


Diary Dates

Friends Meetings to be held on the 4th. Tuesday of each month, alternating with the Gloucester & Hereford branch of the IWA, who hope to arrange meetings on the 2nd. Tuesday.

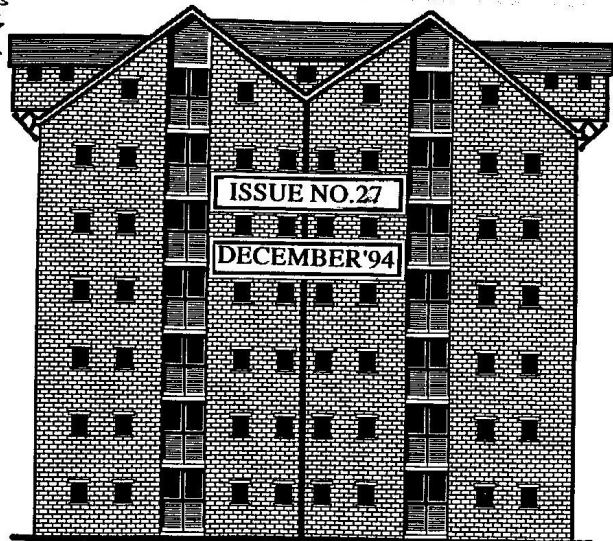
- Jan 24 Tony Conder will give a talk entitled 'In Cressy's Wake'.
Feb 18 South West Regional Meeting of the British Association of Friends of Museums at the Cheltenham Art Gallery and Museum. Contact Hugh Conway-Jones for details of the programme. See also page 16
Feb 28 Avril Lansdell will talk about 'Clothes of the Cut - Costumes connected with the history of the Canals'.
Mar 14 IWA Annual General Meeting at Tewkesbury Marina Yacht Club, 7.30pm.
Mar 28 Harry Arnold talking about 'A Year in the Life of a Waterway Journalist' It is hoped that he will include some mention of the new canal that crosses the border in Ireland, and which was opened in 1994, an event which he covered.
April 1 to April 30 Roses & Castles. See also page 15.
April 11 IWA Meeting at Tewkesbury Marina Yacht Club. 7.30pm. A mystery talk by Graham Ettles.
May 2 Annual General Meeting, to be followed by an illustrated talk from David McDougall on Restoration of Items for Exhibition at the Museum..

All Friends Meetings are held in the Museum's Schools Room, entered by the grey stable door in the building to the left of the Museum Main Entrance. All meetings start at 7.30pm. Use Southgate St. Entrance to the car park.

Friends are welcome at Inland Waterway Association Meetings. Tewkesbury Marina Yacht Club is off the Bredon Road B4080 on the left, 250 yards north of the junction with the A38.




Llanthony Log



"Mod"

Newsletter of the Friends of the National Waterways Museum

The "Friends" is Registered Charity No. 800282



THE NATIONAL LOTTERY.

Curator Tony Conder explains its potential benefits to the Museum.

The tickets are selling and the Lottery's coffers are filling up. For each £1 ticket sold, 5p. is going into the heritage fund and will be available for museums from January 4th, 1995.

What is eligible for assistance.?

The Museum as a charity is an acceptable body to apply for assistance from the Lottery, but not everything it does can be covered. For instance, objects owned by British Waterways cannot have lottery money spent on them, as the item must belong to the charity.

In general, nothing relating to day to day business can be paid for, it must be a new project or something special. In our case it is likely to be:

New Storage.

New Displays.

Buildings and equipment for education, libraries and research departments.

How do we get money?

This is primarily by putting together good, well planned schemes. These must show a degree of partnership funding from people such as the Friends, British Waterways, Local Authorities or local business. The schemes must be viable and not likely to cost so much to run once they are open that they threaten the survival of the business - for the charity the lottery must not be a gamble.

Grants may well be up to 80% of the money that any project will cost. Nobody will say for certain and they will want to see how successful the Lottery is, it could yet fail.

Partners can put in time and goods in kind which will count as value in a lottery bid. If a scheme includes volunteers their time can be counted as money if they give us land or buildings. It can also be counted if they agree a level of financial support for schemes in the future.

Local business will be important and can help with money or with assistance in kind. If Ermin Plant lend us a machine for free the value of hiring, it can count towards the rest of the grant.

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What would we spend money on?

The Museum has three main projects it needs to undertake to improve both care and management of collections and to enhance its educational and interpretational role.

Storage.

We need to settle storage in one location which can also provide workshops and space for future expansion. Additionally some immediate storage on site is needed for items stored, on display or working plant needed occasionally.

At present a scheme exists on paper to develop storage at Sharpness which, though not the ideal location, would give us the space and quality we need.

Recently ideas have begun to surface for a possible joint store for Gloucestershire. Joint storage exists in Oxfordshire and Hampshire and is a logical way to proceed. Joint stores mean costs shared in the future.

If joint storage led to another site closer to Gloucester being proposed, it might replace Sharpness.

Exhibitions and Education.

We have plans to add a lot more information to Level 2 and rebuild the introductory displays to show more exhibits and improve its content.

We also want to expand the education facilities to provide a bigger base for schools and allow more flexibility in the School Room. A centre which gives us exhibition space alongside education facilities and rooms for small groups will add significantly to what we can do on site.

Our plans could be combined under a general "improvement in education" banner.

The lottery offers great promise for the future but it will need the Museum to combine with its Friends, in the widest sense of the word, to get the very best out of the opportunities.

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A BLACKING for SABRINA.

Hugh Conway-Jones reports on a weekend working party.

After six years as a floating exhibit, it was time for for the underwater parts of the barge *Sabrina* to have some attention. She went into the large dry dock in September just after the flat-bottomed barge *Tirley*, so the supporting stretchers were already in place for her to rest on.

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EDITORIAL.

I expect, like me, you find it difficult to believe that we are at the end of another year. The time seems to pass all too quickly. Although the visitor numbers during 1994 are down a little compared with previous years, the Museum fortunately continues to be a major attraction in Gloucester and most of those visitors to whom I have spoken have praised the Museum and enjoyed their visit. I know that the Staff are very grateful for the continuing valuable help given by the Friends.

Many of our readers may have noticed some unfortunate errors which occurred in the last issue of the 'Log'. The front cover page was inadvertently printed from the wrong computer disc and displayed "Issue No. 22 - September 1993", which should of course, have been "Issue No. 26 - September 1994". Also two of the cartoons referring to Betty Conder's feature 'Not Madame Tussaud's' and Anne Olliver's article 'New Volunteers Join Museum' were transposed and thereby perhaps somewhat lost their impact. Richard's and my apologies to our resident cartoonist 'James' and the authors of the aforementioned articles for this. We are making efforts to improve our quality control and proof reading to avoid repetition of such errors.

Finally may I wish the Museum and all its Friends the Compliments of the Season and hope that 1995 proves to be a good year for all concerned. A.L.G.

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Preservation & Modellers Weekend.

Les Dalton thanks the Volunteers who helped to make it a Success.

The Friends again made a notable contribution to the success of the Preservation and Modellers Weekend on 1st. and 2nd. of October. The weather was not quite as unhelpful as on some previous occasions and they were busy selling tickets, opening and closing the gates and keeping an eye on the perimeter fencing, with occasional visits to the mess room for well-earned refreshment.

The Friends involved, to whom grateful thanks are due, were Kath Avery, David Avery, Barbara Bagge, Mildred Bramley, Frank Colls, Hugh Conway-Jones, Dorothy Davis, Bob Ingram, Pam Batcham, Hilda Lockwood, William Rowley, Derek Shorthouse, Phyl Tovar, Peter Wallace, Jean Willis and Ossie Willis.

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The hull was basically in good condition, but it needed cleaning down and painting, and a Friends' working party was organised at short notice to help Des Fforde and Reg Price of the Museum's staff with the work. The Saturday morning shift was Neil Kemp, Tim Vale, Chris Perkins and Hugh Conway-Jones, and Graham Palmer replaced Neil in the afternoon.

The work brought back special memories for Reg, who just fifty years ago had collected the barge direct from her builders - Charles Hill & Sons of Bristol. She was one of six barges built for the Ministry of Transport and managed by the Severn & Canal Carrying Company which were used to speed up the distribution of cargoes brought into Avonmouth by the trans-Atlantic convoys. On her maiden trip, Reg picked up a load of lard and took it up to Worcester.

Unfortunately, the large dry dock was far from dry! Silt and pebbles had become lodged between the gates and the sill, and a series of wooden wedges were only partially successful in preventing leaks. The leaking water was supposed to drain into a sump, but the pump to empty the sump had to be switched on and off manually. The result was that the workers could be up to their ankles in water from time to time, and to make matters worse most of the bottom of the dock was covered in a slimy mud.

As a result of these wet conditions, work got off to a slow start while two of the volunteers returned home for their Wellingtons. Meanwhile Des was organising goggles, masks and hard hats. Eventually, all the workers were hard at it scraping off small patches of rust from the sides of the hull below the waterline. After lunch, Des brought an electrically-powered wire brush, and Graham, Hugh and Des started going over all the surface again while Reg came along behind painting on some thick black bituminous paint.

By the end of the day, the lower part of one side had been given its first coat and a start had been made on wire-brushing the other side. On Sunday, Philip Sizer joined Des to finish off the second side. Then on Monday, Des and Reg applied a second coat of paint to the lower hull and also painted the topsides to leave the hull looking like new. The final jobs were to paint-in draught marks and fit anodes to minimise corrosion in future, and *Sabrina* was ready to return to her berth beside the Museum.

New volunteers for these occasional weekend working parties are always welcome - contact Hugh Conway-Jones on Gloucester (0452) 619679.

1995 BOAT & WATERSPORTS JUMBLE

As the next Issue of the LOG (March 1995), will probably just about coincide with the above Event, this is a last reminder that the 1995 BOAT & WATERSPORTS JUMBLE will be held on **Sunday 2nd. April 1995**. This is a very important date in both the Museum's and the Friends' calendar, so please make a note of it in your new diary, (which perhaps you received as a Christmas gift). Any help you can give on preparatory work on Saturday 1st. April and/or on the Sunday will be very welcome.

At the appropriate time, please contact a Friends' Committee Member or the Museum if you are able to help.

Doreen Davies at the Museum has provided the following update on the progress of the arrangements.

Christmas comes but once a year, and so does the Boat Jumble. We are all hoping that 1995 will be bigger and better than 1994.

All systems are on go! Publicity has gone out to Canal Societies who have been kind enough to support us by publicising our event. Cheltenham & Gloucester Building Society have sponsored us by printing the posters, which are already being sent out. Peter Wallace has sent out letters asking for sponsorship from local firms. National and local publicity will be finalised in early January, and we are also working on trying to get some editorial mention in *Waterways World*.

Letters and application forms have been sent to everyone who attended last year, and to our surprise firm bookings with cheques have already started to arrive back at the office.

The Museum will again be having a stall, selling maps, books, end of stock ranges etc. If anyone would like to help out on the stall, please let me know. If any Friend would like to book a stall or a car boot space, don't leave it too late, book early.

Come along for a fantastic day out, its good, its exciting with a great variety of stalls, who knows you might have something somebody else is looking for or you might even find a bargain! So when the Christmas festivities are over, give the Boat Jumble a thought, see if you have items to sell like tools, engines, boats, fishing tackle etc. ie. anything that relates to the water. So once more, do not forget to put it in your diary for a date to remember - "Gloucester Boat Jumble - Sunday 2nd. April 1995".

HOLIDAYS AFLOAT.

The following contribution comes from Peter Thompson of the Tourist Information Office.

When considering this subject, the impact of the waterways interest so graphically illustrated by the National Waterways Museum itself should be borne in mind, coupled with the increasing publicity in many non-specialist journals and above all, the promotion appearing at quite frequent intervals on television holiday programmes. It is then not surprising that we have quite a large number of enquiries at the Tourist Information Office for details about the possibility of waterways holidays or outings.

At all times of the year we are able to offer appropriate help in this connection to interested parties. However, for the last three years during the 'low season' tourist months viz: January to Easter, we have staged a special display entitled "HOLIDAYS AFLOAT - the Fastest Way to Slow Down". In this promotion we have received enthusiastic support from the National Waterways Museum and British Waterways themselves. It is our intention to repeat this promotion in the early part of 1995 and preparations are already in hand for this project.

In the first two years of the activity we arranged for the presence of vessels involved in this recreational activity to be moored over a weekend in the Barge Arm for public inspection and were handsomely supported in the venture by Starline Boats of Upton-on-Severn Marina, Corsair Cruisers from the same location and British Waterways at Nantwich. Both Willow Trust's 'Spirit of Freedom' and the DART hotel boat of the Disabled Afloat Riverboat Trust also came onto moorings and entered into the display with great enthusiasm. Whilst there was considerable public interest, it is an expensive and time consuming arrangement for the boat companies concerned. Instead, last year the display was enlivened by a fine model of a holiday narrow boat kindly loaned to us by Simolda Ltd. of Nantwich, and all was linked with British Waterways national promotion "Discover a whole new World" and backed by a comprehensive selection of hire companies' brochures together with a specialised wall display based on our own Sharpness Canal and the River Severn.

This coming season a new theme - 'DRIFTERS' - is being promoted, sponsored by British Waterways and organised by Messrs. Viking Afloat Ltd. of Worcester. Once again, linked with this, we shall have a comprehensive selection of brochures and leaflets together with a directory of Boat Hire Companies and Hotel Boat Operators.

To date we have listed some sixty Boat Hire Companies and about fifteen Hotel Boat Operators.

The span of services offered is extensive, ranging from days out to weekends or short breaks to full blown holiday periods extending over one, two or as many weeks as the client wishes and can afford.

We display maps which illustrate to prospective visitors the extent of the waterway and river network. Between us and the knowledgeable staff of the Museum we can offer advice and information as to possible base locations and appropriate itineraries radiating from them.

A great deal of interest has arisen of late in the 'Oliver Cromwell' owned and operated by English Holiday Cruises. Based at Baker's Quay in Gloucester, this fine stern wheel paddle boat is fitted out as a spacious Floating Hotel and operates a variety of interesting and enjoyable cruises along the length of the Sharpness Canal and the River Severn as far as Worcester, all at very reasonable prices which include full board and accommodation.

In this holiday field there really is something to appeal to all tastes, young and old alike, and such is the standard of comfort offered aboard these well-fitted vessels that even if the weather is not quite up to expectations, there is still every opportunity of enjoying a relaxing holiday away from the hurly burly of normal daily life.

If it all sounds interesting, we shall be pleased to have the opportunity of helping with suggestions and useful information if you care to come and see us at the Tourist Office in the foyer of the Museum.

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AN AWAY DAY.

The sun shone and sea gulls swooped over a glistening sea. Four figures carefully dressed for an outing got out their buckets and spades from the back of the car and splashed off through the rock pools.

Soon they were hard at work digging, catching crabs and looking at the scenery.

"This is the first time I've been on an International Rescue Mission" said one, "when will the thunder birds arrive?". "I want to go and see the railway trains" screamed the one in the corner.

"If you are a good boy and you eat up all your fish and chips we might go this afternoon" said the spoilsport.

Soon another playmate came to see what they were doing. He was disappointed to find that only one of the shapes they had dug was a real tub boat. But when they told him that some of the other shapes might be South Wales carrying craft he got much happier.



When it rained after lunch they soon left the beach and went to look at the railway. Once upon a time it had been a canal and they had lots of fun finding the evidence. When it was nearly dark they all went home.

"Wouldn't it be nice to preserve that canal as a railway line" they all said, "we could let them have some of our railway trucks, do you think they will let us play again tomorrow?"

(Some thoughts on a day in company with the National Museum of Wales investigating several boats built into the harbour wall at Burry Port near the Kidwelly and Llanelli Canal). (Author wishes to remain anonymous).

Visit to DUDLEY CANAL TRUST and BLACK COUNTRY MUSEUM

Peter Wallace describes the Visit.

"And then there were three". Over a period of a week, the numbers for the Friends' visit on 17th. September shrunk from 12 to 3 for a variety of unfortunate reasons, but what a day it proved to be for Les, Alan and Peter. We were met by a reception committee of six, led by Roger Bagley and were taken aboard the electrically-powered trip boat for a superb cruise through the limestone caverns and connecting tunnels at Dudley. The scale of the original workings and their restoration is impressive in both their size and beauty and further enhanced by spectacular lighting and dramatic set-pieces. As VIP's, we were privileged to make a landing and see at close hand the extent of rebuilding and restoration which has taken place. Much of this work has been carried out by their own Friends organisation and the scale is huge to behold.

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On returning to daylight, we inspected the tug BITTEL which is a delightful vessel and we hope that she will visit us at Gloucester in the near future. Then on we went to a splendid lunch ending with a bread and butter pudding par excellence. Somewhat soporific, we then toured part of the Black Country Museum, with the name of David McDougall remembered by many, and enjoyed a song from a local choir in the Darby Hand Chapel, which has been re-erected at the Museum. Alas, time was too short to see more, but as we headed back to Gloucester we resolved to return soon with friends and relations, for a visit to both the Tunnel and the Museum make a superb day out.

Our warmest thanks go to our hosts for making the visit of 'the Few' such an enjoyable experience.

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'Friend' Alan Bailey has provided the following extracts from the Manchester, Bolton and Bury Canal Society Magazine of August 1994.

"THREE NEW LOCKS

By John Fletcher.

As we have been travelling round the canal system recently we have seen three new locks under construction, each of which represents a significant step in restoration or access.

Tuel Lane, Sowerby Bridge - Rochdale Canal.

The Rochdale Canal is now totally restored in Yorkshire with the exception of locks 3 and 4 at Sowerby Bridge and the need to tunnel under the major road junction at Tuel Lane close by. Because roads now occupy part of the route a longer "bridge" than the original is being constructed and space being saved by constructing one deep lock to carry out the former lift of the two locks. The time is fast approaching when the many miles of restored Rochdale Canal will once more be linked to the national canal network albeit with a slightly modified lock configuration.

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Graham Palmer Lock, near Perry Aqueduct - Montgomery Canal.

Consulting Engineers W.S. Atkins invited us to inspect construction work on 2 kilometres of canal on the former route of the Montgomery Canal below Welsh Frankton Locks. The route had been dry and for much of the distance the former canal had not been discernible. The need for a new lock, with a fall of 400mm. was caused by the land drying out. This is the first phase of contract re-building of the canal in Shropshire to link the locks restored by W.R.G. and helpers at Welsh Frankton and Ashton. The new canal channel looked a little stark before water gets into it and the weeds take over the margins, but it was cheering to see such significant progress.

The New Lock at Pomona between the Bridgewater Canal and the Manchester Ship Canal.

For some time Hulme Lock has been in a parlous state and most recently it has only been passable after giving notice to the Ship Canal Company and their staff have worked you through (as they did on our way back from Salford Quays). This has been of concern to the Society because it formed the potential main link between a restored Manchester Bolton and Bury Canal entering the River Irwell and the national cruising network. Now an alternative route is under construction between the Bridgewater Canal and the former Pomona Dock 3 which are only separated by a few feet, horizontally and vertically. The new lock, which is due to be completed by the end of the year, will allow boats to much more readily gain access to the upper reaches of the River Irwell and nose their way into the entrance of the Manchester Bolton and Bury Canal.

How long before we will have new locks to speed boaters on their journey up the M.B.&B?!"

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Some more information about the New Lock at Pomona.

Pomona Dock is at the head of the Ship Canal and the East end of the dock marks the end of the canalised section of the River Irwell. It was constructed to accommodate coastal traffic, which was quite extensive up to the 1950's. Nos. 3 and 4 Docks are very close to the Bridgewater Canal which was opened in 1763. For many years the Bridgewater was not connected to the Irwell but, after the 1836 Act permitting construction of the Manchester and Salford Junction Canal, which connected the Irwell with the Rochdale Canal, the Bridgewater Co. were quick to connect their system to the Irwell, which was done in the district of Hulme, about 1/4 mile from the City centre. Three locks were constructed and opened on 20th. September 1838. The Manchester and Salford Junction Canal was opened the following year and lies closer to the centre of the city. It suffered from the fact that the Rochdale Canal Co. insisted that its invert level be higher than their canal surface level. Thus the water had to be pumped up from the Irwell by means of steam pumps; the Junction Canal did not pay. Much of it was in a tunnel and Granada Studios now stand on the open section. Granada have re-opened the river lock for their trip boat.

Hulme Lock, which now lies beneath a railway arch, is deep, difficult and dangerous, and as a consequence of this - has to be manned. A charge, substantial, is made for passing through. The new lock will probably be free from toll.

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WOODEN CANAL CRAFT TRUST SAVE GRACEFUL "QUEEN".

What may be the oldest surviving wooden motor narrowboat has been recovered from Denham on the Grand Union Canal by the Wooden Canal Craft Trust.

Walsall Queen was built by Hildick in 1917 and operated by that Company until 1924 when she was sold to Harvey Taylor of Aylesbury. Her name was shortened to *Queen* and she worked up and down the Grand Union until being laid up after World War II. In 1949 she became a pleasure boat and was owned and maintained by Bernard Barker for 38 years. Later some patching and cosmetic restoration was carried out in the Rickmansworth area but she sank near Denham Deep Lock in September 1993.

Queen's owner abandoned her and British Waterways, left with the task of disposing of a historic craft of no commercial value, offered the Wooden Canal Craft Trust the opportunity to recover the boat. Despite the excessive depth of the water, a working party successfully raised *Queen* on 20th. March 1994. Unfortunately efforts to arrange definite tows North had been unsuccessful so members undertook a 200 mile hitch hike to get her to Runcorn. The journey was successfully completed on 3rd. May.

Queen's rescue has been a model of co-operation between various bodies. British Waterways were very helpful and pumps were loaned by Simon Greer, Ashton Packet Boats and Braunston Marina. The Rangers of Denham Country Park assisted enormously by laying on a tractor service to get equipment through the woods to the boat. The Wooden Canal Craft Trust particularly wishes to thank all those who gave *Queen* a tow on her long trip North.

Queen is a beautiful boat, though a little hogged in her old age. Restoration will not be possible immediately as she has to take her turn after *Hazel* and *Raymond*. How long she will have to wait depends on how much waterways enthusiasts are prepared to rally round this vital aspect of the canal heritage.

Anyone wishing to help should contact the Wooden Canal Craft Trust at 40 Travis Court, Royton, Oldham, OL2 6YX. The Trust would also like to hear from anyone with more information on the history of *Queen* or of Hildick & Hildick.

(The Editor wishes to acknowledge the use in Llanthony Log, of the foregoing articles from the M.B.B.C.S. Magazine).

ROSES & CASTLES.

At the National Waterways Museum - 1st. to 30th. April 1995.

From Mary Mills - Publicity.

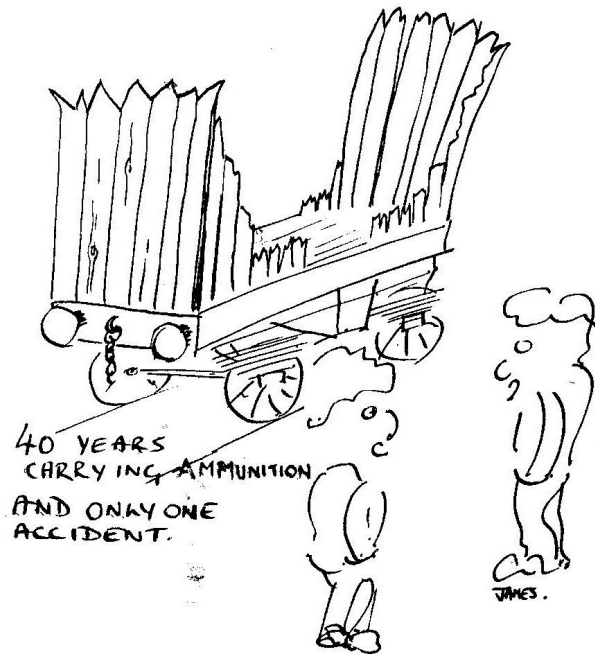
The National Waterways Museum is taking part in the Festival of Arts and Culture 1995, so what better way to commence this special year of Arts and Culture for us than with something unique!; traditional crafts and skills of the people on the canal and waterways system.

Cabin crochet, embroidery, canal costumes, decorative ropework and traditional Roses and Castles, will be demonstrated throughout the Easter Holiday and April weekends.

Tony Lewery, an expert in the field of narrowboat decoration and signwriting has assisted Tony Conder in pulling all aspects of this very unusual culture together. Many well known practitioners of the art, including Ron Hough and Harry Bentley, known as the 'Knob-stick' painter, are to demonstrate their techniques and skills.

It will also enable people to view some additional exhibits from the Museum's reserve collection of painted ware which will be brought out and put on display. Visitors will be invited to get involved with as many aspects of these different colourful crafts as possible. Practical help and assistance will be at hand, which makes 'hands-on' involvement a must.

During this month there will be an exhibition of work by Brian Collins of Stoke Bruerne. He is known for his transport paintings and canal art.



The Friends have agreed to finance the purchase and transport of the two vans both carried out at a very advantageous rate. The Museum's thanks go to the Dean Forest Railway for their help with the arrangements.

As the Museum siding is full, moves are being made to find new homes for the China Clay wagons as they are not particularly appropriate.

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By way of explanation for part of the following article, the vintage one-time Thames Conservancy motor tug 'Kennet', now based at the Museum, and crewed by volunteers, runs trips, mainly at weekends, around the Docks. However, during the pre-Christmas period, she is used to transport Father Christmas from the Barge Arm to the North Warehouse Quay on the way to his Grotto for the main start of the City's seasonal festivities. In addition, this year the Skipper - Eric Sturt - was interviewed at the North Quay by a reporter from Radio Gloucestershire in connection with the BBC's Children in Need Appeal. Editor.

THE KENNET DIARY.

by Eric Sturt.

Well here we are again at the end of another season, but not a particularly rewarding one financially. Father Christmas and the Children in Need Appeal events went very well and were enjoyed by all.

Enough of the past, the present and the future are our concern now. Kennet has been fitted with new wheelhorse doors made in the style of the rest of the wheelhouse by Steve Jones (ex RNXS) and a very able volunteer. Thanks Steve.

The heads, or even the toilet, in the engine room is almost finished at the time of writing. There are a few small jobs to be done this winter, the two biggest being painting and a bearing to be replaced in the gearbox, but nothing too painful we hope. Well, that's the present, now for the future.

Come the New Year, new Tugs Courses will be run at two levels, basic and advanced, prices and dates to be published later. We also hope to get the charter of Kennet up and running. Customers can charter Kennet for a half or full day, or longer if they wish, with a skipper, picnic meal and a bottle of wine. The skipper is there only in an advisory position on safety and generally running the boat and to give the customers a good day out.

Well folks, we will keep you posted on events in the New Year. That's all for now, except to wish you all a very Happy Christmas and a more prosperous New Year from all the crew of Kennet.

'Chiefie'.

Displays and demonstrations within the Activities Room makes it possible for everyone to 'have a go'. This, together with our holiday craft activities for children from 0-90 will give visitors an additional insight into the skills of this wonderful, bright and colourful artistry.

Additional Information on Forthcoming Activities in 1995.

April also sees the **Boat Jumble on Sunday 2nd.** and Queen Boadicea II making her first trip to Tewkesbury on Saturday 8th.

If you require any further information or details, please do not hesitate to contact the Museum on (01452) 318054.

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BAFM Meeting in Cheltenham.

The South West Regional Meeting of the British Association of Friends of Museums will be held at the Cheltenham Art Gallery and Museum on Saturday 18 February 1995. One of the main topics for discussion will be fund-raising, and Hugh Conway-Jones has been asked to talk about the Boat Jumble and other efforts by the Friends. All are welcome at the meeting - contact Hugh on Gloucester (0452) 619679 for details of the programme.

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Railway Arrivals at the Docks - By Road.

David McDougall provides information on the latest exhibits at the Museum and in the Docks.

On the same day (16th. November 1994), three new rail exhibits arrived at Gloucester Docks on low loaders.

By the North Warehouse sits a restored 7½ ton steam crane purchased and restored with funding from Pearce Developments as an industrial artefact to enhance the North Quay. The crane last worked only 3 years ago on Tyneside at the South Shields Ship Repair Yard. It was one of an identical pair installed alongside a small dry dock and had been purchased as Ministry surplus still in packing crates some 40 years ago. The crane is of standard Leeds type built in 1944 by Joseph Booth & Bros. of Rodley for the war effort, reputedly to go to France. If it did so, it was never removed from its packing crates. Restoration was undertaken by Dorothea Engineers of Whaley Bridge who have repainted and reassembled the crane and renewed the cab. Originally painted Army bronze, green and blue with a yellow jib when purchased, black was chosen as a more suitable colour. The Museum acted as advisors in the purchase and restoration but do not own or have responsibility for this most appropriate exhibit.

In Llanthony Yard two ex Ministry of Defence vans have arrived funded by the Friends. These have been selected for their exhibit potential from over 69 vans being disposed of at the Royal Ordnance Factory at Glascoed near Usk. The Museum was lucky to acquire the one particularly historic van which is particularly appropriate having originated with the Midland Railway which installed the docks branch serving the East side of the Docks. All Midland vans are now rare and highly sought after as most were all wooden and scrapped long ago.

Ours is one of only 500 built with an iron chassis before the First World War and came from the Midland Railway Works at Derby. The body is largely wooden and has a sliding door. It should be historic enough to attract a Science Museum grant for the extensive repairs needed. Once fully restored it can be displayed with the door open revealing a dummy in costume loading sacks of corn perhaps.

The second van built in 1940 by Charles Roberts of Wakefield is of a North Eastern design supplied to the Ministry for use at Glascoed for ammunition transport. It is all wooden, again with sliding doors, quite sound, but needs repairs to doors and roof covering and a repaint. All the original cast iron plates are on the chassis. It was purchased primarily for its storage potential, not just its old fashioned looks.

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