

The Buckingham Navigator

The Newsletter of The Buckingham Canal Society
Registered Charity No. 1072924



Annual Festival - a resounding success!

With the weather in our favour our fundraising efforts were very fruitful and there was a great deal of interest in our plans for the Buckingham Canal.

NEWS FLASH!
Logo evolution into a stronger and bolder design.

Buckingham Canal Society and CRT



MATCH FUNDING EVENT

10am
Tuesday 25th
September



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DOUBLE YOUR MONEY – AGAIN

You may recall that back in May we had the opportunity to make a donation to BCS through Localgiving.com which they would double, in what they called a Match Challenge. Well it's back -sort of! This time it's more of a Mini Match. If you donate £10, they will match it with another £10. There is no option to donate more, though you can, if you wish, sign up for a monthly donation of £10 – in which case they will match the first three but no more. And I suppose there's no reason why you couldn't donate £10 more than once.

So we're inviting you to make a £10 donation, which will become £20 when it gets to our bank. If you go onto the localgiving.com/buckscanal website from 10am on Tuesday 25 September, look for their £500,000 Grow Your Tenner campaign.

This is a national campaign, whereas the previous opportunity was a local campaign in the Milton Keynes area. They will match the first 50,000 donations of £10 across the country, so if you've a mind to see your money doubled please don't miss this chance.

Dear Readers,

Welcome to the Navigator Autumn 2012! Inside we continue our 20th Birthday celebrations with an interview with one of the Society's founding members. You can find out about canal restoration in Ireland, and there is lots to be kept up-to-date with on our work on home turf as well. Also included is a dedicated section for photos of the very successful Lock Ransom, as well as a full report of the weekend. This edition of the Navigator sees the exciting unveiling of the evolution of the society's logo. We have worked on this with Vanessa Whight, who is a graphic designer by trade. I would like to thank her for her hard work and for doing a fantastic job!

All photography in this issue is © Richard Alan Lewis unless otherwise stated. As ever all comments on this issue gratefully received.



Richard Lewis (Your Editor)

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Work Party Report

Hyde Lane

Like other outside events this year our tasks have been made that much harder because of the amount of rain we have had this summer. Work parties at the Nature Reserve have spent half of their time removing water from the lock chamber so that the work of re-pointing the brickwork can begin. This is all rather ironic as at two of our other sites we are desperate to have water in them! Work has been continuing to remove the very thick, dense mud from the bottom of the lock chamber. Volunteers have also been working hard to make sandbags to build a series of temporary dams within the lock.



The re-pointing work has gone well with the lock chamber wing walls completed and work continuing on the rest of the lock. We have also spent some time uncovering some of the spill weir wall.



Part of the remains of the old lock gates have been found at the bottom of the lock and discussions are taking place as to the best way to remove these gates so that they can be replaced with the gates donated by British Waterways from the Northampton Arm. If it proves impossible to remove the gates by hand the plan is to wait until we have an excavator on site in September and to remove the old gates and install the new gates on the same weekend. The plan is to hire in a 20 tonne tracked excavator for the weekend of 29th-30th September to install the lock gates. You must contact Terry Cavender if you wish to attend this extra work party.



To make access to the site easier a farm gate also needs to be installed at the west end of the canal so that the excavator installing the larger of the gates can be brought along the canal bed. We intend to install the farm gate at our regular work party on Sunday 9th September. The two smaller lock gates will be brought across the Poor Law land and through the gap in the hedge and then lifted into position. Preparatory work needs to be carried out by our volunteers in August before this can happen. By the beginning of October we aim to have the lock gates in place and for them to give a real boost to the nature reserve's appearance.

Cosgrove

In September we have two groups from Santander joining us on site at Cosgrove. These groups will be helping our volunteers install two gates along the towpath at Cosgrove. Once installed these gates will allow access for dumper trucks and excavators to the far end of the canal by Bridge No.1 thereby allowing the work to build the earth dams to take place from October onward. Hopefully the first trials to re-water this section of canal can then be carried out before Christmas.

Once the work at Cosgrove is completed we plan to move the work parties to Bourton Meadow from about January 2013. We will then start some of the smaller tasks involved with re-watering this section of canal. Once funding for the major part of this project is secured an access point across the River Ouse will be built to allow contractors' vehicles access to the site to carry out the re-lining work, hopefully in the summer of 2013.

Athina Beckett - Work Party Organiser.

Chairman's Chat

Our Annual Festival took place over the weekend of 21st-22nd July and this year on the Sunday we held a combined day with the Iron Trunk celebrations.

As some of you may already know my partner Jonathan Brown and I were in a car crash a week before the festival, so unfortunately because of the accident I was unable to spend as much time as I had hoped at the festival. Therefore I have asked other committee members who were there for the whole weekend to contribute a report on the festival. I was there on Sunday lunchtime and the towpath was packed with people walking from both sites. We were very fortunate with the weather this year and we reckon that we had about 3,000 attending over the weekend and the funds raised exceeded last year with over £1,750 collected.

First of all I would like to thank the festival committee for all the hard work setting up the festival over the previous months. This was the first year we had a separate group to run the festival and this seems to have worked well. My thanks also go to my work party volunteers who helped clear the site on the Thursday before the weekend.

We always welcome feedback from our members who attended the festival so if you have any ideas about how it could be improved next year please let us know. I would also like to thank our regular boaters and traders who turn up each year and really make the festival work and raise funds for the Society.



Other news – I was invited to attend the Canal & River Trust (CRT) launch at Stoke Bruerne and two other committee members attended the London launch. We also presented our work to the CRT board of trustees at Cosgrove on the 24th July. Further details on these event are on page 8 and 9.

We had an enjoyable time at the Braunston Historic Boat Gathering when Tony Hales (CRT Chairman) and Tim Coghlan (Braunston Marina) presented Buckingham Canal Society (BCS) with a cheque for £200 (Photo below courtesy of Harry Arnold / Waterways Images). My thanks also go to Tim Coghlan for all the excellent work he does with his festival at Braunston and the donations given out each year to canal societies.



As you can see from my latest work party report we are pressing ahead with our restoration plans and we recently submitted an application to WREN for a large grant to support the re-watering of the section of canal at Bourton Meadow. A few years ago we were grateful to receive a grant from WREN to provide the funds to restore the lock at the Nature Reserve which gave a tremendous boost to the Society. So we are really hoping this new grant application will succeed and provide us with the funds to get this section of canal in water. Re-watering the length at Bourton Meadow would provide a real boost to promoting the restoration of the whole canal.

I will be attending the Village at War festival at Stoke Bruerne with the bric-a-brac stall over the weekend of 29th-30th September, raising funds for BCS, so if you are around do stop by and say hello.

Athina Beckett
Chairman

This year has seen the exciting change of British Waterways (BW) to Canal & River Trust (CRT). So what have we been up to recently with CRT and what does this change mean to us? I also thought you would be interested in learning a bit more about this event and its importance for all users of the waterways.

CRT Launch

With this being an important event for canals of course we wanted to get involved. Athina Beckett our chairman was invited to the CRT regional launch at Stoke Bruerne on Thursday 12th July. Here she met the new local CRT Trustees and continued our relationship with the regional BW (now CRT) staff.

Terry Cavender and I attended the National Launch in London. This was an interesting morning where we learnt a lot about the challenges that have been overcome to create the trust. We heard Speeches from Caroline Spellman (Secretary of State for the Environment), Richard Benyon (MP responsible for Inland Waterways: photo right) and Tony Hales (Chair of CRT's board of trustees) among others. Terry and I spoke to Tony and Caroline as well as some key members of the waterways press who are keen to do some articles on our Society in the future.



CRT Presentation

Shortly after the official launch Terry was asked by CRT manager Jeff Whyatt to give a talk to the new CRT Trustees. The talk took place on Tuesday 24th July on the Cosgrove trip boat and Athina and I joined Terry and a group of new CRT trustees for the presentation. This went very well and Athina said she thinks the group was impressed by the work achieved by the Society. Terry's speech had everyone interested and there were plenty of display boards around showing our volunteers at work. Tony Hales, the new Chairman of CRT, was part of the group and expressed an interest in joining our Society. Group photo of all who attended below:



Athina Beckett said “We wish the new CRT charity all the best, and as relationships with BW have improved over the years I’m sure they will continue, with regular meetings and positive discussions taking place”.

Terry Cavender said “The transition for CRT from a public body to a charitable trust helps the BCS restoration aims in a number of ways. Firstly, it enables CRT to operate with a greater flexibility whilst gaining an insight into voluntary organisations and the outcomes they can deliver. This therefore becomes an exciting opportunity for BCS to become a premier partner working alongside CRT in actual delivery of canal restoration and improvement.”



What Is CRT?

Canal & River Trust is a charitable trust that was set up to look after the waterways of England and Wales. It is expected that the inland waterways currently managed by the Environment Agency will transfer to the trust in 2015. In Scotland British Waterways continues to operate as a stand-alone public corporation under the trading name Scottish Canals.

CRT maintains 2,000 miles of canals and rivers that are often over 200 years old, and they are responsible for a large network of bridges, embankments, towpaths, aqueducts, docks and reservoirs. Their activities include improving towpaths for cyclists and walkers, encouraging biodiversity by installing bat boxes and insect piles to maintaining their locks, bridges and aqueducts.

One of the main advantages of this change is that the inland waterways are now protected in trust for the nation to use and enjoy.

Why The Change From BW?

CRT was created because British Waterways relied mainly on income from the government and a few grants, this meant it had a budget deficit in 2009 of £30 million and needed to resolve this. The change to a trust gives a more secure income, while utilising volunteers and the waterways community to support the trust. New income streams via donations and grants are now available due to the charitable status and favorable public opinion of charities compared to government

bodies. The Trust will receive a fixed grant each year from the Department for the Environment, Food and Rural Affairs over the next 15 years. It also has an income from issuing licences to people who use the waterways.

Key dates in this change:

October 2011: BW announces the name and logo for CRT

April 2012: CRT receives charitable status

June 2012: CRT receives parliamentary approval

July 2nd 2012: transfer of assets from BW to CRT

July 12th 2012: CRT officially launches

CRT Structure

The trust is headed by a Board of ten Trustees, led by the Chairman, which ensures it meets its charitable objectives and sets the strategy of the trust. The trust also has a 35 member, partly elected council which discusses the business of the trust and ensures that all users of the waterways in all areas are represented. There are also seven directors that concern themselves with the ordinary running of the trust.

The Prince of Wales is the patron of the Canal & River Trust and Brian Blessed supports the Trust's volunteer appeal. Google partnered with CRT to put the UK's towpaths on Google Maps. This includes highlighting access points, bridges, locks and tunnels. Once the project is complete, members of the public will have the ability to plan journeys that include canal and river towpaths as well as roads.

Richard Lewis

(Additional info sourced from Wikipedia and the CRT website)

Logo Evolution

As you may have seen from the cover of the Navigator our logo has evolved. It was designed by our resident graphic designer Vanessa. Then it was exhibited at the Cosgrove Festival and was given overwhelming support by public and society members. In the last committee meeting it was approved for use and adopted as the logo for the Buckingham Canal Society. The reason for the evolution is to give us a strong image that people can identify the society with. The logo is one part of our efforts to improve the brand image of the society to attract new members and funding. On another note the visual concept and structure of the website have been submitted to the committee to approve and then construction can begin on the new BCS website!



Richard Lewis

Terry Cavender and I travelled to Lichfield shortly after the last edition was published to attend a Waterways Recovery Group (WRG) training weekend. We learnt about general health and safety before being let loose on, as Terry likes to call them, “Boys’ Toys”. The types on offer for the weekend were dumper trucks, small excavators, big excavators and the WRG minibus. WRG runs a permit scheme to allow people to drive items of plant under the Inland Waterways Association’s (IWA) insurance. IWA handle insurance for BCS so these permits cover us to drive plant on our canal too.

Terry received a permit to drive and to instruct others on excavators under 7.5 tons, one to drive excavators over 7.5 tons and one to drive the WRG minibus with a trailer attached. I received a permit to drive and to instruct others on dumper trucks and a permit to drive the WRG minibus (or similar vehicle). I narrowly missed out on getting my excavator permit, just needing a little more practice. We both had a great time and enjoyed the training and company a lot, WRG are a really nice bunch!



Richard Lewis

Close To Calamity At Cosgrove

Just a few hours before our Festival was due to open we were faced with a potential calamity that threatened to cause chaos over the weekend. Whilst we were setting up the site on the Friday afternoon, historic narrow boats Raymond and Nutfield came down and were stuck in the lock with one of the gates not opening fully. This problem had been apparent all day but hadn't really caused much of a problem until now. After half an hour's hard work with various implements they managed to shift the obstruction and get on their way to their mooring. But whatever the obstruction had been started shifting again, and in the evening when the trip boat went into the lock to return to its mooring on the wharf the crew couldn't shut one of the bottom gates. A call to CRT brought assistance, but they weren't able to help. So the trip boat, plus the two day boats which had by now returned, spent the night in the lock and the prospect loomed that the lock would be out of action all weekend. This would mean boats looking for a mooring both above and below the lock – and we'd already taken everything available! And on top of that our Stand and Deliver lock ransom posters would look like a sick joke.

But bright and early Saturday morning CRT were back again, and this time they managed to shift the unknown obstruction enough for the gates to be closed. So disaster was averted – until the next time it shifts again.

Vernon Draper

Well it finally happened. After months and months of cold, rain, flood and everything that a summer isn't supposed to be, the sun finally appeared the day before our event. So we were safe from the washout that caused so many events across the country to be cancelled. Some say that James Clifton (CRT) has a hotline to somewhere up above, but we like to think that the sun king was smiling on us to help us celebrate our 20th anniversary festival.

Setting up on the Friday we did feel a little excited as it was really quite a pleasant day. But just as we were wrapping up for the day the heavens opened again in a big way, so it was time to run for cover and pray that the sun hadn't peaked (or peeked?) too early. These prayers were obviously answered because the Saturday dawned warm, bright and sunny and stayed that way all weekend.

The second factor in the event's success was CRT's well-publicised Iron Trunk celebration on the Sunday, with additional attractions including talks, guided walks and so on, not to mention free boat rides from Cosgrove to The Galleon at Old Wolverton. This significantly increased the numbers attending that day and kept all the stalls and trading boats very busy.

More boats joined us than ever before but somehow Geoff Wood, Harbourmaster, managed to squeeze them in. 21 boats were moored below the lock where CRT had granted us some temporary reserved moorings and 6 moored above the lock including traders and visitors from Taverners' Boat Club who provided valuable assistance over the weekend. Raymond and Nutfield looked resplendent and attracted a lot of interest, whilst the trading boats including the Fudge Boat, the Cheese Boat and the Cookie Boat all did a brisk trade. For those for whom food wasn't the first priority there were boats selling jewellery, log carvings and original wildlife art.

As many stalls as possible were shoe-horned in along the towpath making for a very colourful display. In prime position was the cake stall, run by Ted and Benita Wilson, ably assisted by Joan and Les Shean and Bill Upton. The takings on the stall exceeded £300, which even after expenses have been taken into account, considerably exceeded last year's total.

The bric-a-brac stall also exceeded previous records. Athina Beckett was only able to man the stall for part of the weekend as she and Jonathan Brown were recovering from a car accident the previous week. Therefore we are very grateful to other members who were able to help out and with very helpful donations of stock from members the stall also made over £300.

The games stall was very popular, with Plucky the Duck rapidly becoming plucked bare of feathers so that additional prizes had to be obtained, and there was strong competition to win the marble game. Early on Nigel Preston, to encourage others to have a go, posted a score which was never beaten despite strong challenges.

The BCS promotion stall had a beautifully presented range of information boards and Terry Cavender assisted by Richard Lewis was kept busy updating visitors on the Society's progress this year. They gained a new member and 66 signatures for the BCS Register of Support.

On Saturday night Vernon Draper invited members to the BCS Annual Dinner on the lock island. Not quite as grand as the name implies, this occasion is nevertheless becoming something of a tradition and over 50 members took the opportunity to socialise and to sample the best fish and chips in the area. Smarts of Stony Stratford efficiently supplied the requisite order spot on time and we tucked in with relish on a balmy summer evening.



Entertainment was provided lock-side on Saturday by two members of Pump House Clog Morris and on Sunday by the ladies of the U3A bell-ringers playing traditional tunes.

The Cosgrove Festival has expanded over the years but in earlier times was held as a Lock Ransom. It is still the centre of the event and members worked tirelessly on the lock in the hope of generous donations from passing boaters. It was noticeable that the numbers of boats was down this year probably due the prevailing economic situation and the bucket collection, whilst substantial, was less than last year.

The Festival committee would like to express appreciation to everyone who helped make the event such a happy occasion. This includes those undertaking advance publicity, the work party volunteers who did an excellent job preparing the site, all those who helped set up on the Friday, getting a little damp in the process, members manning the stalls, those who stayed on Sunday to help clear the site and those who transported all the tents and bric-a-brac stock afterwards.

....and so to the bottom line of Vernon's accounts – was it a financial success? Undoubtedly. When expenses were deducted the overall profit, which exceeded £1,500, was more than £100 more than 2011. Many congratulations to all concerned.

Vernon Draper and Helen Preston

See pages 14 and 15 for a photomontage of the weekend.





Your editor recently caught up with Mike Freeman. He is credited as having the original idea to restore the Buckingham Canal and the Society has grown from that first idea with the help of all the committee members and volunteers over the 20 years since this seed of change was sown. I wanted to ask him a few questions about the early days, the past 20 years and how he spends his time now. All photos in this article are by unknown photographers.

Name : Michael Freeman

Age: 75

Location: Bozeat, Northamptonshire

Job: Retired BBC Film Editor

BCS Service: 10 Years



Q. Why did you join BCS?

A. It was against a background of having been involved with canals since 1962 and I was the chairman of the Milton Keynes branch of the IWA. During a chairman's meeting they were discussing the effects that the British Waterways bill would have on the canals that people were hoping to restore. The Wendover Arm and the Aylesbury Arm were both mentioned and I said, "What about the Buckingham Arm?" Having raised the concept I consulted with a number of colleagues who were interested in various aspects of the environment and we set up a meeting as documented in the Spring 2012 edition of the Navigator and it was felt there was a case worth investigating.

Q. What did you enjoy most about your work with the society?

A. What particularly stands out to me is the camaraderie and team work of the work parties. Photo right: Working party 1994 - left to right - Andy Morgan, Maurice Batt(Chairman) Jill Gourlay, Jenny Freeman, Mike Howell, Barbara Evans-Rees, Mike Freeman(Secretary). Another thing I particularly enjoyed was the feeling that we could really accomplish something. There was a public enquiry relating to a possible petrol station in Deanshanger on the opposite side of the road to the existing one where the route of the canal passed by the main road and thus preventing possible return into Deanshanger. The BCS case was presented by myself and one of the IWA Consulting Engineers. In his report the inspector said that we had made a good case presented well. The petrol station was not built



Q. If when you joined you were asked where would the society be in 20 years what would you have said?

A. Either see that positive progress would have been made or the society would have collapsed. I am happy to say we firmly fall into the first category.

Q. Any rocky moments with the society over the years?

A. The major difficulty for us was making friendly contact with every person that matters along the line of the canal. A particularly difficult moment was when an application was put in for gravel extraction in the vicinity of Mount Mill Farm. There was then a public enquiry. The powers that be had failed to notify the owners of the land that they wanted to make a site visit. So when a car full of the powerful and mighty turned up it was much to the disgust of the owners of the farm. The landowners were against the canal and this incident caused worsening public relations.

Q. Do you have any highlights of your time with BCS, memorable moments?

A. I would have to say the unveiling of the original signpost at Cosgrove, pointing down the Buckingham Canal. It had been identified that a major problem was getting people to recognise that the canal was there and could go somewhere. I was on good terms with the British Waterways manager and he agreed to have the Buckingham Arm Sign put in place. It was a very emotional moment when the sign was unveiled and the brass band started to play. Read more about this on page 20 and 21. Memorable moments include when we bought a market stall for events and this was used during the early days to provide sausage and onion rolls at work parties. I also fondly remember Maurice Batt's work to get bar facilities at all of our events.

Q. Who would you like to thank for their support and work over the years?

A. I am very appreciative of the efforts of various people who have taken over the roles from the initial committee and very pleased that my initial thoughts, hopes and dreams were not empty ones.

Q. What are you up to now - interests and hobbies?

A. I try my best to keep up with my 8 grandchildren. I enjoy photography. I am a Trustee of the Friends of Raymond, who are the custodians of Raymond, the last wooden working narrow boat to be built in Britain. "Friends of Raymond" exists, not only to preserve Raymond, but to educate the public about the crafts of boat building and the realities of transport or trade by boat. It is taken to canal festivals and other events e.g. Village at War festival.



Q. Can you sum up the society over the last 20 years in 5 words?

A project moving positively forward.

Q. What else would you like to add?

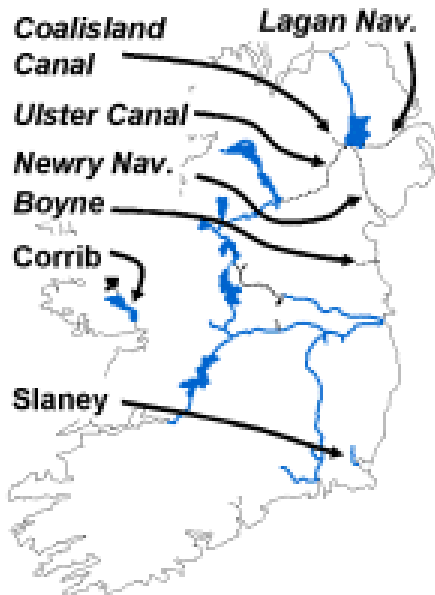
A. I know a man, who knows a man, who used to use the lock at Bourton Meadow as a fish farm!

Canal Restoration In Ireland

Below is an article from one of our newest volunteers. Jasmin is interested in creative writing and hopes to study English at university. I thought you may be interested in the restoration movement in Ireland so asked her to write an article about it. Restoration is gathering pace and they are doing a lot of good work.

In Ireland, there are many inland waterways which are protected and developed by the Inland Waterways Association of Ireland (IWAI) these include; the Barrow navigation, the Erne system, the Grand Canal, the Shannon-Erne Waterway and the Lower Bann. The IWAI are a group of inland waterway devotees who founded the charity in 1954 to campaign for conservation and development of waterways.

The association also looks after a number of closed navigations such as Coalisland Canal, Boyne Navigation, Newry Canal, Lagan Navigation and the Cong Canal. Maps in this article are sourced from IWAI's website.



The Lagan Navigation is twenty-seven miles long and, at the moment, is no longer navigable. The IWAI hope that the Lagan Branch will soon be open to travel from Belfast to Lisburn. They want to restore, promote and significantly improve the navigation of this canal. Jim Henning, chairman of the Lagan Branch of the IWAI, said "Momentum is building and there is more interest now in people getting together and working towards opening all of Northern Ireland's waterways".

The Boyne Branch of the IWAI was formed in 2007 and their hope is to also restore their canal. They are aiming to have the initial lock open by the end of the year, which is very exciting news for them.

Newry Canal is the oldest man-made summit-level canal in both Britain and Ireland; it flows from Newry to Portadown. Originally begun in 1741 to transport coal, it is currently looked after by the IWAI. In the 20th century, the canal fell into disuse as it had been neglected for several years. Thankfully, the volunteers have managed to do a fantastic amount of work on the canal; clearing it of vegetation has meant that the beautiful craftsmanship of the locks can be viewed and enjoyed, successful applications for project funding has enabled the increase of public awareness of the canal's potential, and the IWAI hope that there will soon be boats back on the Newry Canal. Photos from the IWAI Newry and Portadown branch, Campbell's Lock below and Newry IWAI Volunteers above.



After much hard work, the IWAI have successfully restored several previously un-navigable inland waterways. The Shannon-Erne Waterway was reopened in 1994, and this meant the navigable link between the two areas was restored which is of great benefit to many people along its length. The thirty eight-mile long waterway links the village of Leitrim with the Erne system. The IWAI were able to protect and restore all sixteen locks and thirty-one bridges along the navigation, allowing it to be a much-used stretch of water for both transportation and fun!



Likewise, the Royal Canal was re-opened thanks to the association's hard graft in 2010. It flows ninety miles from Dublin to the River Shannon. The IWAI successfully helped protect all forty-six locks along its waterway.



All in all, the Inland Waterways Association of Ireland is a highly-valued charity which is helping protect hundreds of miles of inland waterways.

The last copy of the Navigator showcased the new Buckingham Canal sign at Cosgrove. Here is the story of how the first sign came to be installed.

This took place at the first public event which BCS organised, it being felt that we ought to bring our existence to a higher level of awareness. The bicentenary of the Act of Parliament enabling the construction of the canal from Old Stratford to Buckingham gave us the opportunity and impetus.

We were allowed the use of Mick Palmer's boatyard, apart from the bits with boats on. We hired Wolverton Town Band, a troupe of Morris Men and Coventry Canal Society provided a bar. Howard Yates and Morag's horse was there with the appropriate harness for towing boats complete with Swingle Tree. The event was also attended by the then Mayor of Buckingham.

The licence for the bar was provided by the then publican of "The Peacock" in Towcester. The bar was located in a marquee in the field.

The British Waterways Manager of the time, Chris Mitchell, had agreed to our request for a sign for Buckingham. It was agreed that this should be part of the "Opening Ceremony". Jeremy Cooper, who was chairman at that time, was master of ceremonies. I was called upon to say some words about our hopes for the future, and embarrassingly I got the Horse's name wrong. After this Helene Hill made the presentation to the Mayor who then made a speech supportive of our enterprise. On him declaring the event "Open" I took my cue to pull the cover from the extra signpost, which action was also the signal for the band to start playing. For me this was quite an emotional moment, if a somewhat expensive one, and there were tears in my eyes. Mind you I always have been a sucker for brass bands.



During the course of the weekend there were conducted walks along the arm up to the A5. This was not as unlikely as it might sound today as clearing of the vegetation had not made much of a visual impact and it was rather like a jungle trek.

The towpath through Cosgrove is well frequented by walkers and short cuts by cyclists under normal conditions and considerably more were present over that weekend. For a few years the event was repeated but suspended due to lack of available manpower and a Social Event took over. The present events are far superior to those early ones, this may be due to a stronger society and the increasing boating and public appetites for such gatherings.

Michael Freeman.

(Photograph is of Michael Freeman unveiling the sign.
Photographer unknown.)

Iron Trunk Red Wheel

As part of CRT's Iron Trunk Summer Celebration, held on the Sunday of our Cosgrove Festival, the opportunity was taken to unveil a Transport Trust Red Wheel. The Transport Trust is the hub of the transport preservation and restoration movement in Great Britain. These red wheels commemorate Britain's rich and globally important legacy in the development of transport, and mark sites of special historic interest.

The Iron Trunk marks the boundary between Northamptonshire and Buckinghamshire, and performing the unveiling were, from left to right, Admiral Sir John Brigstocke, Deputy Lord Lieutenant of Northamptonshire; Sir Henry Aubrey-Fletcher, Lord Lieutenant of Buckinghamshire; and Catriona Morris, Mayor of Milton Keynes.



View a fact sheet on the Iron Trunk at tinyurl.com/iron-trunk and, although the map shows its correct location, don't pay too much attention to the address listed here – it's mid-way between Cosgrove Lock and The Galleon at Old Wolverton!

Vernon Draper

New Members

We are pleased to extend a warm welcome to the following new members who have recently joined the Society:-

Michael Rawlings	Buckingham
Andy & Anita Savage	Buckingham
John Webber	Brackley
Mike Skeet	Milton Keynes
Peter & Anne Watts	Bicester
John Dodwell	London
Stephen Daniels	Buckingham
Pete & Kathy Somers	Deanshanger
Elizabeth & Martin Baker	Deanshanger
Anthony Smith	Buckingham
John Russell	Buckingham
Keith Cameron	Felixstowe
Mr G Burgess	Buckingham
Roger Newall	Buckingham

Situations Vacant

Wanted! Health and Safety Coordinator / Manager

Awareness and common sense are key requirements.

Willingness to visit sites occasionally and assess / confirm that method statements are being adhered to as well as refreshing paperwork with the team.

The BCS Committee will continue to help in this area and there is also lots of support available from IWA/ WRG as we develop our formal H&S site plans.

Contact Terry or Jim for details.

Projects and Work Party Planning Assistant

BCS is looking for volunteers to help out with projects and work party planning.

Contact Terry or Athina for info.

Publicity Officer

BCS is expanding as a Society and Charity and is in URGENT need of an enthusiastic volunteer to fill this post and help promote us far and wide!

Researcher

Our projects require a great deal of varied research. We are looking for several volunteers to help us perform this work. No experience necessary.

Partnerships and Patrons

We are very grateful for the continued support of our patrons:

- Rt Hon John Bercow MP
- Lord Boswell of Aynho

We have formal partnerships with the following:

- Buckinghamshire County Council (BCC)
- Aylesbury Vale District Council (AVDC)
- South Northants District Council
- Buckingham Town Council
- Canal and River Trust
- IWA Corporate Member

We have been recognised by the following:

- Cosgrove Parish Council
- Thornborough Parish Council
- Maids Moreton Parish Council
- Thornton Parish Meeting
- Deanshanger Parish Council
- Foscote Parish Meeting

Corporate Members

Wyvern Shipping Co.



Taverners Boat Club



Nikon Optical UK. Ltd.



Braunston Marina



Upcoming Events

24

Friday 21st September 8pm
Fancy a Natter
BCS Pub Evening
2 Brewers Pub, Thornborough
MK18 2DN

Monday 24th September
IWA Milton Keynes 7.45
River Lea from Source to Olympics
Speaker: Richard Thomas
Milton Keynes Village
Pavilion, Worrelle Avenue
Middleton, Milton Keynes MK10 9AD

Saturday 29th-Sunday 30th September
Village at War
Stoke Bruerne
Northants NN12 7SE
www.friendsofcanalmuseum.org.uk

Sunday 7th October
Banbury Canal Day 10.30 – 5pm
Banbury, Oxford Canal
www.banburycanalday.co.uk

Tuesday 9th October
IWA Northants 8pm
Canal Carrying
Speaker: David Blagrove
Walnut Tree pub, Blisworth NN7 3DS

Friday 19th October 8pm
Fancy a Natter
BCS Pub Get-together
2 Brewers pub, Thornborough
MK18 2DN

Saturday 20th-Sunday 21st October
IWA Milton Keynes
Canal Clean Up
Meet Fenny Stratford
Details from David King 01908 661309

Monday 22nd October 7.45
IWA Milton Keynes

A Danube Delta Adventure
Speaker: Chris Ward,
Milton Keynes Village Pavilion,
Worrelle Avenue
Middleton, Milton Keynes MK10 9AD

Tuesday 13th November 8pm
IWA Northants
Pennine Crossings - Dereliction
and Restoration
Speaker David Ingleby
Walnut Tree pub, Blisworth NN7 3DS

Friday 16th November 8pm
Fancy a Natter
BCS Pub Evening
2 Brewers Pub, Thornborough
MK18 2DN

Monday 26th November 7.45
IWA Milton Keynes
The Panama Canal – History and Today
Speaker: James Griffin, MD
Wyvern Shipping
Milton Keynes Village Pavilion,
Worrelle Avenue
Middleton, Milton Keynes MK10 9AD

Monday 10th December 7.45
IWA Milton Keynes
Christmas Social
This is a pre-booked ticket event
Milton Keynes Village Pavilion,
Worrelle Avenue
Middleton, Milton Keynes MK10 9AD

Tuesday 11th December 8pm
IWA Northants
Quiz Night with Mick and Catrina Butler
Walnut Tree pub, Blisworth NN7 3DS

Friday 21st December 8pm
Fancy a Natter
BSC Pub Evening
2 Brewers Pub, Thornborough
MK18 2DN

Saturday 26th January 7.15pm
Buckingham Canal Society AGM
Buckingham Community Centre
Buckingham MK18 1RP

Monday 28th January 2013 25
IWA Milton Keynes
Historic Waterways Films
Presented by David Tucker
Milton Keynes Village Pavilion,
Worrelle Avenue
Middleton, Milton Keynes MK10 9AD

Work Party Dates 2012/2013

<u>September</u>	<u>October</u>	<u>November</u>	<u>December</u>
Thursday 6th Sunday 9th Thursday 20th Wknd 28th-30th	Thursday 4th Sunday 14th Thursday 18th	Thursday 1st Sunday 11th Thursday 15th Thursday 29th	Sunday 9th Thursday 13th Thursday 27th
<u>January</u>	<u>February</u>	<u>March</u>	<u>April</u>
Thursday 10th Sunday 13th Thursday 24th	Thursday 7th Sunday 10th Thursday 21st	Thursday 7th Sunday 10th Thursday 21st	Thursday 4th Sunday 14th Thursday 18th
<u>May</u>	<u>June</u>	<u>July</u>	<u>August</u>
Thursday 2nd Sunday 12th Thursday 16th Thursday 30th	Sunday 9th Thursday 13th Thursday 27th	Thursday 11th Sunday 14th Thursday 25th	Thursday 8th Sunday 11th Thursday 22nd

Next Navigator

So we are nearing the end of another issue of the Navigator and I am sure many of you are eager for more. You can be part of what appears in the next issue. There are regular items from the committee but there is space assigned to YOU for your submissions. I am also always very interested to hear what you think of the newsletter and comments are most welcome!

Please submit all contributions for the Winter Issue by 9th November 2012.
Emailed, on CD, typewritten or handwritten (in that order of preference) to :

editor@buckinghamcanal.org.uk OR Richard Lewis, Hillcrest, Akeley, Buckingham,
Bucks, MK18 5HL

We are still meeting at the Two Brewers...!

...on the 3rd Friday of each month. The purpose is as a regular social and open topic discussion about the canal restoration progress.

We are keeping the location at Thornborough based on the general consensus. If you need a lift, please ask as people travel from various locations.



Photo by Mark "Clangers England" on flickr.



The Two Brewers

Bridge Street,
Thornborough,
Buckingham
MK18 2DN

01280 812020

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OFFICE TEL /FAX 01280 815651
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Vacancy



Other Activities (non committee)

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Milton Keynes MK15 8AX
membership@buckinghamcanal.org.uk

Len Barrows - Website
info@buckinghamcanal.org.uk

Don Allison - Charity Commission Officer
01908 610564
donallison@btinternet.com

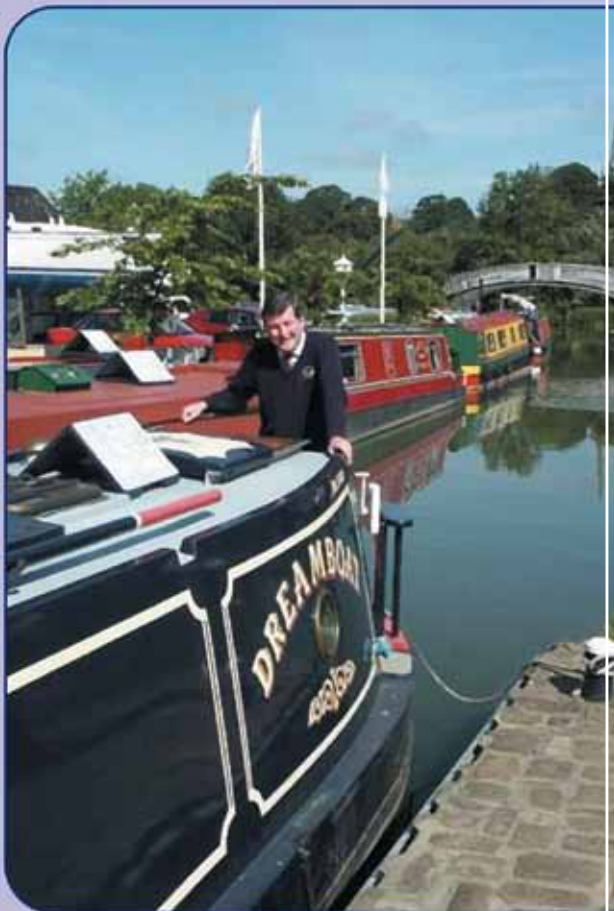
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