

Summer 2016 No 138

Plane Informer



Summer Holidays 1920

by Mike Beech



Above 2 families camping at the locks with the remains of the lift in the background.

Cover photograph, the families pose on a loaded coal boat going up the locks.



Watching the visitors around the locks reminded me of these pictures from our archives. Visiting the locks for your holiday isn't new. Fairly wealthy people have for well over 100 years had boats converted to make a comfortable holiday home, often complete with crew to operate the boat or lead the horse. In the 1920's a photographer from Leicester Ernest Jacques, brought his family and friends for a holiday. The holiday snaps were donated to us.

The tents are rather substantial, this is not just a casual affair lots of thought and work has gone into this camping trip.

The bottom pictures are very important. The one on the left is the clearest picture of the OUCS boat now named Gordon Thomas.



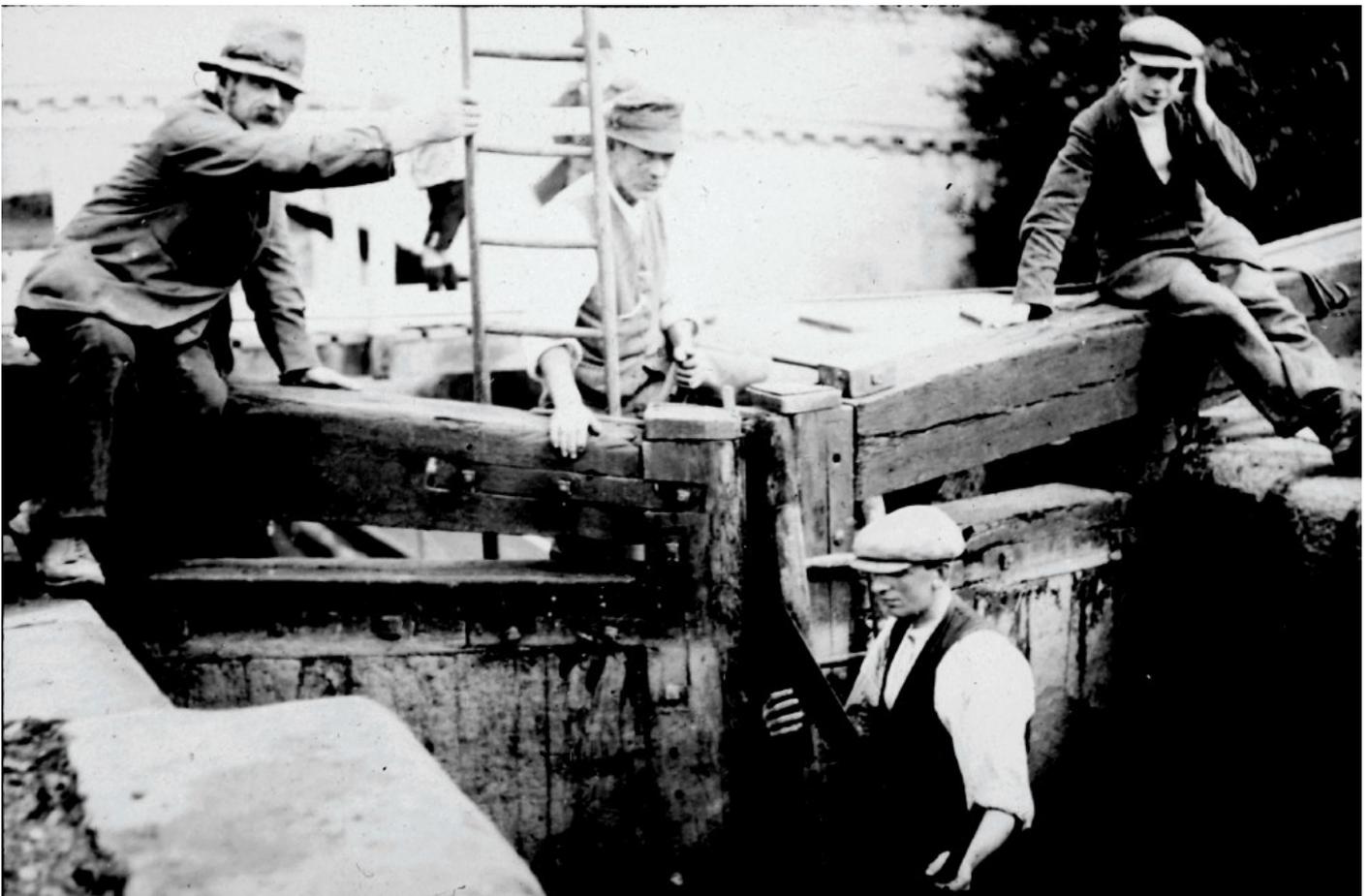
The families are taking a ride up the locks. They are in the passing pound. This has now been filled in but you can clearly see the stone wall, the top of which is still visible, it has a 1910 date



brick in it. The bottom picture is also of a loaded boat entering the passing pound. You can clearly see the timber bulk designed to stop boats going the wrong way. The remains of this were still visible 30 years ago. The paddle gear has changed, the one in use in this picture is the more direct version, much heavier than the modern version which has hidden gearing to make lifting the paddle easier. I am not sure what the boat is loaded with, I think probably limestone to go to the kilns at Welford ? On the top planks you can see the eyes for the towrope, this led the rope back to the cockpit allowing the steerer of the boat to adjust the length of the line. The bollards on the

locks match those on the incline. I once thought that perhaps they had been salvaged for this use, but as the lift is still in place perhaps they were fitted in 1909/10 when the locks were refurbished.

Earnest also photographed the locks being repaired. This set of gates is being refitted. I think the saw in the picture is the same one we have on display in the museum. It would be wonderful to identify the people in the picture. The young ones would still have been alive in the 1960's if they survived the second world war.



Penny's Piece Museum Report

By Penny Arcscott



The summer exhibition is up and running. This is the first exhibition I have done on my own for FIPT. With almost no budget we are all pleased with the result.

Mike put together a Foxton wildlife film now showing on the big screen between the main feature of the animated site history. We have a quiz running alongside it which if answered correctly the answer sheets will be entered into the prize drawer which will be drawn at the end of September.

We also have various talks and activities arranged over the summer connected to the exhibition.

John Ellis from Fisheries and Angling Team of Canal and River Trust came along on the 20th of August to talk about the fish you can find in the canals.

Maureen from Canal and River Trust Explorers ran a successful pond dipping workshop on Saturday 27th August in between the rain and the thunder storm.

Jools Partridge from Leicestershire & Rutland Bat Group came over to do a bat talk and walk on the evening of Tuesday 20th September. It was well attended and very

interesting. In Britain we have 20 species of bats. While we walked around Foxton with our bat detectors we heard quite a few. The common pipistrelle and Daubenton's bat. The museum was the best spot and we saw a few swooping around our heads too.

Over the bank holiday weekend we had our usual teddy bears picnic and trail.

Cathy had put posters up advertising it around the site and in Market Harborough.

Visitor numbers increased over July and the museum takings were above average. August and September are looking good too.



We Are Winners!

The Refurbished Canal Museum @ BoilerHouse won 'Best Project over £750' award at the Leicestershire and Rutland Heritage Awards which were held at the University of Leicester on the 21st July. Cathy and Val collected the award on behalf of the Trust. Mike was there as Chairman of the Leicestershire and Rutland Heritage Forum so it wasn't appropriate for him to collect the award, and I was in Scotland!

A new memorial bench is now in place. We are leaving it natural and have spoken to the Heritage team at Canal and River Trust who agreed to it. We are looking at replacing the other bench outside the museum with the same style.

The bench was donated by Mrs Wainwright in memory of happy times at Foxton and their boat. She has also donated two remote control model boats

made by her late husband. Made of metal to a high quality, they are works of art.

With Mike away on his holidays (I can't keep track of him) and Mike Cooper not working here at the moment we have been short of staff. However new member Vanessa is doing us proud. She is a professional museum conservator so has very useful skills. The other volunteers have been wonderful but we are short of people who can run the museum without one of the paid staff. Cathy did it one Sunday after Mike opened up for her and fortunately had plenty of support on what turned out to be one of our busiest days ever.

We have a new computer to replace the main archive computer which is getting rather iffy. It has taken years to assemble the information stored in it, whilst it is backed up there would be work to do to sort it out if the computer fails

so a grant of £500 from LCC has been very useful.

We have had to replace one of the museum projectors as it died, this was an unexpected cost but it had no guarantee. The new one uses less power and gives a much brighter film, this one is guaranteed and should last a while.

We now need to plan the winters work, this will include more sorting of the artefacts in the store and continuing with the process of disposing of unwanted items and conserving the rest. We may also find different objects to display for next year. We will be starting to produce the 2017 temporary exhibition.

And finally I would like to say a thank you to Val and Rosemary who ran a wine and water stall over bank holiday

weekend and raised £200, and to Ann and Gill who braved the weather at the Leicestershire Agriculture Show down the road at the new Gartree show ground and raised over £180. They also had a very successful weekend at the Scarecrow Festival despite the awful weather on Saturday and raised over £600. Well done and thank you Ann, Gill, Georgie, Cathy, Rosemary and Val.

Free Foxton Book

One of the most interesting books we used to stock was Around Foxton.

This is the childhood story of Sarah who grew up at Foxton when the lift was working and the GU directors were visiting. Told from recordings it is a true story of what was important to people at the time. And what typically happened to girls.

It is long since out of print but, thanks to the publisher, is now available free just go to

http://www.hoap.co.uk/around_foxton.pdf And download it.

Chairman's Notes

Cathy Fleming



I am writing this while Mike is on yet another holiday, this time to the wilds of Scotland. Speaking of holidays I did have 10 days in Spain this year. It was lovely and hot and the food was good.

With all of the bills paid and the dust swept away the 2016 Foxton Locks Festival is over with a final profit of approximately £11000. Many thanks to all our Volunteers who assisted with the event. Our festival team led, once again, by Ann is already working on the 2017 Festival. If anyone would like to give a hand at the planning stage it would be welcome. We will, of course, also be looking for volunteers to help over the Festival weekend of 17th and 18th June 2017 and with the set up on 15th and 16th June.

We have had great support from our volunteers this year. In August one of the Museum volunteers, Katie Franks who normally opens up for us on a Saturday, took a few weeks off to finalise her wedding plans and got married. There must be something in the air. Some of you will know Jess Trevett who was a great behind the scenes volunteer at the BoilerHouse for many years. She has also got married. Congratulations to Katie and Jess.

We have had a good year so far. The museum is doing well. As usual it isn't making a big profit but that isn't the main reason for its existence. It is doing

a wonderful job of promoting

Foxton and in particular the Inclined Plane as well as preserving the history. After the refurbishment we are gaining a great reputation for a good interactive child friendly space, even if some of the children are well over retirement age!

We are planning to meet the Canal and River Trust local boss Vicky Martin who has plans for Foxton under the heading of a Destination Plan. We have no real information yet but as these plans will have a big effect on us we need to get the details before we comment on them. This could be a wonderful opportunity or the start of a serious debate. We will also be putting together an agenda of items we have concerns about which will be addressed separately with Canal and River Trust. This will include many of the things we grumble about. Canal River Trust have raised the car park charges, long stay goes up from £1.50 to £2.00 and short stay up from £2.00 to £2.50. It is a long time since they were increased but the timing in mid season is not good. Sadly the new machines have sometimes been out of order just because they are full of money, and the permit holders car park becomes a mud bath at the entrance when it rains. The site doesn't seem to be as well cared for as it was.

On a happier note in July Val Britcher and I went to the award presentations of the Leicestershire and Rutland Heritage Forum which was held at Leicester University. It was a lovely warm evening and canapés and drinks were served outside prior to the start of the awards. The BoilerHouse was the winner in the category " Best project over £750". The award plaque is now proudly displayed in the museum entrance. Well done to Penny for her excellent submission that won the award.

We have also had other events during the summer including an Exhibition on

Wildlife around the canal, a talk on fish by a Canal River Trust colleague, Teddy Bears Picnic and Pond dipping with Canal River Trust Explorers and a very well attended bat walk. Another well done to Penny for organising these.

I hope you all had a wonderful summer, still time to pop in and see us. Look out for info about our Seasonal songs event in the museum. If Mike Doesn't get another edition out before Christmas I hope you all have a great time.



DAVID BLAGROVE

by Mary Matts

Sad to report the death of David Blagrove MBE, canal historian, author, musician, raconteur, boatman, and much more. He was a prominent figure on the waterways, particularly in the Midlands area, having lived in the Wharf cottage at Stoke Bruerne since the sixties, and been fully immersed in every aspect of canal activity there, latterly with the Stoke Bruerne Canal Partnership - a model example of community involvement which helped earn him a MBE.

He was a good friend to Foxton, and was a key performer at the first FIPT fundraising Folk Night at the original Bridge 61, where his unique blend of traditional, adapted, and self-penned canal songs and music were enjoyed so much it was made a regular event. David

also supported Foxton when there were political problems, and always spoke up for us. A much-respected larger-than-life figure, he leaves a huge hole in the waterway scene.

David, above one of the last times he visited Foxton. Bottom, the right of the picture, this is one of the early Folk events at Foxton in aid of various charities.



Boat spotters log.

by Mike Beech

Recently we have had

donations from two people, passing on their father's books. One was a large box full of canal books, most of these are now for sale on our second hand book shelf, and will bring in a fair amount of money. The rest are left around the entry desk for the newer staff and volunteers to have a read and improve their waterway knowledge or look things up.

The other donation was an unpromising hard backed exercise book, that was of the most interest to me.

This little book is the canal mans version of the train spotters book.

In 1959 Roy Bourne was exploring our waterways in his wooden cruiser Anna. His daughter said that he had so many hobbies and things he wanted to do that he didn't have time to do them all. A fact that he regretted when he became too ill to do anything. He had not yet finished restoring his Alvis sports car for instance. (Tom Rolt loved old Alvis cars as well). Boating was good fun and the family went all over the place. His daughter Jane regrets that at her young age she didn't appreciate what she was witnessing. Canals have stuck in Jane's makeup; she has retired to become a volunteer lock keeper on the other side of the system. There are only a few entries, other things took over. There are not many entries in the book. They date from 1959 to 1961. Just

sixteen lists of boats passing through places he visited, but this is the end of bulk commercial carrying on the canals, all but too are working boats.

The book tells us that on the 22 August 1959 between 2.30 and 5.05 five pairs of boats passed through Buckby Top Lock. Sadly this is the closest he gets to Foxton, but by then there wasn't much traffic on the Leicester line. It doesn't say where they were going, but S.E. meaning south possibly to London the boats are invariably loaded, and N.W are empty boats travelling towards Birmingham or possibly up the Ashby Canal for coal. Some research has allowed me to say a bit more about the boats. The registration numbers are recorded, but I have only provided you with fleet numbers.

The first pair were British Waterways (BW) boats

No. 168 Seaford registered in Rickmansworth and 351 Satellite registered in Brentford, they were loaded with metal, which could mean finished goods or raw materials.

Seaford is a Large Woolwich Town Motor built by Yarwoods first registered in 1938 with a riveted steel hull. Her butty was 351 Satellite registered in Brentford. She is a star

class butty (A butty is the unpowered boat towed behind a motor boat). She has a riveted Iron hull, built by Harland and Wolf in 1935 - a Star Class boat. Sadly she was chopped in half and became two different pleasure boats, this was a common practice in the early days of leisure, but as such is still in existence. The other half is known as Ganymede.

& Clayton as a horse drawn or butty boat in 1931, registered BCN 1707, she was purchased by the Salvation Army in 1950, but only after she had been to the Harborough Festival. The story of her conversion and well worth reading it can be found at <http://www.hnbc.org.uk/sites/default/files/newsletter/2010-3-page18-20-cornwall.pdf>. Aster, was a



Originally she would have been paired with Star. They were loaded with metal and travelling S.E.

The next pair are rather different, Jane was pleased and surprised to learn that the Salvation Army Boats Aster (Motor) and Salvo (butty) were used by members of the Sally Army to help and educate the boat crews, Salvo being used as a floating classroom by Major Fielding and his wife. They retired to the then very small toll keeper's cottage at Norton Junction. I was privileged to meet Major Fielding when helping to organise an OUCS / IWA festival to mark the anniversary of the first festival of boats in Harborough. Major Fred Fielding led prayers on the Sunday morning. Salvo was originally Cornwall and was built by Lees & Atkins of Polesworth for Fellows Morton

wooden motor boat with 15HP Bolinder engine built at Uxbridge dock. The article says that they are not sure if the engine was removed from Salvo when Aster was donated in 1954, but she is listed in our book as a butty. Aster was still in existence in 2003 as a residential boat.

At 4.30 another pair arrived at 4.50 BW 138 Edgware and 339 Pumis. Edgware was for the Grand Union Carrying Company before nationalisation in 1937, she is a Town Class Boat. I can't find any trace of Pumis. They were travelling N.W and were empty.

At 5.00 and 5.05 we have two pairs heading S.E loaded with Coal. All four are BW, the first two I can find no trace of, 174 Sterling and 223? I don? Of the second pair 115 Belfast registered in

Rickmansworth is the motor pulling 242 Brighton both registered in Brentford. I know this boat much better as she belongs to the Narrow Boat Trust and still carries coal. Built by Harland & Wolff she is a Type: 'f' - town class all steel butty, a Large Woolwich. She was delivered to The Grand Union Canal Carrying Company on 27th of November 1936. To find out more about the Narrow boat Trust please go to <http://www.narrowboattrust.org.uk>.

The book moves on to Brinklow, Hilmorton (1960) Braunston, Cathiron (Oxford canal), back to Brinklow, Newbold. In 1961 its back to the Oxford Braunston, Newbold, Cathiron, Brinklow and Oxford. Apart from BW boats there are Barlow and Willow Wren. I think a full description of each boat may be too much for most readers at this time I may return to the subject in future editions. The following is a list of other boats not yet mentioned. The last date is June 1961.

BW	Whitley	185	Rickmansworth	Motor
BW	Cruoc	265	Rickmansworth	Butty
BW	Purton	162	Rickmansworth	Motor
BW	Cappella	247	Brentford	Butty
Willow Wren	Mallard		Loughbough	Motor
Willow Wren	Kingfisher		Coventry	Butty
Barlow	Gort	17	Daventry	Motor
Barlow	Drake	64	Daventry	Butty
Barlow	Alec	52	Daventry	Motor
Barlow	Hazel	82	Daventry	Butty
Barlow	Hawk	62	Tamworth	Motor
Barlow	Warwick	89	Daventry	Butty
BW	Tarporley	182	Rickmansworth	Motor
BW	Bakewell	224	Brentford	Butty
Barlow	Hardy	31	Daventry	Motor
Barlow	Ironside	65	Daventry	Butty
BW	Gardenia	212	Birmingham	Motor
BW	Meteor	313	Brentford	Butty
BW	Slough	170	Rickmansworth	motor
BW	Bayswater	230	Brentford	Butty
BW	Nautilus		Birmingham	Motor
BW	Altair	209	Rickmansworth	Butty
BW	Aler?	101	Coventry	motor
BW	Bodmin	239	Brentford	Butty
BW	Alcor?	4	Brentford	Motor
BW	Nunhead	320	Rickmansworth	Butty
Willow Wren	Moorhen	-	Uxbridge	Motor
Willow Wren	Kingfisher	-	Coventry	Butty
Willow Wren	Avocet	-	Uxbridge	Motor
Willow Wren	Dabchick	-	Daventry	Butty
Willow Wren	Egret	-	Rickmansworth	Motor
Willow Wren	Snipe	-	Daventry	Butty
Willow Wren	Swan	-	Stoke on Trent	Motor
Willow Wren	Bunting	-	Daventry	butty
BW	-	184	Rickmansworth	motor
BW	Bingley	178	Brentford	Butty
BW	Halsall	149	Rickmansworth	Motor
BW	Coronis	259		Butty

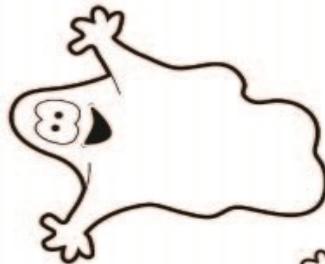
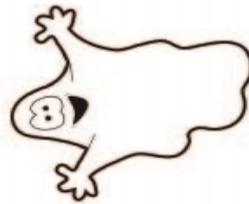
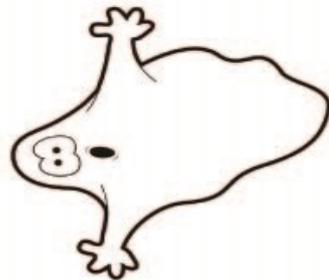
Spooky Foxton

15th - 30th October

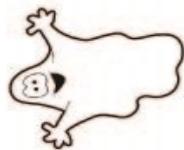
Visit the BoilerHouse Museum for some spooky fun this **Halloween**

Follow the ghost trail and solve the mystery and win a prize

Come dressed up and get into the museum for **FREE** with a paying adult

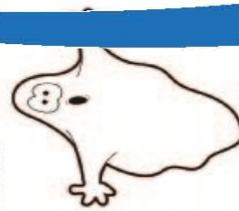


Hear the ghostly stories from brutal murder, terrible accidents and sad ends around Foxton Locks



Adults **£3**
accompanied children free
(warning this walk may not be suitable for everyone)

Proceeds to
Foxton Inclined Plane Trust
Charity No:513241



For more information please visit our website
www.fipt.org.uk or call 0116 279 2657

Mikes Wanderings

by Mike beech

First an apology, this issue is late because I have been wandering around Scotland. I have suggested that perhaps it is time for a new Editor but this was met with complete and utter silence. So I must assume that that no one wants the job, so you are stuck with me. Not sure if we can manage another issue before Christmas, our printer is retiring and we may have to find an alternative. If not hope you all have a wonderful time.

It is now 12 months since my 65th birthday, I am very pleased to say that Penny has taken on the challenge very well. I was able to wander off on my extensive holidays with no worries about Foxtan. I am however pleased to still be involved and look forward to discussing future plans.

You will have read elsewhere that we won a top award at the Leicestershire and Rutland Heritage Awards. The not very flattering award for best project over £750 does not do it justice. There is an award for the best project under £750, which is no less an achievement for the people who won it. In fact everyone who went home with an award deserved it, and I believe that everyone who entered the awards deserved to win. There is a daybook and web page with more information www.lrhf.co.uk. Penny put the application together and the fact that we are winners proves that she did a good job. The award was for the major refurbishment of the BoilerHouse and now that we have tweaked it and ironed

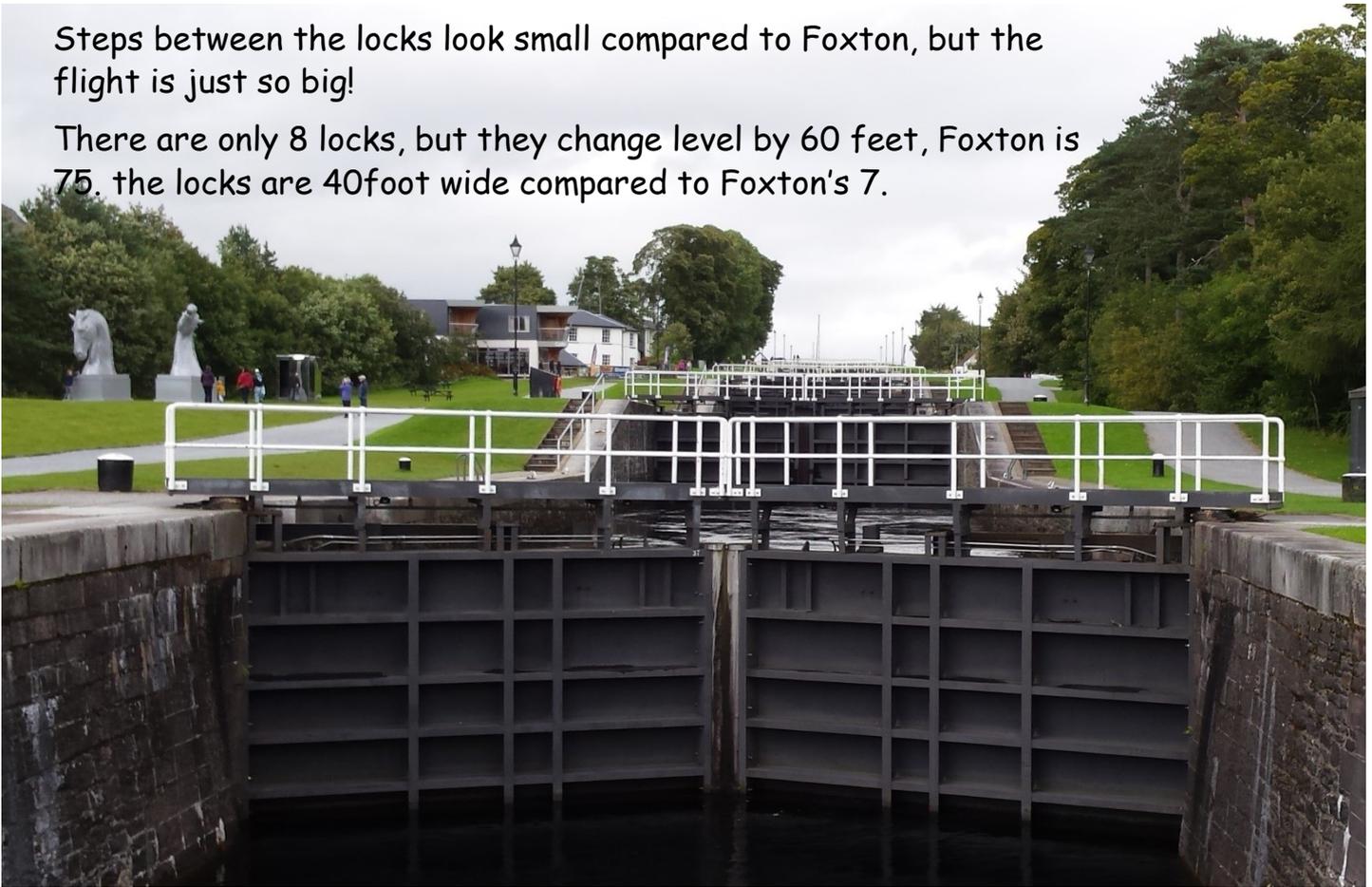


out a few problems I am very happy to have been involved in the project, everyone involved should be very proud of it. What have I been doing? This year i will have spent 2 weeks in Norfolk and five weeks in Scotland. Scotland was brilliant as much of it was totally new to me. I have relatives in the far north who I haven't set eyes on since the 60s. When I eventually got up there they proved to be brilliant guides with a real Scottish welcome.

As this is me, I could not stray far from boats and canals so apart from driving over mountain roads and visiting ruined cliff top castles I did manage to get afloat and walk some canals and old railways. The most spectacular has to be The Caledonian, starting with Neptune's staircase. It wasn't actually raining, I was just in the cloud which was low. I never did get to see Ben Nevis, not even the lower slopes. And i did think i wouldn't see the lock work, but a tiny sailing dingy was going up, looking completely lost in the massive locks. The operators were very helpful letting me see inside the control cabinet. Water control here is very different to Foxtan, there are no side ponds and the Locks above hold massive amounts of water,

Steps between the locks look small compared to Foxton, but the flight is just so big!

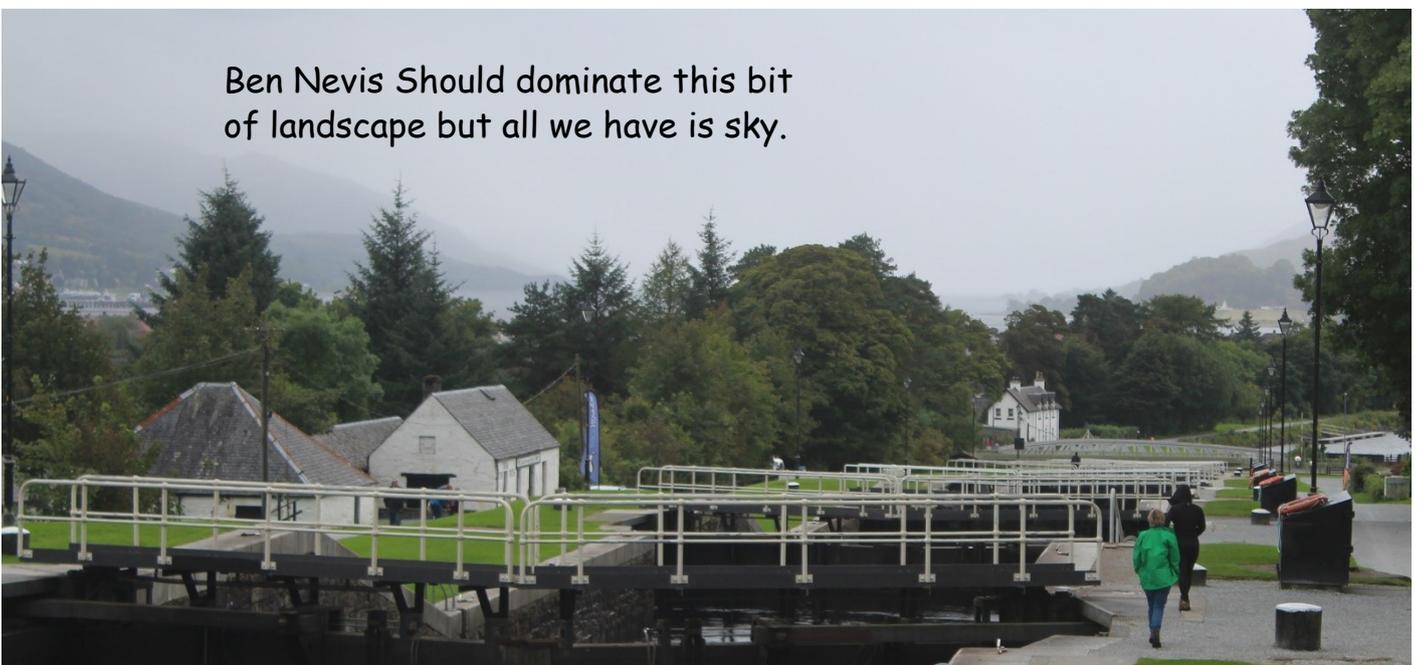
There are only 8 locks, but they change level by 60 feet, Foxton is 75. the locks are 40foot wide compared to Foxton's 7.



Water has to be set at the correct level for the entire flight, so some was being let out of lower locks to take the water that would be let out of those above. It is all hydraulic with electric pumps so the control board is a series of levers which activate hidden hydraulics. At the bottom (thanks to a tipoff from the lock keeper I witnessed the 'Jacobite' Steam Train;

plod over the swing bridge close to the bottom of the lock. At the top I saw the size of pleasure boats moored there, non of which were big enough to fill a lock, but all of which would not fit in our canal. I had intended to follow the road alongside the canal. Much of it was originally built as a tow path. My sat nave had other plans, it led me on to one of the

Ben Nevis Should dominate this bit of landscape but all we have is sky.



old military roads just wide enough for one car, I had the caravan on the back! But no problems, I was less of a hindrance than the articulated lorries which sometimes use it. In fact I was very interested in the roads, remains of those not now in use are to be found everywhere. Small stone built grass topped bridge and still visible ribbons of grass wend there way across the land. It is amazing that in this part of the world there were no proper roads until 1725 when General Wade oversaw construction of roads to improve the mobility of his troops in case of an uprising among the locals. One such road followed the Great Glen, I however seemed to follow some very remote mountain pass. (but it was a great driving challenge and lots of fun.) My campsite for the night on the outskirts of Inverness was on the banks of the canal. I had to cross a 1930's riveted iron swing bridge to get to the camp. Inverness is a lovely little City and i

spent a couple of nights there. The real gem though was that sitting next to the swing bridge was the Jacobite Queen, the former ferry refurbished to continue the tourist trade. For me, a very good value £25 ticket I spent a pleasant, if still damp, three hour cruise along the canal, through a lock and halfway across Lock Ness. I did see Nessie, in fact I brought her home with me. Travelling in this comparatively large boat, built to carry 150 passengers gave some impression of what the canal could take. I was amazed that she ran as there were only 5 passengers aboard including me. The commentator, a local teacher by trade, did his best to distort the history with silly jokes to cheer up those who may not have been interested, but he obviously loved the real history. With our boat in the lock there was room for a large GRP hirer boat next to us. The hirer boat was at least ten foot wide and there was still space. I can thoroughly recommend this

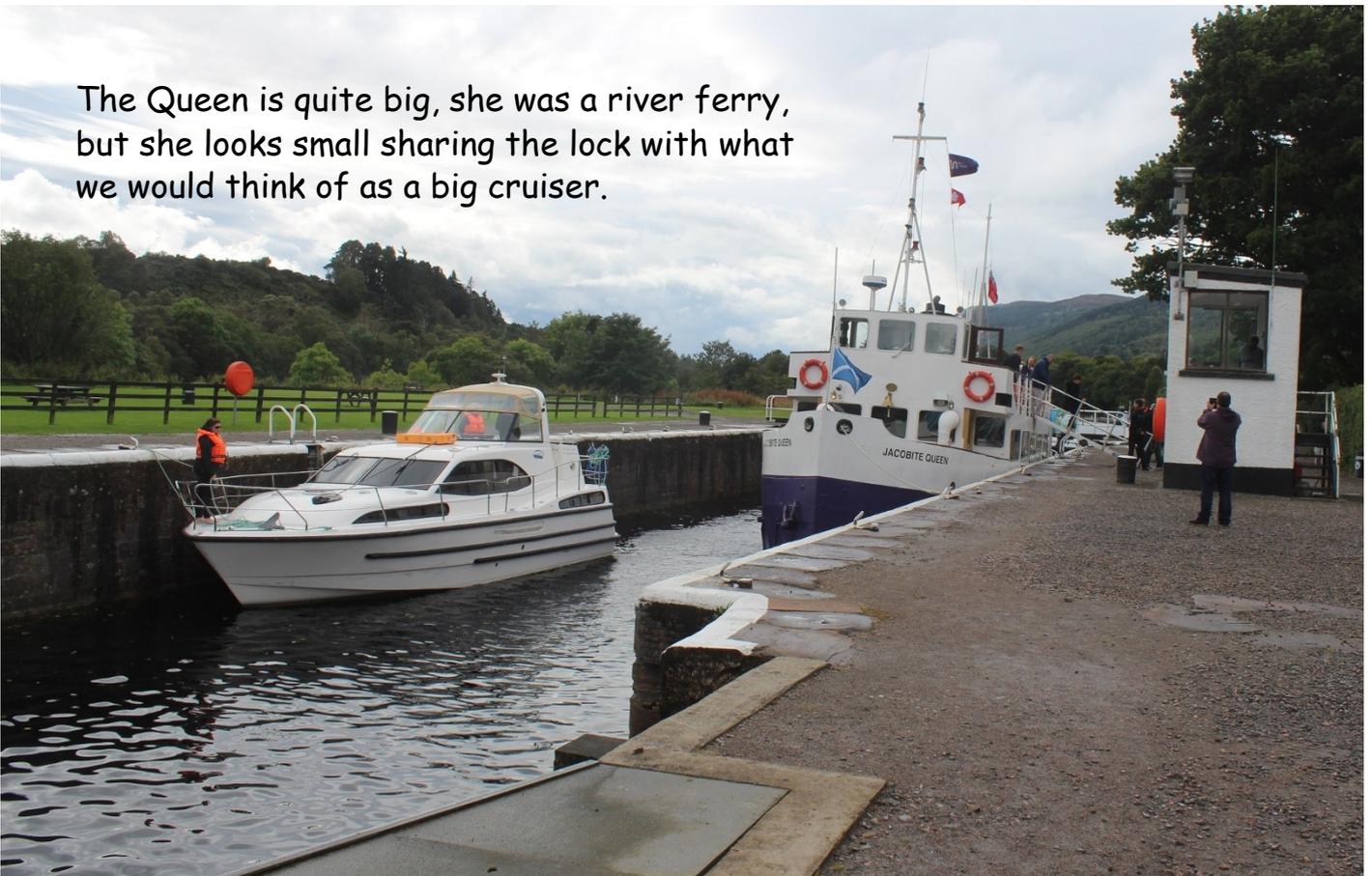
This barge was the biggest I saw on the canal, so big that this is the only bit I could fit on the camera.



Jacobite Queen moored just over the road from the campsite.



The Queen is quite big, she was a river ferry, but she looks small sharing the lock with what we would think of as a big cruiser.





trip. I visited Oban because our volunteers the Cooks heartily recommend it. This is another small City and Ferry port. I took a boat trip here out and round some of the islands. No fishing in this part of the coast, to protect the environment, but there is a Salmon fish farm which we had a good look at. We also saw seals, but Norfolk is better for that.

My next Boat trip was from John 'o' Groats, and out to the Orkneys. This is the most disturbed bit of water I have ever been on. It was a calm day but there were still whirl pools, patches of choppy water and patches of oily waves. I had paid for a coach trip this time, and if you only have a day it is worthwhile. I visited a village occupied 5,000 years BC another small City with a wonderful cathedral and standing stones. We did see the islands only trees, island children get taken there by the school so that they can see what a tree is, for thousands of years there were no trees on the island. They are islands and they need boats, they built the best boats out of driftwood, sailed them to the mainland and sold them

at one shilling per foot. Many are still in use today. The water surrounded by the islands is Scapa Flow. In the last issue I wrote about the WWI German fleet and Foxton's link to the salvage of it. So I was interested to see the waters myself. I particularly liked what was left of the block ships used to close off some of the entrances and the permanent barriers ordered by Churchill and built by Italian Prisoners of War. A visit to the painted chapel they produced from a Nissan hut was particularly poignant.

My last visit was to the Kelpies, not far from the Falkirk wheel. These massive works of art are something special. I am not a lover of modern art, but I fell in love with these. This is what sculpture should be about. From some angles they are wild beasts from others they look like they are in love. I visited in the evening along with many others, some prepared with wine and a picnic. I waited to see the lights turn on, and they come alive. A great end to my journey.



The top lock in the lower flight was badly damaged when a speeding boat hit it, taken during repair wood has is being cut away to inset a repair plate which will be bolted through, the gate is getting old now but the repair should make it last a bit longer.

Equipment arrived at the end of September to start dredging the canal around Sadington



Old Boatman visits

by Mike Beech

On Saturday 11th of June we were visited by a family including retired Boater Mr Docherty. They were very pleased with the museum. I was showing them some of the photographs in our archive, and that of The Old Union Canals Society. They are displayed on the new Gandy computer, paid for with a donation to commemorate Mr Gandy. The visitors were delighted when they spotted previously unseen photographs of family and friends. They are coming later in the month for another visit and are donating some photographs and recordings.

Photograph; Photo taken at boaters evening held at Wharf hotel in Welford on 30th June 1972. Left to right standing Jack Meridith, Walter Turberfield, Maurice Peasland, Jim Peasland, Charles Atkins, Reg Barnett, Charles Doughty, Dick Waterfield, Rose Carter, Ike Argent, Joe Roberts, Sally Meredith, George Bevington and Mrs Bevington. Left to right Mrs Waterfield, Ellen Argent, Mrs Simmonds, unknown (down as Rose Carter but she is already mentioned), and Tommy Simmonds.



Photograph; Second half of Group taken at boaters evening in June 1972 at wharf hotel Welford.

Left to right standing Mrs G Swanwick, Mrs A Swanwick, Mrs Rose Skinner, unknown, Joe Skinner, Charlie Carter, Arthur Swanwick, A Boswell, George Carter and Mrs Peasland.

Left to right sitting Miss Gilbert and Mrs Alice Doughty.

The Canal Society held these every year while they thought that there were enough real boaters left to make it worthwhile. A chance for Society members to get to know them and listen to tales of the cut, and an opportunity for the old boating community to get together.



Call the DOCTOR?

An observation by Mike Beech



In recent months we have noticed a worrying change in the behaviour of visitors to Foxton. They arrive in groups mostly adults but young teenagers as well. They walk on to the site over the bridge at the bottom all staring at a small screen. We don't think they can see unless they look at this screen. They mill about as if searching but they are only looking at the screen. They seem confused and sometimes excited. They gather in swarms talking in a strange language. Eurogamer Niantic Articuno, Zapdos, Moltres apparently they are looking for water spirits Naiad or Nereid. For us it is completely baffling, after a while they start to move round the site but they are not looking at the scenery or the boats, Lock keepers have to guide them away from the locks. Occasionally there is some excitement and they all run to a different spot where they again go into a trance like state circling round staring at the screen.

After a while they wail in a disappointed sad way, I CANT'T LOGON or MY BATTERY IS FLAT after which they seem to realise where they are, but they look lost and confused.

Have they been taken over by some alien creature, is that creature feeding on

their minds? We have christened them Pokémon Zombies, I hope it isn't contagious. There are now websites dedicated to Pokémon at Foxton. In other parts of the world, they are walking city streets stepping out in front of the traffic, gathering in front of old chapels and sometimes trespassing on private land. What is happening to the world?

Do we need to call the DOCTOR?

WHO is controlling them?

Someone has had fun on site.

by Bob Hakewill



The notice appeared between the top car park and the Canal. One of a number of signs put up around the site to promote CRT.



Earlier another fun person has been at work.



R2D2 prototype indeed!

It sits at top lock as a water level indicator with solar panels to charge the battery cells. The BoilerHouse is visible over the side ponds. It really looks more like a Dalek which was the bane of the Doctor.

By this I mean Doctor Who. Who?

The Foxton Inclined Plane Trust

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Registered Charity : Number 513241
Museum Accreditation 1644

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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.

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Winter: Mid-November

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Telford's name is everywhere in Scotland, from canals to small fishing villages and road improvements. They even name houses and streets after him. Top right Oil rigs graveyard Cromarty Firth

Urquhart Castle Lock Ness

My holiday home temporarily near Loch Tay.



The Kelpies, worlds biggest equine sculpture. near Falkirk.
30m High between them and dwarfed by them is the new
River Carron sea lock, linking the Forth and Clyde to the
Sea.

