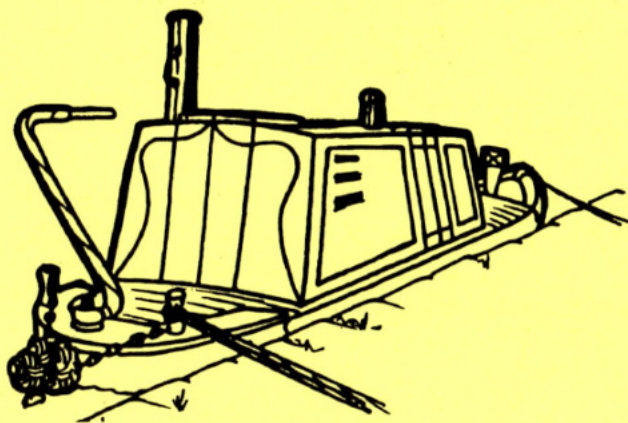
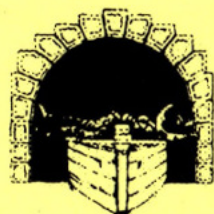


# THE PORTAL



THE JOURNAL OF THE FRIENDS OF THE CROMFORD CANAL  
NUMBER 6


SUMMER 2003

The Portal is the quarterly magazine of the Friends of the Cromford Canal.

The Friends of the Cromford Canal exist to promote the restoration to navigable condition of the whole of the Cromford Canal.

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Last dates for acceptance of articles - end of March, June, September and December, for publication the following month. All articles for publication should be sent direct to the Editor, and can be submitted on paper, as text files on a 3½" diskette or preferably by e-mail to the Editor at:

 .Pictures for The Portal or the Web Site should be scanned at 200 dpi (dots per inch) and saved to a size of 600 by 400 pixels and may be sent electronically or on disk or CD.

For all the very latest news, plus loads of other information and pictures, don't forget to visit our Web Site:  
[www.cromfordcanal.org.uk](http://www.cromfordcanal.org.uk)

The Editor is NOT responsible for blank or missing pages in this magazine - if you have any, please return it to the

Secretary at the address alongside.

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The Friends of the Cromford Canal are Corporate Members of:





**T**he summer always seems to be a quiet time for the Friends: many members are away boating, and holidays of some sort or other tend to occupy the time of our non-boating members. However, this doesn't mean that the Friends stop functioning - oh dear no!

There are still ongoing dialogues with all sorts of people, some of which are now bearing fruit. A possible housing development on the Butterley Company site has been rejected: the developer wasn't even aware of the tunnel under the site! Work continues on some of the "spadework" which will have to be completed before we can apply for Lottery funding, and Trevor Robson has kindly supplied a short article on his "bit". However, there are a lot of other "bits" that need doing, which is where YOU come in!

We are still desperately short of all sorts of volunteers. For a start, we could do with having a presence at the steam and waterways rallies which take place across our region in the summer: there will be a measure of selling - more so when we get volunteers and then acquire some stock. If you have a tent or a caravan with awning which could be used to set up a stall, the Chairman would like to hear from you! We also need a Working Party Organiser and John Baylis has provided an article on the qualities needed for this. It's also been suggested that we have social meetings over the Winter, but we will need a Social Secretary to organise this. Could YOU be the person we're looking for?

Even if you don't have (or think you don't have) any particular skills, I'm sure we can make use of you - contact the Chairman to see how YOU can do YOUR bit!

## NEWS UPDATE

### HOUSING PLANS LOOK SET TO BE TURNED DOWN

(19<sup>th</sup> June 2003 - Ripley & Heanor News)

OUTLINE plans for a residential

development of 120 properties on the Butterley Works site, Ripley, look set to be turned down by Amber Valley Borough Council's Planning Board on Monday.

The submitted plans showed how properties would be incorporated into the site and a retaining wall separate the

upper and lower sites. It was proposed for an existing office block, small workshop and paint shop on the upper level be demolished and relocated within the old office block and foundry building. Plans also included a new access road onto the Coach Road and modification of existing access for the residential development. Ripley Town Council have objected on the grounds the proposals would conflict with the Local Plan and result in loss of the only remaining employment land in Ripley.

Among other concerns by the council were removal of the covered canal and the development would be on the police helicopter flight path. Sixteen local residents plus the Friends of the Cromford Canal, Inland Waterways Association, Towpath Action Group, Midland Railway Trust and Selston Parish

Council were opposed to the plans. It was felt the proposals may obstruct or damage Butterley tunnel which has an impact on re-opening the Cromford Canal. Also that draining of surface and foul water may cause flooding at Hartshay Brook and Cromford Canal. Planning Officers felt there was no sound economic justification for a residential development on land identified for employment purposes; that properties would exceed the existing level of housing on the Local Structure plan and the development would be affected by noise from current industrial use and the force helicopter.

Mike Harrison informed us on Monday 23<sup>rd</sup> June: "I attended the meeting of the Planning Board this evening and the outline planning application was indeed refused by a unanimous decision".

## LETTER TO THE EDITOR

**T**hank you for printing the Trust's position statement in the latest issue of Portal. It is encouraging that the Friends of Cromford Canal are open to receiving a wide range of views and to considering the arguments both for and against re-opening the Canal for boating use.

I was particularly heartened to read the contribution from Tim Boddington which supported our belief that restoration should only be undertaken if thorough environmental, social and economic assessments demonstrated that the

benefits outweigh any costs or adverse effects. The Trust has already met with John Baylis and Chryse Tynsley (from Groundwork Erewash Valley) to assist in the preparation of a brief for an independent environmental impact assessment for the southern section of the Canal, and will be pleased to continue discussions.

Yours sincerely

Irene Coope  
Director





## A WALKER'S GUIDE TO THE CROMFORD CANAL

Having been taken severely to task by the authors for not having included a review of it in the last issue, I have to say I've read and enjoyed our first publication: even more so because I didn't write it! Mike Harrison and Val Roberts have taken the route notes that were compiled for last year's Sponsored Walk (don't forget this year's is on 14<sup>th</sup> September!) and have added a Foreword by our Chairman, many photos and additional text covering the Pinxton and Leawood Arms, Cromford village, the Midland Railway (Butterley) the Arkwright Society and Leawood Pump, all set off with a map by Hugh in the centre spread. The text also tells you how to get over the Butterley tunnel stretch which participants in the Sponsored Walk travel by train.

All bar one of the pubs along the canal have taken advertising space, so you have absolutely no excuse whatsoever not to be well fed and watered on your walk. The pictures were (I believe I'm right in saying) all taken especially for the book and there are an awful lot of them! Even if it doesn't inspire you to leap out of your chair and stride off towards the Canal, it's still a darn good read and should be on every member's Christmas List - maybe another, "bookcase" copy to go with the one that's got bashed around in your pocket?

It's available from the pubs and local outlets along the canal at £3.50 or a cheque for £4.00 to our Membership Secretary gets you one in the post!

**DON'T FORGET!!**  
**THE SPONSORED WALK TAKES PLACE**  
**ON 14<sup>th</sup> SEPTEMBER, STARTING FROM**  
**LANGLEY MILL AT 9-30 AM**  
**SEE THE FORM IN THIS ISSUE!**

When you have over 600 members of a band of brothers and sisters such as ours, it is inevitable that one shares in, and feels for, the lows as well as the highs of our members. So it was with very great sadness that I heard of the sudden and unexpected death of our dear Membership Secretary's husband. I am sure you will join with me in offering Yvonne our sincere condolences during this time of her sorrow.

Yes the FCC now has over 600 members and moving forward. We have in action an energetic and proactive sub-committee. This sub-committee, under the leadership of John Boucher, is looking at ways to help the main committee move forward. Each member has an area to work on and then reports back on his or her findings. Examples of just some of the areas looked at are: one member looking at the commercial opportunities of the Cromford; one researching the ownership of the line (see article herein) and found out some very useful information; one looking at the Industrial Archaeological sites of the canal; and one examining the strengths and opportunities generated by the project as opposed to the threats and weaknesses; all of which John will use to help us when we are ready to bid for funding.

We must now start looking at trying to restore a section of the canal. It would be ideal if we could just add to the excellent work that the Erewash Canal Preservation & Development Association are doing at the southern end at Langley

Mill, but I fear we would wait too long for that. So the considered approach is, better to start with the easy bits. The Golden Valley area is looking the most likely with the Pinxton Branch a close second. Would that we could just start digging, but things have to be in place first, not the least of which is the funds required for such actions. We are very short of funds at the moment, so if we could get the Golden Valley section reopened it would generate a great deal of good publicity for us.

Generating funds brings me to Sunday 14th September, the date of our Sponsored Walk. Last year we had 100 walkers and a host of supporters who very worked hard to make the day go so smoothly. It was the one event last year that brought in enough money to keep us going, as the membership fees barely cover the cost of the Portal. So this year we want to aim at 300 participants on the walk. This means inviting groups, of all sorts. Please don't leave this to the 'committee' but go out yourselves and invite any and every group of people you come in contact with, including your greater families, friends, school groups, scouts, rambling groups, local resident groups, other societies etc., etc. We need them all so please be pro-active in this.

**REMEMBER DERBYSHIRE WILDLIFE TRUST ARE HAVING THEIR SPONSORED WALK THE SAME DAY,** so this should be enough incentive to get all our membership out. With this edition of the Portal you will get a copy of the sponsorship form and more can be



obtained from our web site. We need to have an idea of who is intending to walk, so please contact the addresses on the form or email chairman@cromfordcanal.org.uk to let us know if you, and your group, are walking. You can register for the walk on the day at Langley Mill at 9:30, at Codnor Park Reservoir, Ironville at 11:30 and at Bullbridge at 1:30, each leg being approximately 4 miles, 5 miles and 5.5 miles respectively. If you want the FCC to progress then we need you to do your bit on that day, even if you cannot walk we need your help for the infrastructure of the walk.

My thanks go to new members Mr and

Mrs Philip Caunt who have kindly donated to the FCC the original cast iron number plate from the Hag Tunnel, number 18. This is an historic relic that had been left lying in the grass by contractors, legally vandalising the canal during the infamous 'developments' there.

Finally, I was interested to read that school pupils had offered designs for a new aqueduct over the A590 (not sure for which canal). Would any member like to offer sketches of the new aqueduct over Bullbridge? It can be imaginative and maybe something to become an attraction in its own right. The best will go into print in the Portal and Web Site.

## *THE FACTS ABOUT THE WATERWAYS (INCLUDING THE CROMFORD CANAL) DECEMBER 1965*

*by Patrick Morriss*

In December 1965 the British Waterways Board published a report "The Facts about the Waterways" outlining the way ahead for the waterways of the UK and the then current opinion of the future development of the canal system.

Each canal was allocated a category and the Cromford was labelled as Z "The navigation is not now navigable by pleasure craft (save perhaps in part or as a tour de force". This category was as bad as it could get. Appendix 5 of the report dealt with all BW's canals one by one and the Cromford canals section was as

follows.

1. The Cromford Canal extends 14½ miles from Cromford to Langley Mill, where it joins the Nottingham and the Erewash Canals. There is also the 2½ mile Pinxton Branch. It was closed to navigation under the L.M.S. (Canals) Act 1944, with the exception of the bottom half mile at Langley Mill which was closed under the B.T.C. Act 1962 as a result of consideration by the Redevelopment Committee.

2. The Committee's recommendations in 1961 were as follows:

(i) The first six miles (from Cromford to the Bullbridge Aqueduct at Ambergate) are lock free and attractive for boating. Fed from the river at Cromford and providing limited industrial and agricultural water sales, this length should be retained for boating and water supply.

(ii) The next 2½ miles (from the aqueduct to the collapsed Butterley Tunnel) is dry, scenically unattractive, suffers from mining subsidence, and should be eliminated.

(iii) The next 3½ miles (from the tunnel to Codnor Park) draws water from the Codnor Park and Butterley Park Reservoirs and is important for water supply, including a statutory free abstraction. This should be maintained as a water channel,

(iv) The final 2½ miles (from Codnor Park to Langley Mill) includes seven derelict locks, is unattractive, and should be eliminated.

(v) So should the 2½ mile Pinxton Branch, which the Committee found in an advanced state of decay.

3. The cost of eliminating (ii), (iv) and (v)

would be about £45,000 for the 7½ miles concerned.

4. In 1964, gross receipts of £1,470 were nearly all from water sales and would, of course, have been higher had not the biggest abstraction been free under statute. Direct costs were £4,701 (£277 per mile). The deficit was £5,720.

5. If the canal were treated as recommended by the Redevelopment Committee, with 9½ miles in water and the remainder eliminated, the deficit would be about £7,200 per annum. Assuming the whole canal were to be eliminated, the deficit would be about £6,000 per annum with an interim figure of about £7,300 per annum. From the purely financial standpoint, therefore, there would be relatively little variation from the present position in either case.

6. The case for treatment along the lines recommended by the Redevelopment Committee seems to us to be beyond dispute both on practical and social grounds, and if favourable opportunities of elimination and disposal can be found, an increase in annual costs may be avoided.

### FINANCIAL SUMMARY

		1963	1964	Water Channel		Elimination	
		£	£	p.a.	£ p.a.	Final	Interim
						£ p.a.	
Receipts	Craft						
	Water		1,090	1,330	1,000		
	Other		132	140	100	100	100
	Total		1,222	1,470	1,100	100	100
Expenditure	Direct		4,706	4,701	3,300		1,600
	Other		2,746	2,489	5,000	6,100	5,800
	Total		7,452	7,190	8,300	6,100	7,400
	Deficit		6,230	5,720	7,200	6,000	7,300
Direct costs per mile			277	277	(say) 350		



Assuming 9½ miles water channel, 7½ miles eliminated - see para. 5.

So there it stood: the death warrant of the Cromford Canal had been signed. It mattered little that a few facts were either missing or incorrect, such as the canal was fed from the river at Cromford and that Butterley Park Reservoir was still in operation! And that the number of locks was, depending on where they drew the dividing line between sections, possibly incorrectly stated. Presumably the big free abstraction of water went to the Butterley Company at Codnor Park before that site was shut down some years later.

With the benefit of 20/20 hindsight it is amazing just how closely this plan was followed. The first section was left in water and the stretch between Bullbridge and the Butterley Tunnel was sold off piecemeal mainly for the benefit of adjacent landowners. East of the Butterley Tunnel the canal was left as a water channel as far as Codnor Park and the Pinxton Arm and the remainder of the

route as far as Langley Mill was indeed "eliminated" (what a splendid word that is!).

The point made in item 5 is worthy of further comment "from the purely financial standpoint, therefore, there would be relatively little variation from the present position in either case". In other words they were not going to save any money even having spent £45000 which would have purchased a lot of restoration at 1965 prices. We can assume the building of the gas plant at Ambergate was a "favourable opportunity of elimination and disposal" as this was in a section originally earmarked for retention.

All this of course came out of my spending time in second hand bookshops looking for anything interesting, so keep a look out for books, articles, postcards and old photographs on your travels - they might be interesting.

## ARCHIVIST'S REPORT

*by Hugh Potter*

### OLD AND NEW

Recent months have seen the best of the new combine with the best of the old to ensure that the Friends now own a genuine original copy of the Cromford Canal Act of 1789 together with the amending Act of 1790. The availability of the 1789 Act was originally flagged to me by email by a Friend who

had discovered it for sale when doing a search for Cromford on the Internet. I posted this information on the email list and there was an almost instant response from other Friends to donate enough to purchase it. Unfortunately by that time it had already been sold.

However, the vendor, Richard Dean of Cartographics of Stoke-on-Trent, himself a canal enthusiast, managed to locate

another for us and gave the Friends first refusal. Once again offers were generous and we had not only enough to purchase it (£65) but also have a surplus, in what has become the "Archive Acquisition Fund", of £65 which should ensure that we don't miss future opportunities to acquire relevant material. Some donors have requested copies of the Act and we are working on that. Unfortunately its binding does not allow for simple photocopying and another Friend is generously giving his time to scan each of the almost 100 pages which will enable us to print them off (and possibly reprint it as a booklet if there was sufficient demand). Being in old-fashioned "black letter" it is not all that easy to read!

Another exciting acquisition is one of the bridge plates for Hag Tunnel (18) which a Friend had found lying by the canal many years ago. Fortunately he rescued it and it is now in our possession. We look forward to the day when we can reaffix it to the tunnel, which is currently buried somewhere between the Transco site at Ambergate and Stevenson's Dye Works at Bull Bridge.

Talking of Transco, we have also acquired numerous maps and plans of the site as it

was being developed, plus a copy of a conveyance dating back to George Stevenson and the building of the North Midland Railway.

Other Friends have been very generous with donations or loans of photographs and maps which, together with my own collection assembled before the formation of the Friends, enables us to put on displays of historic photographs at various events. These always attract a great deal of interest and help to encourage newcomers to join the Friends.

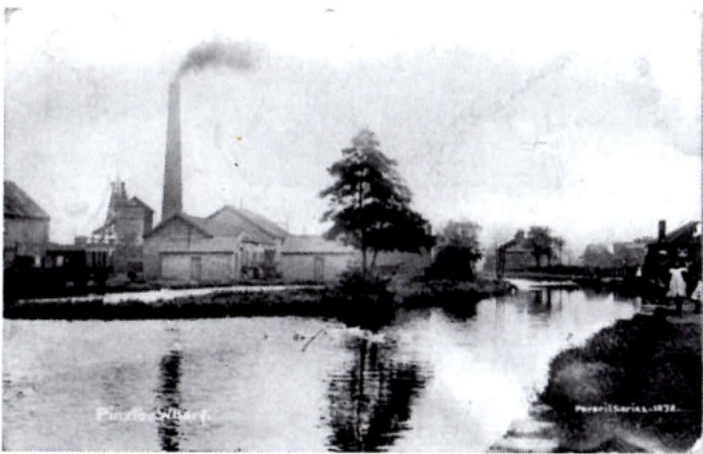
One wonderful donation was two cassettes of slides holding around 60 images from some 30 years ago and these I hope to be able to show you at a future meeting.

A big thank you to all who have donated or loaned material or who have contributed to the fund.

But we can never have too many items, so if you have anything relating to the Cromford Canal that you would be willing to donate or loan for copying, then please do get in touch with me at the address on the back page of this Portal.



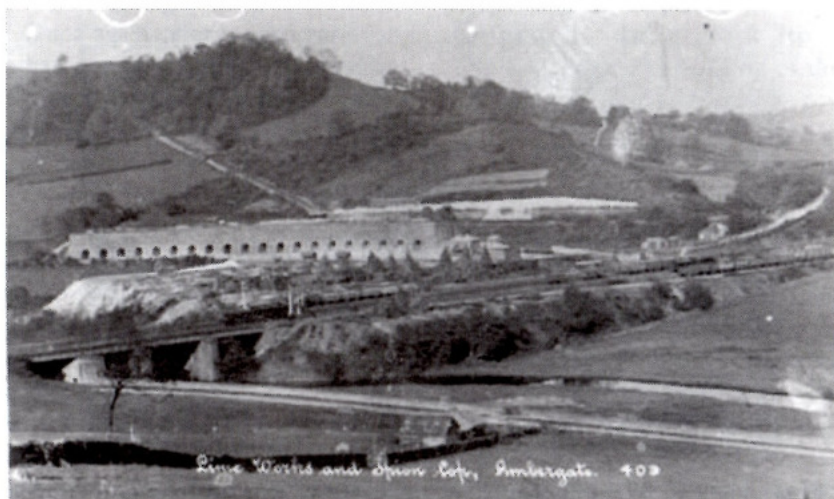




Pinxton Nos. 1 and 6 pits, plus the then new workshops and generator house, are shown in this postcard franked in 1910. The girls, only just visible in this card, are Clara and Hilda Watson and Maggie Garratt from Meadow Rows, which were just to the right. It was taken from some way down the canal by the "wharf" where an arm goes off to the north. The house at the end can be recognised from the photograph above, suggesting that just the end of the canal had become weeded up through disuse. The final section of the canal was restored by Derbyshire County Council in 1983-4 to form a fishing and amenity area.



Church Bridge (3) at Ironville was a popular subject for postcards, probably because it was, by the beginning of the 20th century, one of the few picturesque scenes in the town. Ironville was built by the Butterley Company for its workers as a model village, but standards declined over the years, and in the 1960s, rather than upgrade the historic rows of terraces, many were demolished. The church, funded by the Butterley Company, stands to the left. Its cemetery lies opposite, across the canal.



Lime Works and Open Cops, Ambergate. 409

A view of the Ambergate lime kilns which once stood beside the canal where the gas works site (Transco) now severs the route and causes the towpath to be diverted up the hillside behind. The diagonal track beyond is the line of Stevenson's rope-worked incline by which railway wagons loaded with limestone were lowered from the Crich quarries, across the canal to the kilns.



View, from above Gregory Tunnel, of Gregory Widehole, a natural widening of the canal caused when the embankment on the river side was built. In the 1840s, two boatbuilding docks were located here. Along the canal can be seen Leashaw Farm, Robin Hood, with Dawbarn's timber works in the distance in the valley floor.





This pair of pictures illustrate graphically the problems caused by the reservoir works on Codnor Park Reservoir in the late 70s / early 80s. The top picture (from Ian Moss) shows the junction with the Pinxton Arm in the 1960s - much as it was when the canal was in use. The arm in the foreground is the beginning of what used to be an arm to Codnor Park Forge, shortened back to a stub 100 or so yards long many years ago. This still exists in the undergrowth and could possibly make off-line moorings in the future.

The second photo (by The Editor) shows the same scene in February 2003.



PICTURESQUE DERBYSHIRE  
CHASE BRIDGE, AMBERGATE.



Chase Bridge, Crich.

Compare these two pictures. The top one is a pre-1909 painting of Crich Chase Bridge (Bridge 14) and the bottom one is a photographic postcard. Do you think the one might have been taken from the other? The trees are very accurately portrayed in the painting, but the artist has conveniently omitted the stop planks on the left of the photo. These would have been inserted in vertical grooves in the stonework below the bridge, to isolate a section of the canal for maintenance.

*(All photos - apart from that taken by the Editor - courtesy of FCC Archive)*





# WANTED!

# WORKING PARTY ORGANISER!!

by John Baylis

In its first year the Friends of the Cromford Canal has become established with a Chairman, Secretary, Treasurer, Membership Secretary, Editor for Portal, a Consulting Engineer and others on the Committee involved with the history and getting to know the Cromford Canal and presenting the Friends to the general public to attract new members. All very well but the one important role that we have not managed to fill is that of Working Party Organiser.

After being involved of many years with the Inland Waterways Association I agreed to help get the Friends established and to pass on much of the experience I gained from other canal societies. For my sins I have been a director of Waterway Recovery Group for 25 years and was working party organizer for the restoration of the first 4 miles of the Montgomery Canal in Shropshire which included the repair or re-building of seven locks. Very similar to the seven locks at Ironville but at 63 I am getting too old to take on such a project. I did however agree to run the Ironville Canal Clean-up in February as a one off.

Since myself and many others started as working party organizers things have changed in the Health & Safety area and we are far less free to do what we did with little thought 20 years ago, but this does have its advantages in keeping the work within acceptable bounds. Also these days there is much more help from

others like John Boucher as Consulting Engineer and British Waterways. I have a lot of experience in working parties and am prepared to train a new working party organizer but first of all we need a volunteer. WPOs come from different trades and backgrounds I was a chemist involved in building maintenance, we have had a blacksmith, an architect, ex-policeman etc. Only Mick Golds on the Erewash Canal is a trained bricklayer with a background in the building trade.

I don't think any working party organiser was actually trained for the job, the closest job description is probably Clerk of Works, but I don't suppose we have many of them lurking out there. What we need is some one with some of the following interests or training from their regular job:-

- Man management
- Health & Safety
- Building and/or engineering

You would also need to be able to put some time into the work. Most of this can be done in at night, probably only a few hours spread over a month or two, but there is a need to be present for working parties, which are generally one or two days at the weekend. As the Friends are just getting established the main work will be rubbish clean-up or agricultural work to removed trees, shrubs and undergrowth from the line of the canal or the towing path. Over the next year this

is unlikely to be more than a few days or a very few week-ends; a lot depends on what there is to do, how many members turn up to help and if you want to get outside volunteers like Waterway Recovery Group involved. WRG will come along to working parties and can be trained in various types of operation, but the work etc needs arranging by the local society.

Over the past year you have made good progress with the formation of the Friends of the Cromford Canal and the work on the Ironville Clean-up but the

momentum needs to be maintained to keep the interest of those who joined to work and those who joined to help others progress the restoration. Please give me a ring if you have any interest in being a Working Party Organiser or wanting to know more myself and others on the committee are prepared to help you get started. Much of the preparatory work has been done over the past 40 years of restoration and we are only too prepared to get you started to take over from where we left off. Let's be hearing from you.



## MEMBERSHIP MATTERS

*by Yvonne Shattower*

**H**ello again to all our Members. I would like to start with an apology to some of our newer Members who had to wait for their first magazines and Membership cards. Because of my daughter's illness, I had to decamp to Kent to look after my seventeen-month granddaughter for a month. I also seem to have had more than my fair share of email problems, which meant that I was out of touch for a while. If anyone has not yet received their Membership card please let me know and I will make sure it is sent out straight away.

Our Membership now runs at more than 600. Renewals have gone well, but there are about twenty people who did not renew from April and who will therefore not be receiving this magazine. We are sorry to lose this support. Reminders will be with this edition for Members whose subscriptions are still outstanding from the last three months. Forms for subscriptions due before the next edition of the Portal is due are enclosed where appropriate. In response to many queries, we are looking at the possibility of payments by direct debit or standing order, and once our Charity status is confirmed we will be able to look at Gift



Aid.

We have reprinted our Membership Application form and publicity leaflet showing the new subscription rates. I know many Members have kindly taken forms in the past. If you still have any of the old ones, please destroy them or make sure that the subscription rates are corrected. If anyone would like some of the new forms, let me know. We have also had the blue information leaflet reprinted, again I have supplies of these if anyone would like some.

Elsewhere in this magazine you will see appeals for a Working Party Organiser and someone to organise some regular social meetings for the members. I would like to add an appeal for more members to help with the distribution of the Portal, especially in Belper. Postage costs are now so high, and this is an area where we can make savings.

Finally - my usual plea to please keep me informed of change of address or other details including email. It makes my job so much easier!



# WHOSE CANAL IS IT ANYWAY??

by Trevor Robson

Who do you think owns the Cromford Canal? Well I can tell you who doesn't own it. The Friends of the Cromford Canal certainly don't.

At the last Annual General Meeting of the Friends a request was made for a volunteer to assist (I emphasise assist) in identifying the various owners of the canal. No one put up their hand but by the end of the meeting I had decided that it would be very interesting to assist someone who knew how to go about the task so I volunteered. Now please don't laugh: it was an innocent mistake.

All of the Council's officers that I met were very helpful and soon I had quite a lot of sections marked up. After that it was a case of arranging meetings with various firms and individuals that had bought parts of the canal many years previously and checking with them where their sections started and finished. This wasn't always a simple task now that some parts of the canal have been obliterated! Whoever I met I had two questions for them: Would you be willing to sell your section and do you know who owns the next bit? Happily, the owner generally indicated that they would be willing to sell if it proves feasible to

restore the canal.

By the end of May the owners of well over half the length of the canal had been identified but it sometimes seemed that the tiniest bits were the most awkward to sort out. Where the canal went under roads, who owned those bits? Sometimes it was the County Council, sometimes the Highways Agency.

My task is not yet complete but it seems to me that the overriding issue that will determine the success or otherwise of our avowed aim to restore the canal to navigable status will not be problems in acquiring those parts of the canal line in private ownership, nor the colossal engineering works that will be involved. It will be the need to demonstrate that we can restore the canal for navigation and still maintain valuable wildlife habitats. This will require goodwill and a readiness to compromise both on the part of the FCC and the Derbyshire Wildlife Trust. Hopefully, it will be possible to demonstrate that recreating a wildlife corridor along the whole of the Cromford Canal will more than compensate for the passage of narrow boats through the sites of special scientific interest.





**B**ridges on the Cromford Canal are numbered from the Cromford end (as shown in the list on the Web Site), but only since the late 1890s when the Midland Railway, who owned the canal at the time, numbered them.

Examination of the numbering reveals no number is given to a bridge across the main line of the canal at Portland Basin. According to Canal Company Minutes in 1806, this bridge was described as "Lawn Bridge - A stone structure in a dilapidated condition and in need of replacement". The subsequent rebuilding was in brick and was used to carry coal trucks, that came down the tramway from the Duke of Portland's collieries at Selston, across to the Butterley Company's Forge site. That traffic ceased in 1894, and the bridge was demolished shortly afterwards. Therefore, the numbering system was inaugurated after this date. But the footbridge from Whatstandwell Station was built in 1901, and was given a number

with a suffix (13a). Thus, the numbering system must have been in place by then.

Subsequent new bridges were all given suffixed numbers, as were bridges on side cuts to wharves and basins. It is interesting to note that Wigwell Aqueduct consists of three bridges (Nos. 3, 4 & 5). No. 4 being over the River Derwent, whilst Nos. 3 & 5 were over tracks along the river banks. Bullbridge Aqueduct consisted of five such bridges - No. 21 over a lane (Drover's Way), No. 22 over the River Amber, No. 23 over the Ambergate to Clay Cross railway line, No. 24 over a culvert, and No. 25 over the Ambergate to Ripley main road.

Each tunnel had a number in the same sequence (after all they were just long bridges!) - Gregory No.8, Hag (or Hay) No. 18, and Butterley No. 33. One of the number plates, a typical Midland Railway type, from Hag Tunnel is now in the Friends' possession.

## BRIDGE LIST (MAIN LINE)

Number	Name	Condition	Notes
1	Lawn Bridge	E	
2	Railway End	E	or Brown's Bridge (swing bridge)
3	Fisherman's Path	E	)
4	Wigwell Aqueduct	E	) ALL PART OF AQUEDUCT
5	Cattle Creep	E	)
6	Towpath Swing Bridge	E	
7	High Peak Aqueduct	E	over railway
8	Gregory Tunnel	E	76 yards (69.5 metres)
9	Lea Shaw	E	

10	(culvert)	E	
11	(culvert)	E	
12	Simm's	E	or Sim's (?)
13	Whatstandwell	E	carries B5035 to Crich
13a	Crich Council Footbridge	E	
14	Crich Chase Bridge	E	
15	Gratton's	E	
16	Poyser's	E	
16a	(pipe)	?	
17	Lime Works	D	in Transco yard near Control House - carried the tramway from Crich Limestone Quarries
18	Hag Tunnel	F	one end in Transco yard
18a	Derwent Valley Pipeline	E	in Stevenson's yard
19	Bull Bridge	F	carries unclassified road to Crich
20	Towpath Swing Bridge	D	
21	Bull Bridge	E	) over Drover's Way
22	River Amber	E	)
23	Railway	D	) All classed as ) Bullbridge Aqueduct
24	(culvert)	D	)
25	Road	D	)
26	Sawmills	E	or Brick Yard
26a	Brickworks	E	over disused arm
27	Buckland Hollow Tunnel	E	33 yards (30.1 metres) - under road to Heage
28	Railway	E	
29	Starvern's	E	also known as Starvehimvalley Bridge
30	Malthouse	E	
31	Hartshay	F	under bridle road
32	Ripley Road	E	under old Ripley Road (was A610)
(32a)	-	-	new culvert under A610 required 3063(?) yards (2800.8 metres)
33	Butterley Tunnel	EF	
34	Golden Valley	F	also known as Newlands Bridge
35	Butterley Company	E	but closed (unsafe)
36	Lock No 2	E	under Cinder Bank,



37	Ironville Bridge	E	Ironville
38	Railway	E	under Parkside Drive
-	Forge	D	under Network Rail main line
38a	Portland Basin	E	under railway c1820 - 1900, then Iron Bridge c1942 - 1999
-	Aqueduct	D	towpath over basin entrance
39	LNER	D	basin entrance over River Erewash
40	Slaley's	D	Bridge No 4 on GNR branch line
41	Stoneyford Lane	D	or Taylor's
42	Bentley	D	towpath changeover bridge - no towpath under either side
43	Pollington Colliery Branch	D	rail
44	Erewash Aqueduct	D	over River Erewash
45	Stoney Lane	F	
46	Marshall's Bridge	D	road bridge
47	Beggarlee	D	Rail (Moorgreen Colliery branch)
48	(culvert)	E	Nether Green Brook
49	Nottingham Road	E	under A608 (old A610)

#### BRIDGE LIST (PINXTON BRANCH)

Number	Name	Condition	Notes
1	Top Lock Bridge	EF	
2	Butterley Company	E	or Church Bridge
3	Ironville Bridge	E	under Bullock Lane (Ironville - Riddings roottingham)
6	Oakes Tramway Bridge	D	Lane was this a swing bridge?
7	Red Bridge	D	
8	Pye Bridge	F	
9	Railway Bridge	E	under main line

10	Cutt's	D	
11	Colliery Office	D?	
12	LN&ER Bridge	D	Bridge No 2 Palmerston Branch
13	Palmerston Swing Bridge	D?	

#### NOTES:

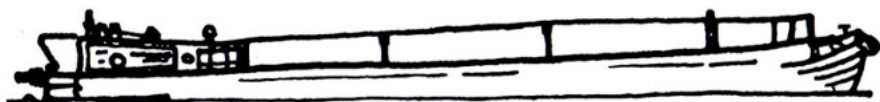
"Condition"

D = Demolished (often with no trace remaining)

E = still in existence

F = filled in, but bridge still in place

Bridge Numbers quoted correspond with official LMS map



## OLD ORDNANCE SURVEY MAPS, IRONVILLE

*by Derek Dixon*

Large Scale Ordnance survey maps were originally produced in a series according to the county or shire. Each shire was divided into sheets for printing as 6" scale maps, and each such sheet was further divided into 16 segments for printing as 25" scale maps. Thus Ironville and Golden Valley was on Sheet XL (40) for a 6" scale map, and Sheet XL08 for a 25" scale map. The first Large Scale Ordnance Survey maps of Derbyshire were published in the 1870s, and then updated and reprinted approximately every 20 years. The Godfrey Edition is copied from the Second Edition 25" map and reduced to a scale of 15" to 1 mile. Although the date

of the map is 1898, there is very little in the way of alteration in the area between the 1880s and 1960s, apart from the new houses that were built in the Monument Lane/Station Lane/Forge Row area. This map shows the Cromford Canal, from the Butterley Tunnel down to the Railway Bridge below Smith's Lock, and is a good starting point for anyone who wishes to delve into the history of Ironville and the canal. A brief history of Ironville is printed on the back of the map.

(The Godfrey edition, published by Alan Godfrey maps, Leagate, Consett, Co Durham @£2.10)



# OUR FRIENDS ELECTRONIC

compiled by *The Editor*

Things are always a bit quiet during the summer (as I think I've mentioned elsewhere) but we had a reasonable debate on possible restoration. I kicked it off with this:

"As you will have read in the last issue of *The Portal*, we're looking at the possibility of restoring a "test length" of canal. This will have a number of benefits: it will serve notice to those who currently have little or no faith in us that we ARE serious in our aims, it will enable others to see how the restored waterway will look (good for publicity) it will give us a chance to liaise with the wildlife lobby and perhaps incorporate some of their (and our) ideas for providing wildlife habitats and show that a restored canal is better for wildlife than an unrestored one.

The stretch selected should be capable of being used: certainly by trailed boats (which means up to 23' or so in length) and possibly by a small trip boat. It shouldn't have any major engineering problems, 'cause we don't have (or are unlikely to get) the funding for major works, at least until the engineering and other surveys have been completed. It should have its own water supply. Restoring it should make a positive impact on the area it runs through.

Initial thoughts were running in favour of the Pinxton Arm, but problems with opencasting and the area around the junction with the main Canal seem to rule this out.

My own preference is for the stretch from just above the site of Top of Flight Lock to Golden Valley Bridge, as it fulfills all the above criteria. The Canal between the Car Park at Ironville and Golden Valley was filled in within the last 20 years, and restoring it "only" involves felling the trees that have grown in the old canal bed and re-excavating it - not difficult in engineering terms. The spillway at the Golden Valley end of the reservoir will need altering to allow the canal to achieve its correct water level - this was another botch in the scheme which resulted in a wall across the canal at Golden Valley to keep the restored section in water. Restoring the canal will solve a drainage problem for the fields on the opposite side of the road: filling in the canal blocked all the land drains that fed into it, so the water now flows across the road, freezing in winter. It will be possible to put in a trailed boat launching ramp at the top end of the car park at Ironville. The only possible downside would be the loss of the car park at the Golden Valley end of the res, but this is underused and those people who do use it are sometimes up to no good. What do YOU think?"

Patrick Morriss said:

"Who actually owns this particular stretch? do we know?"

Mike Kelley replied:

"British Waterways. I like Brian's idea and

there will be no objections from the owners, or Derbyshire Wildlife Trust. Also what about the iron footbridge at the head of the res? If this is a goer then we could run boat trips from Newlands to the res and back, then work at restoring the Pinxton branch next. We can then be seen to be doing something and be taken more seriously by Derbyshire CC."

Jeremy Ford added this:

"My take on this is that it is very important that we have a showcase of what can be achieved in order to generate a confidence level among stakeholders (British Waterways, local authorities, statutory bodies) and potential financial donors. To be successful, this showcase should be integrated into local community activities, canal-based activities (e.g. a trip boat) and work together with other local tourist attractions.

In terms of perceived ease of restoration, uninterrupted length of canal available, local community support, and fit with the Midland Railway Centre, the stretch from Golden Valley Bridge to the site of Top of Flight Lock as a start, with a commitment (subject to studies to confirm feasibility) to extend this restored section along the Pinxton Arm would make sense.

The above said, I feel the next move would then need to be one of the big ones ... to connect this showcase to the main network. That would not preclude work on other isolated sections at the same time, as part of a larger plan (e.g. not dissimilar to the Chesterfield Canal situation today) but I think it is crucial not to end up with various restored sections disjointed by sections requiring major

engineering work, with none of the restored sections open to main-network boats.

Golden Valley to the site of Top of Flight Lock and then the Pinxton Arm yes, but with a commitment (subject to studies) that the next stage is to take that to Langley Mill even as work on some of the other isolated sections may be progressing."

Dave Ratner put his two pen'orth in.....

"Initially I felt that the unidirectional approach, ie Langley Mill to Cromford, solving problems as the work progressed was the way to go. At least and in theory, water traffic would have further and further to go and each re-opened bit would be a tangible milestone. Another advantage to this method would be that the new waterway would be, in part, kept clear by the traffic.

The disadvantage of this method is quite serious in my view. There are going to be holdups, some serious, some costly and some pernicious. These holdups may mean clearance work already done having to be done again in times to come and a loss of impetus further up the line.

If, as has already been suggested, the section from Newlands to Ironville was to be restored and rewatered then the recent work of the gallant volunteers would be further enhanced. It might also be possible to monitor flows to see if there have been any changes in the last 30 years, good or bad.

Then, maybe, just maybe, the next section down to lock 7 might just seem that bit



more achievable. If nothing else, it would add immensely to the efforts already made by and on behalf of the good people of Ironville.

In conclusion I would suggest that, if anyone, anywhere, whatever the length, along the line is prepared to allow work parties and/or restoration, we should go for it and make sure that everyone and his dog knows about it."

Peter Stone added these thoughtful remarks:

"As a member of John Boucher's Strategic Planning sub-committee, I'm in part reluctant to answer your question ahead of the surveys, SWOT analyses etc. referred to in John's Portal article - that's precisely what they're designed to determine, based on thorough examination of all the issues

On the other hand ... having recently walked the whole canal and studied the Binnie Report in detail, I'm personally in no doubt that restoration will be a lengthy and complex process and that we'll want to undertake it in modules, that won't just be in a logical sequence, starting from either Langley Mill or Cromford. To do so would commit us to a long wait before a new-build can commence in the Erewash Valley or, regrettably, minds are changed about the Cromford - Ambergate section ... and missing other opportunities for progress in the meantime. We may also find that much of the eventual work is necessarily in the hands of BW and contractors and that volunteers are restricted in the roles they can play. As I voiced at the AGM, whilst we are correctly undertaking the Strategic Planning and sourcing of serious

funds - which will take time - we also need to make the most of FCC's phenomenal start and 600 first year membership. A hefty proportion of our members are keen to be 'doing something' - as demonstrated by the great success of the 1st/2nd February clean-up - and such activity dramatically raises awareness of our cause. We need to be organising further participation opportunities in 2003 - preferably during the Summer / Autumn

Given:

- the above situation
- the Ironville focus of membership and activity to date
  - the relatively 'low tech' / low cost nature of the proposed challenge
  - the fact that it's essential work - needing to be done sooner, rather than later
  - the potential visibility of all progress to passing traffic - and resultant publicity

... I support your proposal to aim to restore the canal from the site of Top of Flight Lock to Golden Valley Bridge to navigation by Summer 2004

The probable next volunteer priority of (the bottom of ) the Pinxton Arm ... and the high-profile Ironville Flight ... will be adjacent and together, offer a focus for our shorter-term activities

Two cautionary notes:

- Having waded through the endless pages and tables of the Binnie Report concerned with water supply / water levels / flood risk (and not having understood them!) ... and noting the alleged failure of the (presumably well intentioned) 1970's work on the Codnor Park Reservoir ... I suggest that we must

not underestimate the significance of these topics to our plans - The experience of the Grantham Canal demonstrates one potential problem of piecemeal restoration unconnected to the national network, if it is not supported by a programme of activities. E.g. the AI - Woolsthorpe section, restored a decade ago, lies unused and gathering trees - not helping the case for further investment. Fortunately, I judge that FCC enthusiasm will avoid this!"

Some people just wanted to get on with it.

Giles Metcalf said:

"Sounds excellent! When do we start?"  
<g> (<g> is an Internet grin)

Stephen Foster:

"I say let's go for it. good for us. good for the wildlife. good for the road. when do we start?"

Under the heading of "The way ahead", Patrick said:

"A few points spring to mind:

If we restore the Pinxton Arm along its intended route and restore the dam wall at the same time the res. does not need to be at a lower level and we get water at the summit level.

We can restore some of the flight before we "run out of" BW property heading south even though for now it leads nowhere. If we get to the east portal of Butterley then we must attempt to open it (sooner rather than later) but how far west could we go the cutting between the

A38 and A610 is not exactly scenic is it? If we get sufficient guarantees and possibly assistance with our task from Butterley then of course we should drop our objections to any development at Butterley especially if we can do some sort of "visitor centre" using the access shafts at Butterley etc.

I replied (to Patrick's comment that):

.....and we get water at the summit level.

"..... except it then won't comply with the legislation that required the alterations in the first place! I think we will have to think seriously about not installing bywashes (the little channels which normally take excess water around a lock) as they wouldn't cope with the flood water. The original means of allowing excess water down the flight - upper gates with their tops at top pound level and bottom gates with a lower top to allow water to flow down from a full lock - would, however, fit the bill and be in keeping with restoring a "heritage waterway" which is one thing TWT were talking about when we met them.

Getting through the A38 (and the pictures on the Web Site show how much work we've got to achieve to do THAT) will allow access as far as The Excavator - now THAT's a good place to finish a canal, for the time being!"

Patrick again:

"Yes, but if we put back the Pinxton arm we can use that as a flood relief channel as well as any other route you'd need a force 12 hurricane to get any waves on that length of water to over top the dam



wall! and the dam won't collapse if we engineer the restoration correctly."

However, Rob Barker replied:

"I don't think so. The Pinxton Arm could add to the problem as water will drain into it! The reservoir was lowered as part

of the scheme to prevent flooding after a 'once in a thousand year storm'. (It's the rainfall not the wind that counts). Brian's theory about the original style gates (I can still remember them, just) is a good one, it works alright on the Rochdale Nine (or it did last time I went through Manchester)."

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