canal Project and the BCN Society, but also

from community groups, like the Community Partnership for Selly Oak, Langley Waterside Care, Birmingham & Black Country Wildlife Trust and Canoe England among others. □

## Valerie Vaz M.P. Walsall South Visits Walsall Town Basin

On Friday 18th December Ivor Caplan & I attended a meeting to discuss improving Walsall Town Basin to encourage, boats & public to visit and appreciate this exceptional area. The meeting was attended by representatives from CRT, IWA and Walsall Council as well as BCNS and of course M.P. for Walsall South, Valerie Vaz. It was an extremely useful meeting & I hope to report some positive actions in the next edition.

*Brenda Ward*



Photo L-R CRT Enterprise Manager Richard Preston, MP Valerie Vaz, CRT Bashir Ahmed Development & Engagement Manager, Ivor Caplan & Simon Tranter Walsall Council Head of Regeneration Development & Delivery.

## Great Results at the Jeans Stall in 2015

*Thanks to Eileen Johnson & her many helpers who have put in such a great deal of hard work - not forgetting Barrie & his helpers who put up the stall, 2015 has been an exceptionally successful year as Eileen reports here:-*

An exciting year on the Jeans Stall. Lots of new designs, new customers, and big profits. Lots of voluntary help from lots of nice people.

We only had the stall at three Boat Rallies and made a cracking £1,855.70 all 100% profit. This is all down to the generosity of Glenda & Colin Hutchinson who provide us with the Jeans free of charge so that we can help the B C N S.

Looking forward to 2016 the stall will be at 5 local boat rallies. So I will be very grateful of any help, just 1 hour will give me a tea break.

Thank you to friends who have given their time. Also thanks to the team who put the stall up and take it down again, what ever the weather. May I wish you all Happy boating in 2016.

*Eileen Johnson*



## BCNS SPRING CRUISE TO BRADLEY WORKSHOP

### April 2nd 10am to 6pm

This year the Spring Cruise will begin and end at Tipton travelling to Bradley Workshop at the end of the Bradley Arm. This will be followed with an evening meal. We are encouraging boaters & non boaters to join this cruise with boats each offering a couple a places to the non boaters.

For further information email [boundarypost@gmail.com](mailto:boundarypost@gmail.com)

## Bradley Locks Restoration

A feasibility study was announced to restore the canal from Bradley workshop to meet the Walsall Canal. It has the backing of :Canal and River Trust  
Inland Waterways Association – Restoration Committee  
Inland Waterways Association – West Midland Region/Birmingham, Black Country and Worcs Branch  
Birmingham and Black Country Wildlife Trust – Nature Improvement Area Fund  
Birmingham Canal Navigations Society.

### The following comments were received from some of our members:

*This news item and detail is probably the best piece of news in a long time.*

*Congratulations to all concerned!*

*Kind regards, John R. Alderson (BCN enthusiast of several decades standing)*

Thank you for the report on the proposed restoration of the Bradley Canal/locks. It was really heartening to see the idea and I will be fascinated by its progress.

The locks formed a large part of my childhood play area along with the Willingsworth waste lands and the swags along Bilston Road. I was born and raised in Bilston Road and still visit the old canal when I am in the area. My cycle route when taking the post at Christmas as a student always took me down from the top lock house to the bottom house along the tow-path. Last deliveries before skiving off for a few minutes to have a nice cup of tea from mum before I reported back to Bilston Post Office.

My poem, the 13 locks, was in the Blackcountryman in 1970, a result of a visit home and a nostalgic look at the locks. 13 may be a wrong number, but it is what we always called the Bradley flight. I have also had a couple of articles in the BCM about the pools and the history of the immediate area of Bilston Road.

I will read the report in great detail and thank you again.

All best wishes **Terry Langford**

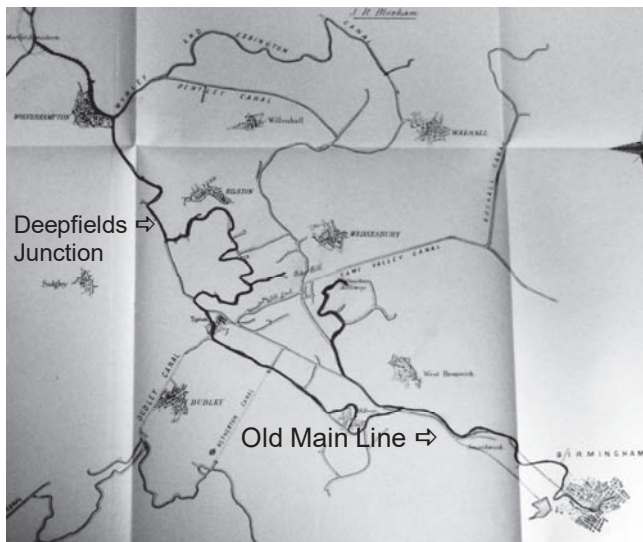
*Back in the 1970's / 1980' - I can not remember the exact date - I helped the writer Anthony Burton to move a narrow boat from BWB Bradley works to Oxford. We had not gone more than 500 yards from the works when the engine failed due to a wire mattress that had wrapped self round the prop. We hauled the boat back to the works, used a crane to lift the prop out of the water and used a gas burner to remove the mattress. The rest of the trip was not a problem.*

*Regards **Darryl Foxwell***



## Position of “Bradley Arm”

What we know as the Bradley Arm, formally known as Wednesbury Oak Loop, originally part of the main line canal from Birmingham to Wolverhampton. This map from the Acts of Parliament book that the Society has recently acquired dated 1884. The original Main Line has been outlined for you to see. Come and join the Spring Cruise and see this canal for yourself.



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# **Martin O'Keeffe** **Our President**

## **Presidents trophy**

For the past few years the trophy, which is made for the member making a contribution to BCN conservation, has been awarded at the summer rally.

To make its award part of the more formal aspects of the society I felt that it should again be presented at the AGM. Therefore to get things back in line I made a further presentation in 2015 at this years AGM.

I am pleased to say that the latest recipient of the award is John Baylis. John has been a tireless campaigner for the canals including the BCN and has attended many of the

society events! He has also supported the work of the society in other ways and richly deserves being awarded the trophy this time!

John wasn't able to attend the AGM so I presented the trophy at a recent Allen Register social event.

## **Burger Van**

The theft of the Burger Van at the bonfire rally was a bit of a setback for us. In particular for Dave Dent who had taken up the role of coordination of the event it was a most unwelcome problem in the otherwise smooth running of the event.

Can I therefore pass on my thanks to those who have come forward and made donations both large and small to help with the cost of a replacement.



# **Welcome New Members**

**From our  
Membership Secretary,  
Alan Veness**

**He would like to welcome the  
following new members and  
hope they will join us in the  
activities of the BCN Society**

Scott, Michael, & Cynthia Burnett - Dudley  
 Tony & Audrey Galloway - Lichfield  
 Joe Chatten - Cradley Heath  
 Wayne & Angela Attwood - Birmingham  
 David & Janice Anderson - Wombourne  
 John & Celia Pagett - Birmingham  
 Robert Flood & Julie Wilkinson - Penkridge  
 Colin Scrivener - Bromsgrove.



# Share the Space - A CRT Initiative

## Kate Self

I was very happy to get notification of an event taking place in the city centre in order to kick start a new C&RT campaign, taking place nationally, *Share the Space*. I was even happier when I realised I was free that day and that Brenda Ward could join me too!

The day-long event took place in glorious early October sunshine with several stalls lining the towpath outside the Birmingham CRT offices in the city centre, designed to provide opportunity for different kinds of towpath users to meet with staff from the trust as well as key partners including Sustrans and Centro. There were even free bike checks, provided by Dr Bike, and if you completed the towpath survey you were awarded a piece of fruit and a drink.

The idea behind the event was to promote the sharing of the towpath between its different kinds of users... a chance for boaters, ramblers, cyclists, anglers, traders and pedestrians to share their interest (and recommendations) for the network. The event was organised by Bashir Ahmed, a friendly and passionate gentleman employed by C&RT as Development & Engagement Manager. About this event Bashir remarked:

“In Birmingham we know that there are issues with cyclists choosing the towpaths as a fast alternative to the roads and we want to address this with our towpath visitors here. It’s not surprising that so many people like cycling along the canal but it’s important to remember that there are a lot of pedestrians on the towpath, many of whom are children. Please help by being considerate of other users, slowing down and remembering we are all there to enjoy the space. If you are in a rush, please choose a different route.”

There’s a short video about this initiative online: [canalrivertrust.org.uk/our-towpath-code](http://canalrivertrust.org.uk/our-towpath-code)

Bashir is keen to find out more about the work of the BCNS and Brenda and I have invited him to make a visit to the pumphouse sometime soon.



*Kate is seen here chatting to Bashir Ahmed about the BCN Society.*

*Sharing the tow path has needed more emphasis on the BCN lately especially since the towpath improvements that have taken place over the past couple of years. Ed.*

*Photo: B.M.Ward*

## Letters to the Editor



*Letters now tend to arrive as an email, several of which I have included on other pages but this came in an envelope through the post from John Phillips, former Chairman of BCN Society in response to Phil Clayton's spotting of Christopher James. Ed.*

Dear Brenda

I must congratulate you on the quality of Boundary Post of which issue 210 for Autumn this year reached me a day or two ago.

Years ago, in another existence, I traded my boat "Longwood Lady" with Eric Foakes as an exchange for Christopher James a boat I had long envied him and to be honest a craft I thought very appropriate for the chairman of the BCNS. which I happened to be at the time. I kept C.J. for a number of years and together we cruised quite extensively. I was therefore not merely interested but very pleased to read the article on page 6 and to find that she is still on the River Wey and still owned by Andrew Hall to whom, if memory serves me alright, I sold her.

I was at that time planning to move in quite a short time to reside in Cyprus and quite obviously could not keep Christopher James. It was something of a wrench to leave the BCN and the BCNS after so many years but the time had come.

Selling a boat is not easy for there are obvious responsibilities to consider. One needs a fairly wealthy potential buyer, not because the boat is worth a vast fortune, but because one hopes that she will be well maintained and any owner of similar craft (C.J. has a wooden hull) will assure you that maintenance is neither easy nor cheap. I hoped that I might receive a generous offer from a fellow member of the Society but did not. Sadly perhaps Leonard Leigh Limited sought to make an offer but after the sale had been agreed. Thus she was sold to Mr Hall who appeared to meet most if not all of my criteria, who had already told me that she would be on the River Wey.

So whilst no longer to be seen on the BCN Christopher James is still alive and obviously well loved and cared for and still like Eric Foakes, remembered with affection by an old man now on a totally canal free island in the Irish Sea.

Yours sincerely John Phillips



Longwood Lady assisting a work party.

Maybe John Phillips can explain when, where & who in our next edition.



# Atlas & Malus Report

**Paul Smith**

The last quarter of the year is always a busy one for A&M with events over three consecutive weekends in September. The first is the Black Country Boating Festival held at Windmill End. As always a very popular event with fine weather bringing out lots of people. The following weekend A&M were in Tipton for the Community Canal Festival which was well attended as ever. The final weekend in September A&M made the short hop to the Black Country Living Museum for their bi-annual Historic Boaters Gathering. This event sees the museums canal arm packed with many historic boats visiting from around the country, and the best fish and chips! October saw a change to the normal routine, Malus was moored at Hawne and Atlas taken to Stourbridge for the

open weekend at the Bonded Warehouse, an energetic trip with 25 locks but made easy with lots of volunteers. The last event of the year was the BCNS Bonfire rally which, as last year, was included as part of a Duke of Edinburgh awards residential. With the rally season over it's time for A&M, who are both now 80 years old, to receive on going winter maintenance. A list of jobs has been compiled and it's a long one! So if you're interested in helping out please let me know.

**A massive thank you to all who have helped.**

Ivor, Roy H, Michael, Adam, Steve, Roy and Jackie, Jeff, Rob, Chris P, Chris O, Adrian, Mike A, Richard, Wayne, John and Mike R.



Paul who manages Atlas & Malus well has organised a constant crew all year during busy times. He is now looking for extra volunteers to assist with the winter maintenance.

**CAN YOU HELP?**

If so, even for a small amount of time, please contact Paul  
paul.smith879@yahoo.co.uk

**Paul on Atlas & Malus**

Photo Ann Johnson

# Events in & around the BCN 2016

**April 2nd** - BCNS - Spring Cruise -

[boundarypost@gmail.com](mailto:boundarypost@gmail.com)

**May 6th to 13th** – BCNS Spring Explorer Cruise –

[bcns.explorercruise@gmail.com](mailto:bcns.explorercruise@gmail.com)

**May 13th to 15th** - BCNS Summer Rally Titford -

[barryjohnson7@tiscali.co.uk](mailto:barryjohnson7@tiscali.co.uk)

**May 28th/29th** BCNS 24 Hour Challenge –

[bcnschallenge@gmail.com](mailto:bcnschallenge@gmail.com)

**June 10<sup>th</sup> – 18<sup>th</sup>** BCNS Summer Explorer Cruise -

[bcns.explorercruise@gmail.com](mailto:bcns.explorercruise@gmail.com)

**2nd/3rd/4th Sept** Withymoor Island Boat Gathering which is a

Disney Theme [drewwheeler@aol.com](mailto:drewwheeler@aol.com)

**August 27<sup>th</sup>/29<sup>th</sup>** IWA Event at Pelsall –

[event.enquiries@waterways.org](mailto:event.enquiries@waterways.org)

**Sept 9th/10th/11th** Black Country Boating Festival

[paddy@bcbf.com](mailto:paddy@bcbf.com)

**Sept 16th/17th/18th** Tipton Festival [http://](http://www.tiptoncommunityassociation.com)

[www.tiptoncommunityassociation.com](http://www.tiptoncommunityassociation.com)

**Sept 23rd/24th/25th** Parkhead Festival

[drewwheeler@aol.com](mailto:drewwheeler@aol.com) or Steve Bingham

[ste.bingham@talktalk.net](mailto:ste.bingham@talktalk.net)

**October 1<sup>st</sup>** NT Festival of Light at Merryhill

[paddy@wizaner.com](mailto:paddy@wizaner.com)

**October 15<sup>th</sup>/16<sup>th</sup>** Stourbridge Navigation Trust Open Weekend

[christopherdych@hotmai.com](mailto:christopherdych@hotmai.com)

**November 5th** - BCNS Bonfire Rally

[dentdave@hotmail.com](mailto:dentdave@hotmail.com)

Andrea Hoyle & Judith Hartley enjoying a proper cup of tea in a proper tea cup & saucer from a proper tea pot at the Bonfire Rally last year.

Photo: Geoff Winslow



# Marathon Challenge 2015 Report

**Roy Kenn & John Carrington**

Another great Challenge with our biggest entry yet. Sadly some unexpected problems occurred in 2015 which certainly affected several boats including low pounds on the Rushall flight, rubbish at Ryders Green and in the Wyrley & Essington plus a problem at Factory Locks. Not to mention the Titford Canal closure and congestion at the finish at Bradley - all part of the fun and very definitely a Challenge!

Sarah Edgson with "Main Man" Michael Pinnock and crew on ex working boat Clover won again. Well done to them. John Mosley on Firefly just missed out in second place—"You're getting closer John!". Dove finished third "without trying" they said. Special mention must go to Carpe Vinum who came fourth to Clarrie who came last but who always give us their support and to John Dodwell on the deep drafted

Helen who finished but chose not to hand in his cruise log. John's collection of rubbish picked up enroute had to be seen to be believed. John unlike some brought it all back to be disposed of properly. WELL DONE JOHN! All responsible boaters will applaud you.

This event certainly puts the BCN on the map and as organisers we wish to thank everyone who took part. We know also that everyone who finished at Bradley would want us to thank the Society members who looked after the Burger Bar and the Beer Tent. Special thank you must go to Janet Tynan, David Constable and the other CRT staff who made us all welcome. In all it's history there have never been so many boats at one time in the Bradley compound. Finally next year we will again finish at Hawne Basin where we know a warm welcome is guaranteed.

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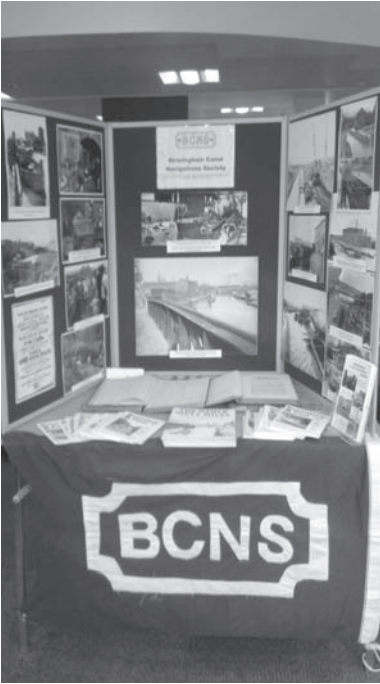
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## Dudley Archives Open Day



Towards the end of last year the Society received an invitation to attend the Dudley Archives Open Day. The archives were originally housed in Coseley but a new purpose built building has been erected at the side of the Black Country Living Museum in Tipton.

We had a very useful day chatting to many local people who showed an interest in the surrounding canals, many with an interesting story to tell.

As space was so limited it was felt appropriate for the Society to purchase a new display stand that would fit on a table. It proved very popular & Ivor Caplan & I chose some historic photos of the BCN & took some items from our archives.

This was all used again in Wolverhampton in November by Phil Clayton & Beccy Smith-Keary. We are glad of any opportunity to explain our local canals & the work of the Society and are looking forward to these events & others this year.

**Brenda Ward**

## Photographs & Virtual Tours of the BCN

A few years ago Harald Joegens appealed to the Society to travel on a boat during the 24 Hour Challenge to take photos. Charley Johnston offered & since then Harald has taken many photos and recently produced virtual tours on his website including one of the centre of Birmingham and down Farmers Bridge Locks. It's well worth a look:-

<https://www.haraldjoergens.com/panoramas/birmingham-canal/files/>

Or you may like to just look at Harald's web site & find your way around. Look out for Harald at the next 24 Hour Challenge he'll probably be on Charley's boat taking more photos!

<https://www.haraldjoergens.com/>



# The Warwick & Birmingham Canal in Birmingham

## *Part 2 Industries along the canal side*

**Ray Shill**

*Ray continues the Warwick & Birmingham Canal with some comprehensive information about the industries alongside this canal. The River Rea which runs close by had a great influence on some of these early industries. It rouses much interest to consider Birmingham in the 17th & 18th Centuries when the mills depended on the water in this river and what a reaction there must have been to the coming of the canals.*

At Deritend along the banks of the River Rea was developed an important tannery business. The fall of the river, itself was utilised to build weirs and mill streams for water mills that were employed for corn milling or metal working. Such industries were already long established when the Warwick & Birmingham Canal was constructed. The crossing of the Rea was duplicated by another over Cooper's Mill (Heath Mill) Stream in a short distance.

An early industrial development was another mill and iron plate works that drew water out of the canal and into a reservoir made between the Rea and Coopers Mill stream. Crossing both water-courses parallel to the canal was Lower Fazeley Street which had begun as track and fords but was improved as a street with bridges over both as industries developed. The land between it and the canal was subsequently built up for the use of a range of different industries which had frontage to both the street and canal, which came into being during the first three decades of the nineteenth century. The Minerva Iron Works was

constructed on the north bank of the Rea bordering on the canal and the street. The Iron Plate works was placed on the north side of Cooper's Mill Stream whilst Cooper's Mill (Heath Mill), complete with a water wheel, spanned the mill stream. Great Barr Street crossed the canal, whilst Heath Mill Lane that also met up with Great Barr Street to form the original road from Digbeth High Street to the mill. Lower Fazeley Street was continued into another road, Liverpool Street, which followed the canal for a distance before turning off to join Adderley Street.

Cooper's Mill and the adjacent premises had a complex history. It is known both as Cooper's and Heath. As Heath Mill it was used to grind corn during the sixteenth century. The Cooper family gained control during the 17<sup>th</sup> Century. It was converted into a Blade Mill during the late 1750's and became known as Wooleys Mill or Deritend Mill. The Wooley family retained possession of the site and by 1820 operated the Deritend Wire and Grinding Mills as

Wooley & Sargent. By then the operation had become complicated with the mill sandwiched between other properties. On the one side were the Iron-Plate mills and on the other side was Penn's Foundry. Wooley's premises later were occupied by S Walker, whilst another section of these properties was briefly occupied by William Ball to make steel pens.

Penn & Williams Brass Foundry was erected on the corner of Great Barr Street and Liverpool Street. This site is now buried under the arches of the railway viaduct. Next door was the Deritend Tannery with a lengthy canal frontage then there was Bishop's and Mansfields Soda Manufactory. Bordering the end of Liverpool Street, Adderley Street and the canal (and bottom lock) was the Bordesley Rolling Mill premises. From Adderley Street, Bowyer Street came to be built that ran parallel to the canal to meet up with the turnpike (Coventry Road). At first it was a track past the Pagoda Iron Foundry to Camp Hill Water Works (Canal Pumping Engine). The land nearest the turnpike was occupied by Henn's Screw Factory.

All industrial premises were then placed on the offside of the towpath. Each was subject to change of ownership from

time to time. The main development of this stretch was during the 1820's, within ten years there was a significant change of ownership and function.

Isaac Henn owned the screw factory which had a 12hp steam engine that drove lathes used in wood screw making. His factory was advertised for sale in 1833 and 1834.

The Pagoda Foundry was owned first by a partnership of Hooton, Richards and Wilkes. It comprised a long building 100ft long by 50ft wide and was fitted out with cupola, furnaces and stoves. A lease has been arranged with the landowner C.B Adderley in December 1824. They were bankrupt in 1830 and the foundry then passed to T & W Mole engineers. Here they produced a range of cast iron goods including grates, fenders and structural ironwork for balconies and verandas. They worked with both pig and wrought iron to fashion their various products. Their premises were offered for sale in October 1840, after a decision to give up the trade. The site was then occupied by Adderley Street Gasworks (Birmingham & Staffordshire Gas Light Co Ltd from 1842)

The Bordesley Ironworks or mills comprised a forge, merchant iron, boiler plate and rod iron mills. There was also a train for rolling iron wire. All plant was driven by a steam engine. The importance of bringing pig iron by boat from blast furnaces enabled a traditional South Staffordshire industry to be carried on in Birmingham. These works had various proprietors including Daniel Moore (in 1826). Deritend Tannery comprised a manager's house, offices, Tan Pits, Drying and Tan Sheds and a large yard It was owned by a partnership that included Charles Geach, S Palmer, John Tolley and Thomas



Warwick Bar 1970s showing warehouses from the days of some of the industries mentioned by Ray.

Day. Following the deaths of many of this partnership it was decided to sell off the land for other uses during 1854.

These early industries were to form the base for others that succeeded them. Working in brass goods became a staple trade. In particular the Bordesley Ironworks site became a beacon for new industries. An embryonic tube manufactory came into existence when John Wilkes established a trade there. Various other manufacturers used these premises but John Wilkes tube trade came to occupy most of the site. Tubes, particularly brass tubes, became increasingly in demand for boilers used in stationary engine installations or locomotives. Opposite on towpath side alongside a basin fashioned out of a canal reservoir, Allen Everitt transferred their Kingston Works to a new canal side site. They too specialised in boiler tube making. A third tube works was set up in Liverpool Street by Alexander Parkes, who was an extremely inventive individual. His Parkesine was the first plastic and in Liverpool Street he established the Stephenson Tube Works. Here were made solid copper and brass tubes.

Other industries were established on the towpath side particularly near the reservoir at the bottom of the Camp Hill Locks. This reservoir was bisected by the Birmingham & Warwick Junction Canal, which opened to traffic in 1844.

Gradually that reservoir land was covered over and used for a variety of trades including Vinegar Brewing and Bedstead Making. Bott owned the Falcon Works, whilst Hardy & Britain had a factory near the Kingston Works.

A long term survivor was the Minerva Works, owned by Walter Lyndon, which was associated with edge tool making. The vacant plot of land south of Minerva was occupied by the Birmingham Gas Light Co, Fazeley Street Works from 1837.

North of the Coventry Road Turnpike, new premises were made between the canal and Sampson Road North (1870's) and above the top lock Sampson Road Wharf was developed (also 1870's) at first for the limestone and coal merchants trade. There were also timber yards further north (South Road), an ordnance factory (Montgomery Street) and corporation depot (Montgomery Street). On the towpath side from the top lock north a long strip of land was used as sidings and a locomotive depot by the Great Western Railway following their opening of the extension from Oxford to Birmingham Snow Hill in 1854.

All sites produced important traffic for the canal company. The most important of this group was Sampson Road, which will be discussed in the next piece. □

## Titford Pools at night

**We do not recommend this but Tom Murkin took the risk & won!!**



We were nervous due to the advice in Boundary Post about shallow entry to the pool and to cruise in company with another boat. Despite drawing 2'10" we had no problems at all apart from having to let water down to one of the pounds on The Crow. All in all a very easy trip with just one visit to weed hatch on the New Main Line.

# Toll End Locks

*Keith Hodgkins with photos thanks to Ian Huselbee*

The Tipton Green & Toll End Communications Canal as it was officially known opened in three stages between 1801 and 1809. The first section was built as a branch from the Walsall Canal at Toll End to serve collieries around Cotterills Farm. A second branch opened in 1805 from the Birmingham Canal at Tipton Green to the Horseley Iron Works which were located just off what is now Powys Avenue at the rear of the Joseph Primary School. The two branches were linked in 1809 to form a through route of one and a half miles with eleven locks reduced to nine in the late 19<sup>th</sup> century. The route was bisected by the New Main Line Canal in 1828 at Watery Lane Junction where Caggy's boat yard is now situated and the seven, later six, locks between there and Toll End became known as the Toll End Locks.



*The Bridge carrying Toll End Road over the canal showing the Tansad factory.*

The canal was little used after the second world war and was officially abandoned in 1966 after several unsuccessful attempts in the early 60s by enthusiasts from the Inland Waterways Association to take boats through in order to maintain the legal right to navigation. In those days neither British Waterways nor successive local Councils had the vision to regard urban



*Lock number 6 with the rear wall of Tipton Cemetery on the right and Cotterills Road on the left.*

canals as an environmental or heritage asset and so Toll End locks were allowed to be destroyed. In the mid 60s some of the tow path was used to lay a new gas main from the new Tipton gas works and in 1975 the land was purchased by West Bromwich Council which even then failed to take the opportunity to create a green walkway and cycleway along the whole of its length.



*Lock number 2 situated beneath the bridge carrying Alexandra Road with the premises of Lockerbie and Wilkinson on the left. The last remains of this bridge were swept away in 2009 with the construction of the new underpass which replaced the railway crossing.*

## Social Meetings 2016

Geoff Winslow our new Social Secretary has put together the following programme and we hope to see many of you at these meetings.

**5th January** - Walking in the Past –Rambling through History-a look at our past from Stone Age Tracks,Roman Ways to the present through a walkers eye.  
Phil Clayton

**4th February** - Birmingham's newest Industrial Museum:- Newman Brothers Coffin Fittings Works - Simon Buteux Birmingham Conservation Trust

**3rd March** - The London and North Western Railway- An illustrated talk about the railway - Ted Talbot

**7th April** - A Look Back at the Restoration of the Southern Section of the Stratford upon Avon Canal - Alasdair Lawrence

**5th May** - Made in Smethwick-covering all aspects of industrial output from early metal making to the present day - Mary Bodfish

**June** Introducing Geoff Winslow—He  
No Meeting has been a member for many  
years & has been an active  
**July** member in many aspects of the  
No Meeting Society including at Clean Ups  
as you will see here—photo  
taken in 1999



**4th August** - Walk with Ray Shill:- See Boundary Post for details

**1st September** - The Story of English Pub Signs- The history of many of our favourite pub signs and the important role that pubs have played in our history.  
Dorothy Nicolle

**6th October** - The Canal at Coombswood-A History of the Dudley No2 Canal from Coombswood to Hawne Basin incl the tube works and tube traffic.  
Keith Hodgkins

**4th November** - AGM @ Bonfire Rally

**10th November** - Mon & Brec Canal- An overview of the canals of South Wales and in particular the history, current condition and restoration of the Mon & Brec Canal. - Ken Turner

**1st December** - Christmas Social - Details later in Boundary Post.



# The Wyrley and Essington

## A poem by Chris Turton

The Wyrley and Essington was the canal  
 The cut, that cut underneath our lane  
 That cut underneath the Perry Hall Bridge  
 Before turning and twisting away.  
 There on the bridge as a boy I'd stand  
 And watch the dark waters below  
 And wonder from where did that curve  
 come  
 And to where did that curve go.  
 Later on and older  
 On some empty summer's day  
 I'd take the well worn towpath  
 Let the canal lead the way.  
 Towpath led to towpath  
 As cut connected to cut  
 And thought would follow thought  
 As foot would follow foot.  
 Those paths led me to Wolverhampton, to Walsall,  
 To places between and beyond  
 Wednesfield, Bilston, Tipton,  
 Bloxwich, Coalpool and on and on and on.  
 And so I discovered - no, I rediscovered -  
 Stubs of canal and stumps of bridge  
 Remnants of an industrial age  
 Pieces of our history and our heritage.  
 I know now (I half knew them)  
 Those stubs were once branches, arms and wharves,  
 And those stumps once carried the bridge  
 That carried the colliers' tramway's course.  
 And so I formed - well, I half formed  
 Past images in my mind  
 For every step forwards through space  
 Was like a step backwards through time.





## Crane Base Uncovered on Stourbridge Arm

The Stourbridge Arm is much improved with the towpath resurfacing work progressing well. This view from near the old drydock includes the crane base which has been exposed and cleaned-up. It is believed that this crane was used to move parts of the early

locomotives Agenoria and Lion from the nearby Forster Rastrick & Company Works via a railway track onto boats for delivery. Agenoria went to the Earl of Dudley's Shutt End Colliery Railway and Lion to the Delaware and Hudson Canal Company, the first locomotive in America.

Ivor Caplan

*I know that the Stourbridge Canal is not on the BCN but sometimes exceptions must be made. Many of our Society members attend the Open Weekend at the Bonded Warehouse in October and many will have noticed this and maybe wondered about it. Thank you Ivor for the explanation. Ed.*



### Coombeswood Canal Company

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# Book Reviews

*This time **Martin O’Keeffe** has done the book review. I’ve got my copy already. It will be available at the next social meeting & on the Sales stall.*

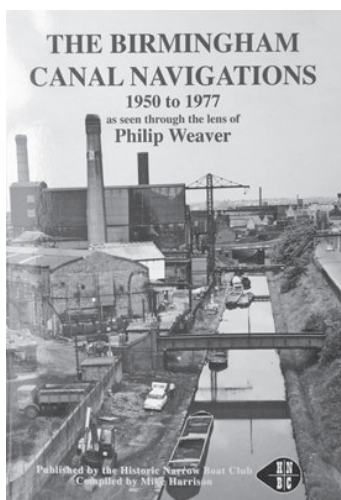
## The Birmingham Canal Navigations 1950 to 1977

As seen through the lens of Philip Weaver Compiled by Mike Harrison  
Published by the Historic Narrow Boat Club 2015 ISBN 978-0-9927321-1-0  
96 Pages plus covers c150 photos 9 in colour and 12 maps Price £12

Every now and again comes a book which fills a gap on the bookshelf and for the BCN enthusiast this is certainly one. Philip Weaver, who was a well known canal enthusiast from Coventry, explored many of our waterways, photographing much of what he saw. In 2008 a large part of his collection of photos came into the custody of the Historic Narrow Boat Club and Mike Harrison with assistance from his wife Val Roberts has been sorting, cataloguing and scanning this archive with the intention of making it available more widely, this book being the first in series to fulfil that goal.

The book itself is divided into six geographic areas, covering the whole of the BCN, each being accompanied by sketch maps of the system with the location of the photograph annotated on them. The pictures show many scenes now sadly changed, indeed this is a tour of the canal before many things were lost. Thus are seen the buildings at the top of Smethwick locks, Bromford Stop toll office and Great Bridge interchange basin to mention a few.

The compilers have obviously spent a lot of time in identifying locations and I have only noticed one error where the aqueduct over the railway by Birchills power station on the Walsall branch is identified as the nearby aqueduct over the railway near Pratts Mill Bridge on the Wyrley & Essington. But that does not make the illustration any less interesting! The HNBC have done an excellent job with the reproduction and Mike Harrison has provided detailed and informative captions. Highly recommended!



# Exploring the Forgotten Corners of the BCN

## By Andy Tidy

### 12. Ogley Locks & Hay Head Arm

This post brings my exploration of the lost corners of the BCN very much into my back yard, with the Ogley Locks section just down the road from our home and the Hay Head terminus just a stone's throw from our moorings at Longwood Boat Club.

#### Ogley Locks

On many occasions my mantra for exploring lost canals is "view them before you lose them", usually in the face of urban redevelopment. In this case if you want to see the Ogley Locks line in its raw undeveloped state you need to do so quickly before all that historic atmosphere is swept away by the canal's restoration!

As it is I would suggest that the section containing the most genuine unreconstructed remains lies between Ogley Junction, just east of Brownhills, and the canal crossing on the Birmingham Road in Lichfield.

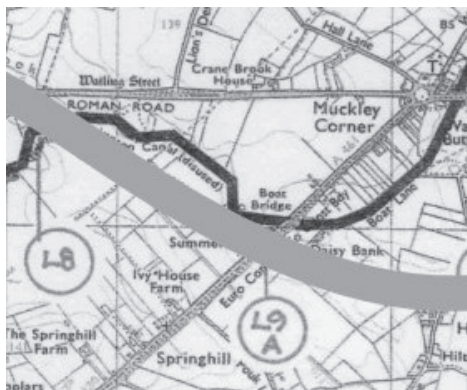


Ogley Junction in the 70s looks much the same today.

One of the snags at the present time is that there is no continuous right of way along the line of the canal, which means that viewing has to be by visiting key spots of interest. However all this is set to change as the Lichfield and Hatherton Canal Restoration Trust pioneers the reinstatement of the towpath as a Heritage Towpath Trail, part of The Heart of England Way. This will encourage foot traffic as a precursor to the rebuilding of the actual water channel. This welcome step will both improve access and at the same time remove some the mystery of the overgrown route.

At present Ogley Junction is a good place to start with the roving bridge on the Anglesey Branch offering a good viewing platform into the basins and the site of the top lock, which stands next to the surviving lock keepers cottages. The first flight of locks are inaccessible but the line can be picked up as the route makes its dramatic leap over the M6 Toll via the infamous dry aqueduct. The next mile or so is now owned by the restoration trust, and its condition is changing by the week as the bed and towpath are being repaired all the way through to the The Boat Inn on Walsall Road.

If you follow the line to the south of Muckley Corner you can trace the line and find the remains of a couple of locks as it burrows under the A461 and emerges as a water filled trench behind



the Pipe Hill Water Treatment Works, culminating in the impressive Pipe Hill Wharf and road bridge which remain in very good condition.

A dramatic cutting to the west of Wall Lane is nearly submerged by farm waste but the line becomes both apparent and walkable as it follows the railway through the partially restored Lock 18 at Fosseyway, and on to the edge of Lichfield. In places the bricked edges of the canal remain intact and its course is easily identifiable right up to margins of the dramatic Sandfields Pumping Station in Lichfield.

## Hay Head Arm

The main reason the Daw End Canal was built was to access the limestone workings at its Hay Head terminus. Back in the 1970's the fledgling Longwood Boat Club dredged out the arm as far as the dropped "Squash Bridge" which used to carry Longwood Lane till the 1930's. By doing so the club created a small and very discrete set of moorings for its members.

But there is more to the Hay Head Arm if you cross the road and enter the Hay Head Local Nature reserve where you will find that the channel extends for about 300 yards in deep woodland and it widens out into a substantial loading basin to the south. Well worth a visit.



## Titford Pools Plaque

### Have You Got One?

Will all the boats in this years 24 Hour BCN Challenge cruise the Titford Pools? Give photographic proof & a special plaque will be yours! Whether you are in the Challenge or

not we recommend travelling with another boat in case you get stuck.

**For further details:- Email [boundarypost@gmail.com](mailto:boundarypost@gmail.com)**

## FRED HERITAGE 1936-2015 BOATMAN AND GENTLEMAN

*When you think of someone to write about Fred who could do it better than his wife Sadie who had spent many years with him enjoying the life they both loved on the waterways of this country.*



*As Sadie explains below Fred always took great pride in the boats he was responsible for, whether at work or at leisure on the boat he owned with Sadie. Here Fred is on the stern of Atlas along with the late Joe Safe a fellow boatman, on Atlas. There is no doubt that all who knew Fred will miss him a great deal ..... Probably more than he would have imagined.*

*Photo taken at IWA Festival Windmill End 1996 by Laurence Hogg*

Fred was born 79 years ago on the canals in Wolverhampton. At the time his parents had the Fellows Morton and Clayton boat 'CARP'.

His formative years were spent learning the boating craft alongside his father, boat handling, loading and unloading so as to balance the boat, roping and sheeting, knotting and all things 'boaty'. Fred was working as soon as he was able to help, steering the Butty Boat while standing on a stool when he was about five years old then working locks etc. and when they were horse boating tending to the horse. Fred never got to go to school as they were always moving on to deliver the next load. Only his father was paid so the greater the number of loads they could fit in the better the money. Long days and hard work formed his education.

Trade and carrying by canal was dying, so the family left the boats, living first in a converted butty boat, then in a house. It took a time to get used to all the space! Fred was 'head hunted' by the then British Waterways Board and started work with the maintenance gang. Only 48hrs a week and guaranteed pay – it seemed like a holiday to him!

Fred spent the rest of his working life on the Waterways in various capacities. Knowledgeable and hard working, he was always in demand. Looking after Waterway's Boat 'Atlas' kept Fred busy and he spent hours of his own time working on it. His amazing talent as a boatman came to the fore and Atlas always looked immaculate – brightly painted, gleaming brasses and scrubbed white rope work – no wonder it turned heads when it passed!



Fred was always a gentleman never-correcting people or offering unsolicited advice. Always quiet and thoughtful, he would answer questions if asked but only telling what he was asked, never ever being a 'know all'. He was a living history too as he could describe in detail all the areas they were passing through as things were when the canals were surrounded by industry. He had a great sense of humour but it was quiet and subtle. It was his birthday and as a joke Fred was given a magnetic "L" plate as a

Birthday card and it was put on Lynx . He enjoyed displaying it saying, 'There is always something to learn, if you think you 'know it all' you have a closed mind.' Mind you, you should have seen the look on some faces as they saw the large hull of a working boat coming towards them, then they spotted the 'L' plate!

Fred was a quiet, selfless man, he was chivalrous and a true gentleman, a lovely person. It was a privilege to know him. □

**Many thanks to everyone who came to the gathering to remember Fred,** especially for the photographs. The collections from then and his funeral, for British Heart Foundation (he died from a heart attack) was £661.91. xxx Sadie

## Vice President Phil visits Ex President David



*Phil & Dot Clayton travelled to Lincolnshire to present David Smith our retired President with a beautifully decorated miniature water can. David was very pleased with this as you will tell from the following note that he send Phil.*

"It was great to see you & chat over old times and receive from you the memento from the Society mark my years as member, B.P. Editor, Chairman & finally President. I was delighted to receive the mini water can which now sits proudly on our hearth as a memory of those times. I've never been one to sit back and do nothing and onset of old age stiffness turned my efforts to be a useful President into that of an interested observer.

I wish Martin well as your President and am certain he will be more than a figurehead. May the BCNS long continue in it's role of guardians of the beloved BCN.



## IWA Festival of Water comes to Pelsall in 2016

Members will be aware of the two recent BCNS events held at Pelsall on the Wyrley and Essington Canal. These were a great success and we only decided to return to Titford for our major events because of the excessive efforts required from our volunteers to put it on so far from our base, plus the need to focus our resources on the Titford Canal.

Your Committee was therefore delighted to learn that the major IWA event in 2016 will be held at Pelsall over the August Bank holiday, Saturday 27<sup>th</sup> to Monday 29<sup>th</sup> and we have confirmed the full support of the Society.

The campaigning reasons for the Festival are very much in line with our objectives of encouraging greater use and awareness of the northern sections of the BCN.

The precise involvement of BCN Society in

the Festival has yet to be finalised but members can be assured that we will be well represented and will make the most of the opportunity. It will give us a chance to highlight all our activities on the BCN including our recent involvement in the Bradley Canal restoration initiative. We have also committed to run one of our ever-popular Explorer Cruises from the Pumphouse ending at Pelsall for the event, full details to follow.

We hope that our members will support the event, by boat, caravan, trading or just visiting during the weekend. Arrangements can be made for a group to moor together if this is requested early. Full information and entry forms are available on the IWA website - [www.waterways.org.uk/events](http://www.waterways.org.uk/events) and we will keep you informed of progress with the organisation through Boundary Post.

**Ivor Caplan**



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## Work Party

### Report

by Mike Roffe



**September 12th.** Another Work party done with help from "The Challenge," a group of young people of school leaving age who do activities in the wider community, and today they helped us on a clean up on the Titford. Steve Lambert from CRT was also with us, providing extra tools and life jackets. The section from the Pumphouse to the old railway bridge was tackled, and this produced a fair amount of rubbish, almost filling Phoenix. The youngsters really seemed to enjoy their day grappling in the Cut, and some of them later went to help Stuart and Marie's Explorer Cruise ascend the locks up to the Pumphouse. All seemed to go home happy.

**October 24th.** Pre-Rally Clean up on the Engine Branch. Phil Barlow and I took Phoenix and Crow along the Old Main line to Smethwick, where Rob and Adrian were waiting our arrival. Here we carried out the usual jobs of weeding the towpaths and litter picking around the locks. We were helped at this Work party by four young people from Birmingham University who were keen to do some volunteering work on the canal. Only the heavy rain which set in later seemed to dampen their spirits.

**October 29th to November 1st.** The 24th Annual Bonfire Rally. All the usual jobs were done here on the Engine Branch, with much help from our members and visitors, including some teenagers off Atlas and Malus who were doing their Duke of Edinburgh awards.

Jobs included collecting pallets, erecting tents and marquees, putting up lights and P.A. equipment, and of course building the bonfire on Saturday morning. Thanks also to those who helped run the catering outlets over the weekend. Dismantling took place on the Sunday morning, which was done in dry weather this year, if a little foggy.

**November 7th.** We had ten volunteers present on this Work party including new member Wayne Attwood, whose previous boating experience has been mainly ocean sailing, a little different to the BCN! The job as usual was to clear the Bonfire site of nails and ash, and as it did last year, the rain came down. By the time we returned the boats to the Pumphouse, the sun was out and we had collected a couple of lorry tyres from the Cut.

**December 5th.** We had a good turn out for this event, including some new Work party volunteers, namely Kirsty, Tug, Wayne and Adam. Our first job of the day was to empty Phoenix and Crow of various rubbish and rain water, while Paul and Wayne put some extra ropes over the covers on Malus which were blowing about a little in the rather strong wind. Come the afternoon, we took Phoenix on a run to the Pools, picking up the usual collection of bikes, trollies, drink cans and a large metal ladder. Phoenix was unloaded back at the Pumphouse and another Work party was finished.

And finally, may I offer a big Thank you to all those who have helped out on Work parties in 2015.



## **Future Work parties**

**January 16th.** Based around the Pumphouse. 10 am start.

**February 13th.** Venue to be decided.

**March 12th.** Venue to be decided.

**April 16th and 17th.** BCN Clean up.

**May 7th.** Pre-Rally Tidy up on the Titford canal.

## **BCN CLEAN UP—16th/17th April 2016**

The big annual BCN Cleanup, with the BCN Society working alongside Coombeswood Canal Trust, Dudley Canal Trust the Canal & River Trust and the Birmingham IWA & Waterway Recovery Group & local volunteers will take place next April.

Come along under the auspices of any of the groups. If you want accommodation and food provided, book through the WRG web site. If you are staying with them, accommodation is available from the night of 17th, at the malt house stables, Tipton.

The cleanup location is not sorted yet - will be published as soon as decided.

You are welcome to come and join us - wear stout footwear and old clothes. Waterproofs could be a good move.

Tea and coffee are provided for everyone but bring your own pack lunch, unless you are making a weekend of it through the WRG.

Chris Morgan will be leading the group, and can be contacted by email [cbmorgan@sky.com](mailto:cbmorgan@sky.com)

## **BCN Photo Quiz - Result**

*Thank you to Malcolm Bates & Tony Gregory for their responses to last edition photo quiz. It proved quite a difficult one except for Tony:-*

The answer to the Photo Quiz is "Wolverhampton Power Station".

As is often the case, there is a story! Some years after the closure of the power station, my friend Bob Derricott and I thought that we should try and rescue the now redundant sign and save it for posterity. We did have a good look at it, gave it a shake from the top of a boat, saw how well it was anchored, and promptly forgot about it.

Some months later, on our way towards Birmingham, we realised that the sign had gone.

We were chatting to our good friend and ex boatman John Jinks, and mentioned that "that sign" had disappeared. He laughed and said "Yes - I took it and it's now in the collection at The Boat Museum at Ellesmere Port".

So - if we think it ought to be in the BCNS collection - we know who to ask for it!



## ***BCNS Social Meetings*** ***held on the first Thursday in the month*** ***start at 7-30pm Titford Pumphouse*** ***Engine Street Oldbury B69 4NL***

**February 4th** - Birmingham's newest Industrial Museum:- New-  
man Brothers Coffin Fittings Works - Simon Buteux Birmingham  
Conservation Trust

**March 3rd** - The London and North Western Railway- An illus-  
trated talk about the railway - Ted Talbot

**April 7th** - A Look Back at the Restoration of the Southern Sec-  
tion of the Stratford upon Avon Canal - Alasdair Lawrence

## **Explorer Cruises & 24 Hour Challenge**

Both these events have introduced so many boaters to the BCN over  
the past few years and for the organisation we must thank Stuart &  
Marie Sherratt for the Explorer Cruises and Roy Kenn & John Car-  
rington for the 24 Hour Challenge.

I do not have the complete numbers but you can get a good idea from  
the fact that each year Stuart & Marie lead 2 Explorer Cruises with  
approximately 20 on each one for the past 4 years. This year I believe  
they will be organising 3, their usual 2 and a cruise before the IWA  
Event in August.

Roy Kenn resurrected the 24 Hour Challenge with the late Graham  
Worton in 2010 and numbers have increased each year since, over 40  
last year.

The Society appreciates the organisers of these two events—they  
really put the BCN & the Society on the map!! Well Done!!

The BCN Society, a Company Limited by Guarantee, is a registered charity (1091760) first formed in 1968, which  
exists to conserve, improve and encourage a wide range of interests in the 100 mile network of Birmingham & Black  
Country waterways known as the Birmingham Canal Navigations. Boundary Post is the journal of the BCNS and is  
issued quarterly. Readers are invited to submit items of news, general or historical interest to:

The Editor, Brenda Ward. 9 Wylde Green Road, Sutton Coldfield B72 1HB  
tel: 0121 355 6351 email: [boundarypost@googlemail.com](mailto:boundarypost@googlemail.com)

**If you have enjoyed reading the items in this journal and would like to be involved in some of our activities and are not a member, but are interested in joining the BCN Society here's just the form you need!**



## BIRMINGHAM CANAL NAVIGATIONS SOCIETY

### MEMBERSHIP APPLICATION FORM

*Please return to:- Alan Veness, 43 Pilkington Avenue, Sutton Coldfield B72 1LA*

*About you*

*About your Partner (if applicable)*

Surname .....

Surname.....

Title (e.g. Mr, Dr etc).....

Title (e.g. Mr, Dr etc) .....

Forenames(s) .....

Forenames(s) .....

*Other Family Members to be included*

1) Forename(s) .....

2) Forename(s) .....

Address .....

Post Code .....

Telephone Number ..... email: .....

#### *Type of Membership required*

Membership Types	Annual Cost	Number required
Individual (or family at same address)	£12.50	.....
OAP	£7.50	.....
Corporate Membership	£25.00	.....

I enclose a cheque / Postal Order made payable to the "BCN Society" Value:£\_\_\_\_\_

#### GIFT AID DECLARATION

**Completing this will allow The Society to claim Gift Aid.**

**I want the B.C.N. Society to reclaim tax on all my donations to its funds from the date of this declaration until I notify you otherwise.**

Signed: .....Date:.....

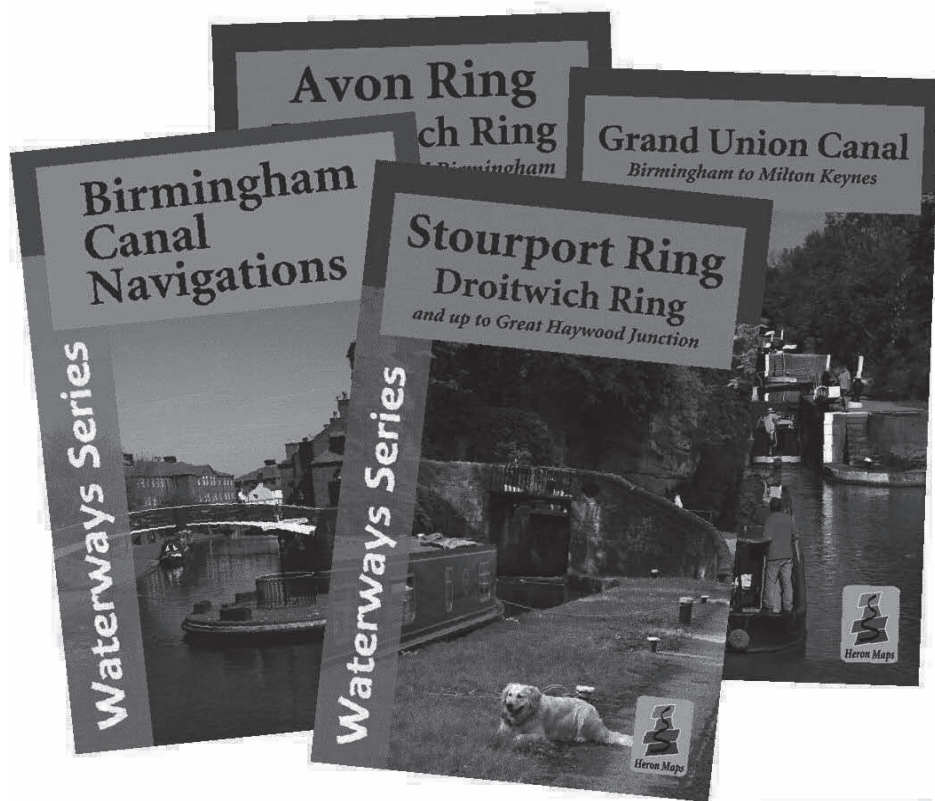
**You must pay an amount of Income Tax and/or Capital Gains Tax at least equal to the tax we reclaim on your payments in the appropriate tax year.**

*The BCN Society, a Company Limited by Guarantee, (Registered Charity number 1091760) exists to conserve and improve the canals of the West Midlands.*



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