



# THE PORTAL



THE JOURNAL OF THE FRIENDS OF THE CROMFORD CANAL

(Registered Charity Number 1100700)

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

The Friends of the Cromford Canal is a Registered Charity (Number 1100700) which exists to promote the restoration to navigable condition of the whole of the Cromford Canal.

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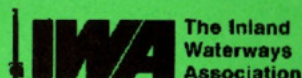
Last dates for acceptance of articles - end of March, June, September and December, for publication the following month. All articles for publication should be sent direct to the Editor, and can be submitted on paper, as text files on a 3½" diskette or preferably by e-mail to the Editor at: [REDACTED]

.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)

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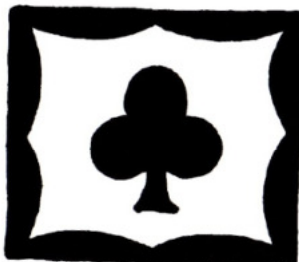
It's all very well being enthusiastic about restoring our "Sleeping Beauty" - in the past much was achieved by voluntary work and this last year has seen the 30<sup>th</sup> anniversary of massive (for the time) restoration efforts on the Ashton Canal in Manchester which resulted in the re-opening of the Cheshire Ring, the first circular route to be created by volunteer efforts. In those days, people at a local level needed convincing that the stinking ditches which ran through their urban areas could bring tourists, new business and prosperity to their communities and the volunteer efforts were made to show sceptics (including, it has to be said, the British Waterways management of the time) that restoration to a navigable state was achievable.

These days, new developments proudly advertise their canalside locations and apartments with this desirable feature attract premium prices, even if the residents don't sometimes appreciate living in the vibrant heart of a city, with the attendant noise.

However, there comes a time when more than words of support from local politicians are needed. These need to be turned into practical support to enable

us to eventually get the canal open. A case in point is the upcoming planning enquiry over the housing scheme at the former Butterley Engineering Works site - we hope we get the support of ALL the local planners and politicians in safeguarding the Butterley Tunnel under the site.

We're going to have to get professional, too: there are calls for a high-tech presentation to be prepared which can be shown to local politicians of all colours and at all levels across the canal's hinterland, to show them what we're about. We're also intending to put ourselves about in public a little more - we've got a stand booked at the National Waterways festival at Burton over the August Bank Holiday - something which we need to do more, both to get ourselves in the public eye and to generate some income. Those of you who attended the AGM will be aware that we've launched our own range of logowear (details in this issue) and we want to see YOU in "the maroon" at events throughout the country. Who knows, you might even want to help us man the stand - contact the Sales Officer!



I recently had a very nice letter from Dr. Doreen Holden, who wrote, 'I find the Portal fascinating reading, especially the research. So we were pleased to read about the photograph of Dr. Stoker pulling the barge at Cromford. [See Portal number 8] He was a very dear friend of ours, (We came as G.P's in 1954 and he was always there to help) so we know how he loved the canal. How pleased he would be to know of the progress of the newly formed society.'

It is frequently received comments like this that make me stop and take stock of things and to say a big thank you to those who are working so hard toward the restoration of the canal. This year has been one where the membership's hardworking committee are gelling as a team, so I am please to be able to bring to the attention of the AGM meeting, the hard work that they are carrying out. We have no full-time workers, and so we have to rely on voluntary hours of work, which all who have families and hold full-time jobs will know how difficult this can be.

So a big thank you is offered to: Brian Dominic - our Webmaster, Editor of the Portal and Publicity Officer; Pat Morriss - Secretary; Mary Bellamy - Treasurer; Yvonne Shattower - Membership Secretary; Hugh Potter - FCC Author & Archivist; Val Roberts and Mike Harrison - Sales Officers & FCC Authors; Derek Dixon - Membership Representative; John Baylis - Vice Chairman.

Also to: Howard Smith the Erewash Canal representative (ECP&DA) and to John Boucher our Honorary Consultant Engineer and Head of the Action Sub-Committee. This sub committee

have produced an enormous amount of work and consist of: Pat Morriss, Hugh Potter, Trevor Robson and Peter Stone. This sub-committee produced a 'Draft Vision Document' for the FCC, they have found out who owns all the many sections of the canal, looked at the commercial opportunities and the industrial archaeological features of the canal

Their findings show (to summarise) the current ownership is approximately as follows:

Owner	Proportion of route %
Derbyshire County Council	45
British Waterways	20
Derbyshire Wildlife Trust	9
Farmland	8
Other commercial	6
Other private	5
UK Coal (opencast site)	4
Industrial use	3

Use	Proportion of route%
Formation intact (in water or dry)	48
Intact but in filled	18
Tunnel	10
Destroyed - agricultural use	8
Destroyed - nature reserve	5
Destroyed - highway use	4
Destroyed - opencast coal site	4
Destroyed - industry	3

This year has been one of achievements marked by several milestones.

(1) Happily our membership numbers continue to rise.

(2) We had the Special General Meeting in October from which we were able to become a Registered



Charity, number 1100700, overcoming previous opposition and getting our constitution accepted. (The Friends of the Cromford Canal now have RIGHTS as Registered Charity to do more ambitious fundraising but the Trustees also have the RESPONSIBILITY to control and direct the work for the public good and thus to meet the objects of the association; this I am sure we will all try to do.)

(3) The visit by the Inland Waterways Association Restoration Committee in October.

(4) As reported in the last Portal, we had the visit of the new British Waterways management in October.

(In June 2003 BW announced the re-organisation all its area and region structure to be completed by September 2003, unfortunately this was far from achieved but Peter Stone organised an excellent whistle stop tour for the new management. There were all very enthusiastic but with initial uncertainty and then settling down into their new positions and re-allotting priorities we are probably little further forward with them since last years AGM.)

This change of management has probably been most noticeable in the temporary loss of active BW support for the Ecology Study (Langley Mill to Ironville), delay in routine maintenance of the Ironville flight following our excellent clean-up last year - although work should be in hand shortly to repair and renew the safety fencing and our initiative to improve the water levels in the Ironville flight of locks. A hold-up occurred in the work on the off-side concrete wall at Langley Mill, whilst Health & Safety and engineering problems were addressed, but I am pleased to report that John Baylis and Howard Smith appear to have now

reached agreement with BW.

(5) Our second annual sponsored walk did not have the 300 people I had hoped for but we did have over 100 walkers, and the profit of over £2600 was a great achievement. This year we will have Amber Valley Borough Council advertising for us and the Ramblers Association are asking their local members to come along so I am hopeful we will make another newsworthy and fund raising event.

(6) We now have four publications on sale, which considering we have only been going for two years is a quite remarkable achievement. Our thanks go to Val Roberts and Mike Harrison who in 2003 wrote and distributed the Cromford Canal Walkers Guide, not only has the initial printing of 2000 copies sold out giving a profit of about £3800 a re-print has already been ordered. (Val is also looking at other sales items such as Sweat Shirts, Tea Towels and mugs; look and see what she has available.)

We also thank Hugh Potter who has allowed us to retail copies of his book and make a profit for FCC. This has already raised £250 at the years end. Continuing sales since then have increased this to over £500. Hugh has also acquired copies of the Parliamentary Act for building the Cromford Canal on both DVD and paper, and he is looking into archiving the Cromford Canal Company Minute Books as are still extant. We are also indebted to Mr. Greenwood for sale copies of his book Portal to Portal a well illustrated book about the Butterley Tunnel.

(7) In October the WRG came to do a weed clearance at Cromford that Derbyshire CC pronounced a great success. (We had announced and planned to do a similar event in March

but unfortunately it did not work out as we had hoped. So we are looking to re-arrange this for later this year)

(8) At our first AGM last year I said I would like to see a Cromford Canal Festival. Well the help needed for this was not forthcoming, but then we heard from the IWA that their annual festival was to be at Burton-on-Trent this year, during the August bank holiday weekend. I am pleased to announce that the FCC will be there, with our own display and items for sale. Please give us a visit. If you can help on the sales stand for an hour or two then let me, or any committee member know. This cannot be left just to the committee we need helpers on the stand.

On the down side we are now in something of a Catch 22 situation. No one will put big money into our project until they know it is feasible. Therefore several feasibility studies have to be conducted:

- (i) Is the required engineering feasible?
- (ii) Is it economically feasible?
- (iii) Is it environmentally feasible?
- (iv) Are there adequate water supplies?

These studies cost money, a lot of money. The section from Langley Mill to Ironville already has the eleven-year-old Binnie Engineering Feasibility Study in place, which we will be using; and we are about to tender for an Ecological Study on this area. John Boucher and the Action Committee are following up leads on the final restoration of the Pinxton Arm through the Smotherfly site and in the next few months hope to apply for Planning permission for restoration of the canal from Langley Mill to the site of the aqueduct across the River Erewash near Stoneyford. However I have it on good authority that there is no enthusiasm from sections of Derbyshire CC for the restoration of the canal through the

Smotherfly site and they are currently showing no support for this action.

So now we need to raise money to finance these feasibility studies. As yet we have not approached the membership to raise money, except through the Sponsored Walk, and the membership fees only covers the Portal and the running costs of the FCC, therefore we would like to hear your ideas to raise money. If you have interesting and original ideas, let us know what you think and how we should pursue this?

We may be getting help from Nottingham University for the environmental study, but we still need money to finance it, although not as much as other bodies would charge.

So where are we going next? Well none of the items below can be achieved without FCC volunteers. Last year we had three who volunteered from the AGM and their work has benefited the FCC considerably. Keeping the need for volunteers in mind this is what I would like to see as our targets in the next two or three years, but it is dependant upon the help we receive from the membership.

#### Planning / Research

1. Complete and agree the Strategic Plan for Restoration
- 2 Do so in modular form, (section by section) with an initial programme for the sequence of the highest-priority modules, establishing a schedule for 2004 & 2005.
3. Initiate the required Feasibility Studies as soon as resources permit. Encourage others to do likewise such as British Waterways inspection of the Butterley Tunnel.



4. Secure funding for Feasibility Studies and a Project Manager for the FCC.

### Lobbying / Statutory / Funding

We need to do a lot more lobbying than we have so far, we need to:

1. Establish and build relationships with all potential members of a Cromford Canal Partnership - the local authorities, British Waterways, Inland Waterways Association, community and environmental groups.

2. Identify and build relationships with all other potential sources of funds, such as: Heritage Lottery Fund, English Heritage and the East Midlands Development Agency.

3. Likewise we need to build and establish relationships with UK Coal, local landowners and residents, Midland Railway Centre, the Arkwright Society etc.

4. Seek positive outcomes at the Langley Mill, Forge/Monument and Smotherfly opencast sites

5. Establish an interim towpath or public footpath route between Langley Mill Basin and Stoney Lane. During the period of opencasting we will have to take a longer walk around until we can re-establish the route on the towing path of the canal.

6. Secure Listed Building or Conservation Area status for the Canal and its infrastructure where appropriate

7. Take every available opportunity to obtain approvals and funding for canal restoration

Grow and more fully engage the membership

1. Establish a membership & publicity team responsible for a manageable programme of events, publicity stands, sponsored walk, Portal, etc.

2. Commence and maintain a regular programme of restoration working parties augmented, if possible, by the PPP's (The Pensioners' Pruning Parties) for on-going footpath maintenance etc., working to the agreed restoration programme

a. Actively recruit and train working party managers and members

b. Make full use of WRG resources - for both their effect and example

3. Raise the awareness, membership to help funds for the FCC

a. Produce a stand / roadshow that can travel to waterway and other appropriate events

b. Put together a standard introductory slideshow and script, or preferably a PowerPoint multimedia presentation, that can be used by members for local publicity

c. Further develop the Sponsored Walk and similar events - and seek commercial sponsorship

d. Establish FCC notice boards with weatherproof holders for membership leaflets at Langley Mill, Jacksdale, Ironville, and Cromford etc. I would like to see display boards by the Ironville locks showing the names

I want us to take on board the British Waterways recommendation, of a zoned 5-year plan, whilst continuing to press for a thorough evaluation of the Cromford Canal. Recently in Derby Margaret Beckett, Secretary of State for the Environment, and Roger Hanbury, Director of The Waterways Trust, said

or never' opportunity of making progress; let us hope that our efforts can make it NOW rather than NEVER.

But finally I must also thank you the membership for your support, advice and fund-raising during the last year and the hope that you will continue this support until the completion of OUR project. If you as members are content to leave these actions to the committee then they will not happen. We need

volunteers to help in all sorts of areas. Help with lobbying, at events, fund seeking, constructing a 5-year plan etc. Our logo (Excellently designed by Jan Dowgun last year) shows two men working as a team to propel the boat through the tunnel. One man could not do it on his own. One man is called committee and the other is called membership and together we will get the boats through.

## ITEMS FOR SALE

**A**s those of you were at the AGM will know, we now have a range of clothing with our logo embroidered on it - MUCH more hard-wearing than printing! It now all comes in one colour - you can have any colour you like, so long as it's Burgundy! This (of course) means that all of you who bought red, black or white items in the past will now have to buy new ones!

The range and prices are as follows:  
T Shirts . . . . . £9.50 plus £1.50 P&P  
Polo Shirts . . . . £13.50 plus £1.50 P&P  
Sweat Shirts . . . £17.50 plus £2.50 P&P

All the above are Burgundy in colour, embroidered with the FCC Logo and available in the following sizes: Med; Large; XL; XXL Look out for more items: we're currently looking at a range of "useful stuff" from mouse mats to mugs, with images and maps of the Canal on them - keep your eyes on the Sales Stand!

## PUBLICATIONS

A Walker's Guide to the Cromford Canal £3.50 plus 50p P&P This prolifically illustrated pocket sized softback guide describes the route of the canal, including the footpath diversions and the Leewood and Pinxton branches.

Orders and enquiries for the above items should be addressed to:

Friends of the Cromford Canal, Sales  
Mrs V Roberts,  
Langley Mill Boatyard,  
Derby Road,  
Langley Mill,  
Notts. NG16 4AA.  
Tel: 01773 760758

Cheques made payable to Friends of the Cromford Canal, to be sent with the order please. Remember to state size required if applicable, and allow 28 days for delivery.





# EXTRACTS FROM THE ACT

by The Editor

I'm greatly indebted (as should we all) to the sterling efforts of Derek Dixon, who has painstakingly transcribed the whole of the Preamble and XCVII clauses of the original Act, and the Preamble and XXVI clauses of the 1790 Act. His work now enables me to quote from and comment on parts of the Acts.

One thing that has to be borne in mind when reading the Acts is that they were required to be absolutely watertight and everything, but everything had to have i's dotted and t's crossed. Thus (for example) the owners of the land on the route are defined as follows:

From the East Side of the publick Highway leading from Cromford to Langley Bridge (1), through Lands of Sir Richard Arkwright, lying between the North-east End of his Garden and the River Derwent at Cromford Bridge, and through a Garden, and certain other Lands, of the said Sir Richard Arkwright, in the Occupation of William Kirkland, George Evans, Robert Mason, and others, lying North-east, East, and South-east of a certain Piece of Land of the said Sir Richard Arkwright, called The Lawn, and Lands late the Property of (unreadable) Green, in the Parish of Wirksworth, and across the River Derwent (2), through Lands of Peter Nightingale Esquire, in the Parishes of Ashover and Crich, and through Lands of Frances Ridgeway, in the said Parish of Crich, and across a certain Turnpike Road leading from Alfreton to Wirksworth (3), through other Lands of the said Frances Ridgeway, and through Lands of Thomas Cawood, and of Francis Hurt Esquire, and of Thomas Woodhouse, and of Israel Poyzer, and of Joseph Hole, and a Piece of Land called The Spring, the Property of Francis Hurt Esquire, the Assignees of Richard

Towndrow, Thomas Woodhouse, and David Woodhouse, and a Piece of Land called Crich Chase, the Property of Francis Hurt Esquire, Thomas Woodhouse, and David Woodhouse, and Lands of Francis Hurt Esquire, Thomas Woodhouse, and David Woodhouse, and the Assignees of Richard Towndrow, and Lands of David Woodhouse, and of Israel Poyzer, David Woodhouse, Thomas Woodhouse, and the Assignees of the said Richard Towndrow, and Lands of Joseph Bowmer, David Woodhouse, Thomas Woodhouse, and the Assignees of the said Richard Towndrow, and of Joseph Bowmer, and David Woodhouse, and of the said David Woodhouse and of Elijah Radford, and across the Turnpike Road leading from Cromford to Langley Bridge (4), and through Lands of Joseph Bowmer, and of John Bowmer, and of Joseph Woolley, in the said Parish of Crich, and across the River Amber (5), and through the Lands of Joseph Woolley, and across a Branch of the said River Amber, and through other Lands of the said Joseph Woolley, and across the said Turnpike Road leading from Cromford to Langley Bridge (6), and through other Lands of the said Joseph Woolley, and through Lands late of Thomas Nodin, deceased, and of Thomas Ridge, and across the Bridle Road leading from the said Turnpike Road towards Heage (7), and through Lands of Thomas Ridge, and the Widow Ridge, and of John Rowbottom, John Alsopp, and Isaac Alsopp, and of the said Thomas Ridge, and of Thomas Porter Bonell Esquire, and of Joseph Willatt, and of Cornelius Launder Esquire, Joseph Wainwright, and the Reverend Chaworth Hallows, and of William Hurt, and the said Cornelius Launder, Joseph Bramley, and the said Chaworth Hallows, and of John Richardson, and through Lands belonging



to Sheffield Hospital, in the Parish of Duffield, and through Lands of the Reverend Henry Peach, in the Parish of Pentridge, and across a publick Bridle Way (8), and through Lands of Joseph Woolley, and of John Wright Esquire, and of the said Henry Peach, and of George Fletcher, and across the Turnpike Road leading from Cromford to Langley Bridge (9), and through Lands of the said Henry Peach, and of John Richardson, and of his Grace the Duke of Devonshire, and of Edmund Thomas Warren Horne Esquire, called Butterley (10), and of John Musters Esquire, called Butterley Park, in the Parish of Pentridge, and through Lands of Lady Holt, and Elizabeth Newton Spinster, in the Parish of Alfreton, and through Lands of Legh Master Esquire, called Codnor Park, and through Lands late of Godfrey Bagnall Clarke Esquire, and of Thomas Vicars Hunter Esquire, and across a Road leading from Codnor to Brunsley Gin (11), through Lands of Grace Flint Spinster, and through other Lands late of the said Godfrey Bagnall Clarke, and of the said Thomas Vicars Hunter, and through Lands of Christopher Royston, and of William Milnes Esquire, in the Parish of Heanor, in the County of Derby, and over and across the River Erewash, and also through Lands of the Earl of Mexborough, in the Liberty of Brunsley, in the County of Nottingham, and through Lands of his Grace the Duke of Newcastle, in the said Liberty, and across a Bridle Road leading from Heanor to Brunsley (12), and through Lands of John Plumptre Esquire, in the Parish of Eastwood, in the County of Nottingham, and through Glebe Lands of the Reverend Tristram Exley, and other Lands of the said John Plumptre, and across the Turnpike Road leading

from Langley Bridge to Nottingham (13), and through other Lands of the said John Plumptre, in the said Parish of Eastwood, and there to join and communicate with the said Erewash Canal;

And also to make and complete a Collateral Cut from and to communicate with the said intended Canal at of near to Codnor Park Mill aforesaid, through Lands of the said Legh Master, in the said Parish of Heanor, and through Lands of the said Lady Holt and Elizabeth Newton, and of Lancelot Rolleston Esquire, and of George Morewood Esquire, and other Lands of the said Lancelot Rolleston, and through Lands of the said John Musters and of Lady Dixie, in the said Parish of Alfreton, and through Lands of the Reverend D'Ewes Coke, and of John Cope, and of Mary Tye, Ann Tye, and Dorothy Bright, and into other Lands of the said D'Ewes Coke, to or near to Pinxton Mill, in the said Parish of Pinxton, all in the County of Derby;

- 1 Now Mill Road, Cromford.
- 2 Wigwell Aqueduct.
- 3 Now Main Road, Whatstandwell.
- 4 Now Bullbridge Hill, Bullbridge.
- 5 Bullbridge Aqueduct.
- 6 Now the A610 Ripley Road, Bullbridge.
- 7 The road over Buckland Hollow Tunnel to Heage.
- 8 Bridle Lane, Lower Hartsay.
- 9 Now Main Road, Lower Hartsay, was at one time the A610.
- 10 This Estate was sold to Benjamin Outram in 1790.
- 11 Now Boat Lane, Stoneyford.
- 12 Now Stoney Lane, Brinsley.
- 13 Now Derby Road, Langley Mill, the A608.







Cromford Wharf as found in late 60s. Small warehouse is behind trees to L. Note brand new work punt suddenly unloaded by BWB (called the "Lea Wood") by way of claiming possession of the canal. It disappeared just as suddenly!



Gary and Dennis Shooter (father and son) who were full time employees of CCS in the almost finished shop in the larger warehouse at Cromford Wharf. When finished the counter was constructed to look like the John Gray, cabin at left is not yet painted. (For access we used the original fixed bridge from Leawood Aqueduct. Waste not want not]

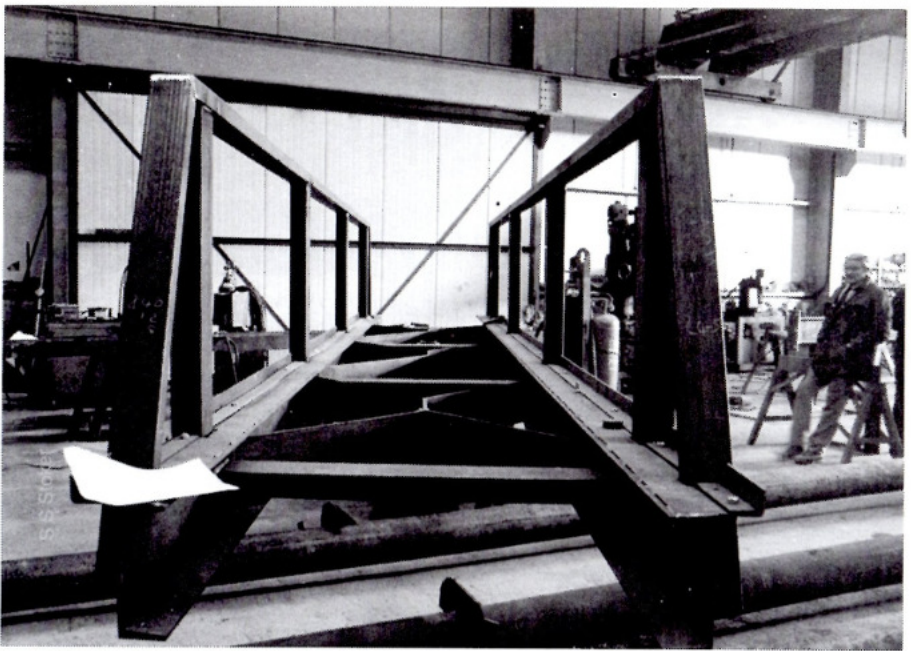


John Gray on the one and only trip through Gregory Tunnel, December 21<sup>st</sup> 1988.



One of the trapdoors set in the bed of the canal. About halfway between Cromford and High Peak. The person is a young Simon Stoker.





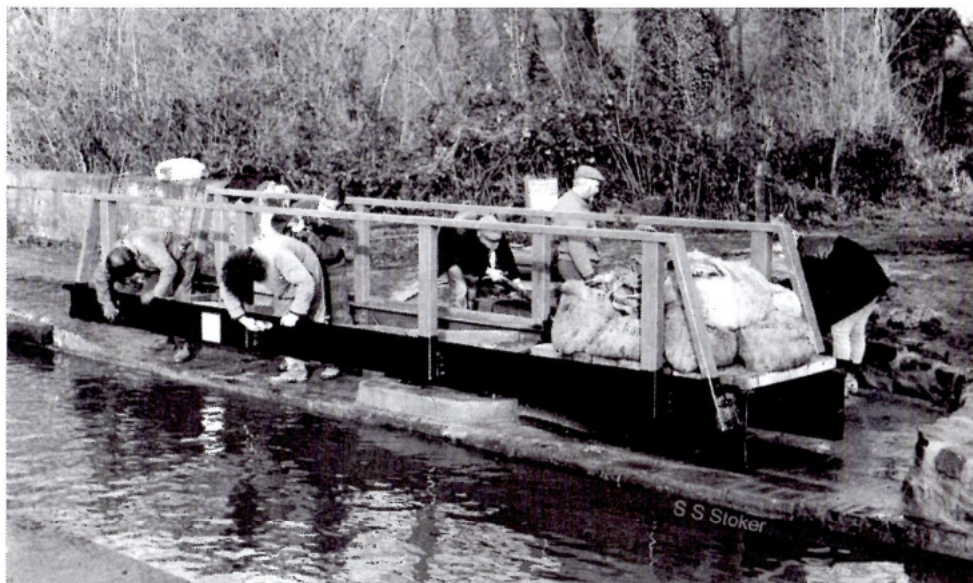
One of a series of pictures taken of the building of the new Bridge 6 - the prefabricated sections assembled for the first time in the contractor's yard at Longcliffe. A single finger was enough to swing the bridge, so well was it balanced. From there the parts were sent to be galvanised before being delivered to Cromford Wharf.



THE MAIN BEARING of the bridge of modern design is a double ballrace. Here the lower half is receiving a pre-oiling before the top plate is added.



TRANSPORTED by water the 1 ½ miles from Cromford the galvanised sections arrive on our work boat. In the foreground is the completed main bearing assembly on the main concrete base. (The rest was filled later).



Temporary ballast is used to check balance and swing once the new steelwork had been erected on site. In its finished state the ballast is packed in the box under the right hand side. We used concrete blocks.



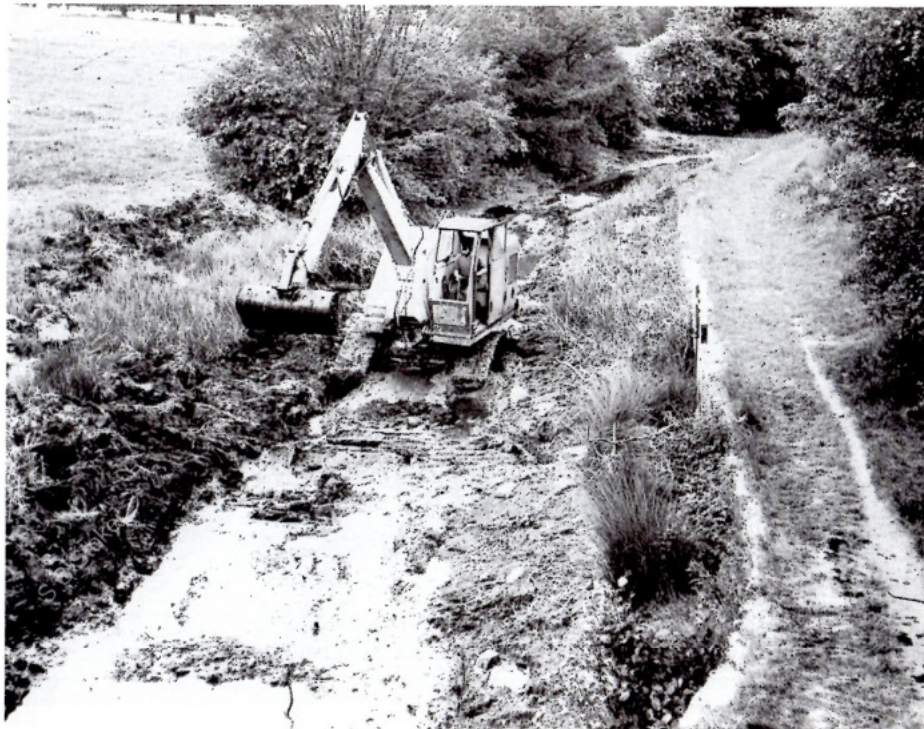


THE ONLY time a passenger boat used the bridge. On Dec 21<sup>st</sup> 1988 the John Gray was towed by our paddleboat down to Gregory Dam (through the tunnel) and returned. The trial navigation was highly successful and was a good way of thanking the team for their work.



Tree trimming just outside Cromford Wharf. C.1973. Desmond Stoker on bucket. Note the thickness dried mud just outside the winding hole. (*Editor's Note: It's a good job the Health & Safety Executive weren't around.....*)





Approx 1973. The 9 ton Smith 14 excavator which was used to dig out much of the Canal (which was drained in stages for the purpose) approaches Bridge I (ADS)



The result of having cleared through the bidge.





Original long-reach Smalley excavator converted to floating dredger by manufacturer. Very effective. Pontoon made narrower than their standard @6ft 10in to get into drydock and through tunnel.



Dredger emerges from Gregory Tunnel into Gregory Dam. Considerable rubbish in mouth of tunnel made machine ride up on its wheels.



25<sup>th</sup> February 1989 immediately on the morning the canal overtopped. Approx 200 yards East of iron aqueduct. Small boy is my son, David. Only the new steel piling installed in late 1988 prevented a complete disaster.



The OTHER point at which the water overtopped the bank on 25<sup>th</sup> February 1989. This was about 350 yards east of the first point, roughly 300 yards west of the tunnel. No steel piles were inserted here, with the result that the towpath nearly went completely.



# PICTURE FEATURE - THE SIMON STOKER ARCHIVE

by The Editor

I've blown the whole of The Portal's 8-page picture budget on this small selection of images from a collection kindly donated by Simon Stoker, the former General Manager of the Cromford Canal's western section, from Ambergate to Cromford. The Cromford Canal Society was formed to restore and operate this section, which it did very successfully, until for reasons best not

gone into it was dissolved.

The collection documents much of the restoration work, as well as showing the normal (and on some occasions, not so normal) operation of the canal, on which a horse-drawn passenger boat was operated each summer. The full collection is available on the Web Site - please go and take a look for yourself!

## BOOK REVIEW

by The Editor

### "GOLDEN VALLEY - THE PHOENIX HAS RISEN"

*("Golden Valley - the Phoenix Has Risen" by Doris Una Ball)*

Doris has been a prolific writer on the Golden Valley area, seeking to record the people and way of life of this hamlet by the towpath of the canal where she was brought up. This latest slim (18 pages) volume brings the story of Golden Valley more-or-less up to date. A well-illustrated description of the Valley in its latter days is followed by a description of what happened after the "old" residents known

to Doris moved out and the eventual restoration of the hamlet to what it is today. Modesty forbids me to mention the author of this "Aftermath"!

At £3.50 it's perhaps a little expensive for what it is, but as all proceeds go to the Derbyshire Air Ambulance this is not so important.

Available directly from Doris: her phone number is: 01773 603102

## FROM THE ARCHIVE CORNER

by Hugh Potter

### A SEAL WITH NO C

I got very excited the other day when I found the following description of an object in the Canal Museum at Stoke Bruerne: "Seal: A press painted black with

gold marbling effect. This die is inscribed the seal of the Cromford Canal Company Incorporated 1875". Whilst a copy of the seal of the Cromford & High Peak Railway Co exists, that of the Cromford Canal Co has never been seen. Could this be what

we've been hoping for?

I was a little worried about the date, however, as 'our' canal company was incorporated in 1789, and was bought by the railway in 1852. But perhaps the date was a misprint. I phoned the very helpful Alison Smith at Stoke Bruerne who promised to locate the press and report back to me. Imagine my disappointment when she told me that it was in fact the seal for the Romford Canal Company! Not a lot of people know about that, so it is not surprising that some well meaning archivist had 'corrected' Romford to Cromford.

However, looking up my 'bible' of historical information (The Illustrated History of Canal and River Navigations by the late Edward Paget-Tomlinson) I discovered that the Romford Canal Company was indeed incorporated in 1875. The first scheme to link Romford in Essex to the river Thames had been in 1809, but it was not until 1875 that an Act was passed. Work started with the construction of a single lock of 135ft by 16ft 6in and a tunnel under the London, Tilbury & Southend Railway, but stopped in 1877, and in 1910 the company was liquidated.

So now you know how the seal lost its C!

## ***WE'VE GOT SOMETHING UNIQUE.....***

*From The Hon Consulting Engineer*

I'm indebted to John Boucher who has forwarded the following letter from Roger Cragg, the Convenor of the Inland Waterways Sub-Panel of the institute of Civil Engineers. John had written regarding Butterley Tunnel: the reply makes interesting reading.

"I am writing to you in my capacity as Convenor of the Inland Waterways Sub-Panel of the Panel for Historical Engineering Works of the Institution of Civil Engineers. You asked for my opinion of the historical value of the underground loading and unloading facility situated within Butterley Tunnel on the Cromford Canal.

I have searched the Sub-Panel's database of inland waterways and have consulted with the members of the Sub-Panel. I am aware of a number of examples where the loading or unloading of canal boats involved the use of underground facilities.

These are:

### **I. Shropshire Canal (Coalbrookdale Branch)**

On this waterway the canal terminated at a high level above the River Severn. At the end of the branch, two vertical shafts 120ft deep and 10ft wide were constructed leading to an adit which contained a tramway. Goods were raised and lowered in iron containers by counterbalance. This system was in use from about October 1792 until about September 1794 when the system was replaced by an inclined plane carrying wagons. This differs from the Butterley Tunnel system in that the canal was at a high level and no underground boat traffic was used. The tramway tunnel was purpose built for loading and unloading only. (Reference: Hadfield C. "Canals of the West Midlands" David & Charles, 1985 p. 157-159)



## 2. Bridgewater Canal (Worsley Mines) and others

At Worsley Colliery the Bridgewater Canal entered the mine workings directly via two tunnel openings. Within the mines the coal was loaded directly into the canal boats. A considerable mileage of underground canals was developed. Other underground waterways which were used for boating out minerals were the Nent Force Level near Alston and Speedwell Mine Level in Derbyshire.

## 3. Bridgewater Canal (Castlefield)

At Castlefield the Bridgewater Canal terminated in an underground unloading wharf which was situated in a short dead end tunnel. From the tunnel a vertical shaft allowed coal to be drawn up from the boats by a water wheel powered crane. This is described in detail in Cyril T.G. Boucher "James Brindley" Goose & Son 1968 p.51-52.

## 4. Dudley Canal Tunnel

The initial section of the Dudley Canal was driven as a branch from the Birmingham Canal (Lord & Ward's Branch) to gain access to underground Limestone workings and to Tipton Colliery. The tunnel terminated in an open air basin at Castle Mill. Later a tunnel was driven south from Castle Mill basin to Park Head, forming part of the line of the Dudley Canal No. 1 line. From Castle Mill basin tunnels were driven into the Limestone workings to Castle Mill Quarries and Loading of boats underground from the Limestone workings took place. (Ref. Hadfield, C "Canals of the West Midlands" David & Charles, 1985 p. 76-780).

## 5. Great Northern Railway Warehouse, Castlefield, Manchester

In 1839 the Manchester & Salford Junction Canal opened to connect the Rochdale Canal to the River Irwell. For 499 yards of its 1100 yards length it was in tunnel. About 1875 the eastern end of the canal between Lower Moseley Street and Watson Street was closed and filled in to permit the construction of a railway. In 1899 the Great Northern Railway built a large warehouse (which still exists) over the canal tunnel and two hoist wells, 25ft deep, were excavated to allow boats to be unloaded directly into the warehouse from the tunnel below. The canal was in use until 1922 and was abandoned in 1936. (Ref. Hadfield & Biddle The Canals of North West England Vo. 1 p. 126129 & Vol. 2 p. 365-66).

The first four of the above examples differ from the Cromford system in that although vertical movement of the goods was involved in some of the cases, in all cases where vertical movement of goods took place, the tunnels were driven solely for that purpose. The Great Northern Warehouse has some similarities with the Cromford case but the unloading shafts were not contemporary with the cutting of the canal and by the time they were made the canal had become a dead end canal from the River Irwell.

It would appear from the above. that the arrangement on the Cromford Canal whereby goods were loaded and unloaded at an underground wharf *in a through tunnel which formed part of the main line of the canal* was possibly unique, or extremely rare, and hence would have a high historical value.



# MORLEY PARK IRONWORKS & THE CROMFORD CANAL

by Patrick Morriss

Anyone travelling north on the A38 towards the Ripley -Ambergate A38/A610 junction will have seen what remains of the Morley Park Ironworks. The two remaining structures are cold-blast coke iron furnaces the first built by Francis Hurt in 1780 and the second in 1818, the older furnace was possible the first of its type in Derbyshire. White's directory (1857) describes Morley Park as "half a mile south from Heage, is a scattered district of farms, and the extensive iron works of John and Charles Mold, who have two blast furnaces, with steam engines of 300 horse power. They manufacture all kinds of ironwork; they have also a large establishment at Alderwasley.

In 1796 the then one blast furnace was recorded as producing 728 tons of Pig and in 1806 700 tons of Pig. After 1818 when the second furnace was added the production would have been double this, a substantial amount of this production would have been taken by the tramway to the canal after the tramway was constructed. By 1846 the works had 400 employees and had cast a wide range of items including some of the 5" diameter gas pipes for the Strutt's private gasworks near Belper.

What has this got to do with the Cromford Canal? You may ask. Well, amongst the many features destroyed by opencast coal working in the 1940's and since were some of the traces of the tramway that connected the ironworks and the canal at Lower Hartshay.

## THE ROUTE DESCRIBED

The tramway commenced at a wharf to the west of bridge number 31, now

demolished which carried Bridle Lane over the canal. This is the wharf where the Hartshay reading room was situated (see Portal Number 4 page 28-Hartshay Pig-Sty Library by Hugh Potter). It is possible that this building had a previous use when the tramway was operational. The Tramway crossed the later Midland Railway Buckland Hollow branch line (reference to the map below shows a standard gauge siding utilising part of the old tramway trackbed) and swung away to the south climbing towards Heage/Upper Hartshay as it did so. The tramway's route was more or less parallel with present day course of Bridle Lane. This part of the route is more or less still extant, but not a public right of way. The Tramway crossed the Ripley to Heage road (B6374) just to the west of what was marked on the 25" OS map as Hartshay House, now marked as Hartshay Hall Farm. The route then continued basically to the South passing just to the east of Manor Farm and crossing Park Lane (a Public Footpath) before changing direction to the east and arriving at the site of the blast furnaces.

## THE HISTORY OF THE LINE

Assuming that this tramway was engineered as other Cromford canal tramways the horses would have taken full wagons down to the canal loaded with finished products and pulled the empties back up the gradient.

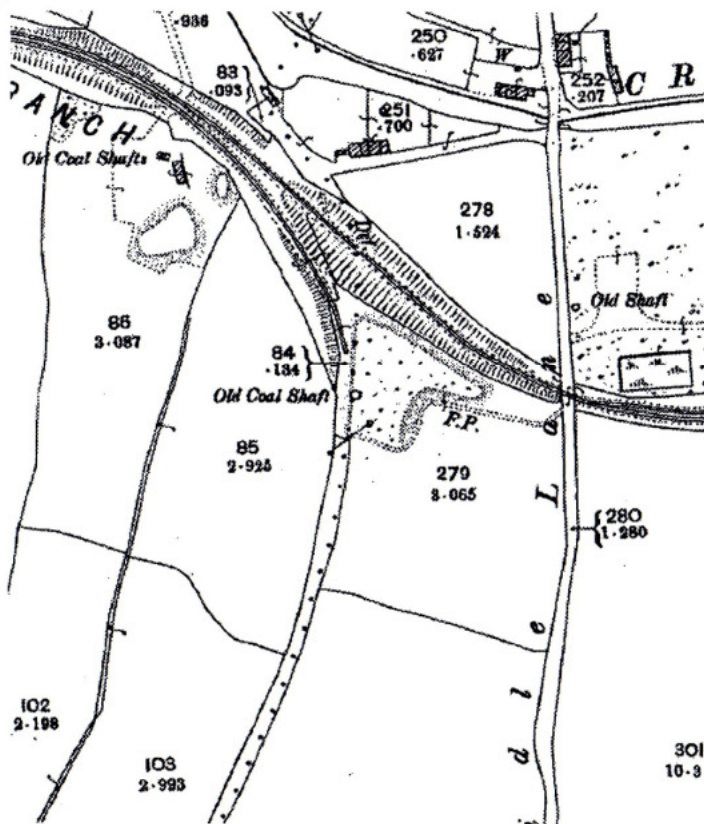
However, this tramway was not the same as other Outram engineered tramways on the canal. Hurt chose not to link his site with the Cromford canal under the powers available to him under the Cromford Canal Act and Outram was never involved as the line opened long



after his death. The first mention of linking Morley Park Ironworks to the canal network came in 1808 when a suggestion was made that Morley Park should be linked to the Derby Canal via the Little Eaton tramway and that the line should also link up with the Cromford Canal at Hartshay. Nothing came of this

idea as the committee in charge of the Little Eaton line thought they did not have the necessary powers.

It was only in the late 1830's that a line was constructed to link the works with the canal built on land leased from the Peach family, large landowners hereabouts



Extract of OS 25" map showing former tramway at Lower Hartshay and subsequent Buckland Hollow branch of the MR

The line and canal buildings were described in the sale document produced for the Mold Partnership sale 7th October 1856. "The Hartshay line of the railway leading from Morley Park works to the Cromford Canal at Hartshay. This line runs through land now or lately belonging to Francis Hurt Esq., and to Mrs

Cleavers, the trustee of Heage School, Mr Hepworth, Mrs Mousley, C V Hunter Esq., Mr Fletcher and Mrs Oates. The line was formed under the Cromford Canal Act, the landowners receiving by agreement yearly rents for the lands used for the purposes of the line. On expiration of the lease of 30th May 1839,

granted by the said Francis Hurt, the line of the railway will become the property of the lessor, he paying for the then value of the materials forming the same at a valuation to be made for that purpose, pursuant to an agreement made between Messers. Mold and Mr Hurt dated 20th July 1843."

Also for sale was, "A wharf and buildings called the Hartshay Wharf situate in Hartshay in the said township of Ripley adjoining the Cromford Canal, and containing by admeasurement One Rood or thereabouts. Held under a lease from Thomas Peach Esq., to the said John Mold and Charles Mold for 34 years from 25th December 1844, at the annual rent thereby reserved, and subject to the covenants and conditions therein contained.

The main sale document described the whole line as "2849 yards of edge railways from Straight-lane (Street Lane) to the Langley Mill and Cromford Turnpike-road at Hartshay Wharf with sleepers, chairs, spikes and guider pulleys. 1150 yards of round wire rope; 30 coal and ironstone wagons, working upon the same by a splendid new high-pressure engine of 12 horsepower by Thornevell and Warham of Burton upon Trent. The reference to edge rail rather than plate rail would seem to indicate that this railway used flanged wheels and rail that we would be familiar with today, rather than the plate

or L shaped rail and plain wheels favoured by Outram for his railways.

The tramway must have had a chequered history after this sale in 1856 as in 1859 a dispute arose with a local landowner that allegedly had ripped up part of the railway!

The works ceased to be in blast in 1874 and the tramway must have closed at around the same time. The Midland Railway opened the Butterley branch line in 1875 and the Buckland Hollow branch was built across the northern end of the tramway at this time. The wharf at Hartshay would have fallen into disuse, perhaps some of the buildings were converted for an agricultural purpose and then later became the reading rooms.

References to Hartshay Wharf are confusing as at some time there have Hartshay wharves at the end of Duke's Road where the tramway from Pentrich terminated. A small wharf (for the lime trade) is noted just to the west of the old A610 Road Bridge (No. 32). A wharf for Hartshay colliery and Spelter Works was opposite what is now Hartshay Recreation ground (the site of the rusting barge) in addition to the wharf for the Morley Park Tramway described above. Little can be seen of any of these installations now, who knows what canal restoration works in the future may reveal?





**A**t the AGM in March, I said that I had just enrolled out 690<sup>th</sup> Member, well that number now stands at 691 as we welcome the Midland Railway Trust Ltd as Corporate Members.

During the year, we were very pleased to welcome Heanor and District and South Normanton Local History Societies, also Pinxton and Ironville Parish Councils, who all joined as Corporate Members. It is good to know that our standing is high enough for these bodies to support us. Lockhouse Tea Rooms at Trent Lock have also joined at a Corporate level.

Inevitably, we have lost some supporters over the last year. Sadly we have been notified of the death of eight of our Members, and our condolences go to their families. Four appear to have 'gone away' with no forwarding address, and contact by E mail has had no result. In two cases joint members have reduced their subscription to single membership. However, by far the greatest number of lapsed members have simply not returned their renewal form, and this I find very frustrating, because we do not know why they have ceased to support us. Are they no longer interested in our efforts to awaken this 'Sleeping Beauty' or do they feel that our efforts are unworthy of their support? Did the small increase in the subscription last year put them off? - or have they simply put the form in a safe place and forgotten about it, despite reminders and E mails. I do wonder how many of my yellow forms are sitting amongst the piles of paper and junk mail that we get through our doors each day. On the plus side, four Members have included a partner on their

previously single membership, and at 1<sup>st</sup> April we had 637 paid up Members, with a further nine being chased up by letter or E mail. My revised method of sending out renewal notices separately instead of with the 'Portal' seems to be working well, but those Members due to renew on 1<sup>st</sup> April are being rather slow at the moment, there are more outstanding than I would like. Have you received a yellow renewal form and not sent it back yet?

Although new membership applications are slowing down, I am hoping that this will be rectified by our planned displays at various events during the coming year. If any of you are able to help with manning a stand or know of any events where we might be able to have a display, please let us know. We must make every effort to keep our numbers high, not only because of the subscriptions, but also to prove to money providers and other authorities that we have widespread support for this project and mean Business!

With confirmation of our Charity status, we will now be able to claim Gift Aid on your subscriptions if you are a UK tax payer, and our Secretary is awaiting details of this. The extra money brought in by this scheme is well worth having, and all you have to do is sign a piece of paper - and send it back to us, of course!

Please don't forget that we will be having a stand at the Inland Waterway Festival at Burton on Trent over the August Bank Holiday, I hope you have the date in your diaries and will come to see us - better still, come and give a hand in what we are sure will be an exciting weekend.



# MORE ON "THE OLD HOUSE AT HOME"

from Yvonne Shattower

Friend Mr H Burton of Kimberley has sent in the following newspaper cutting from the 6<sup>th</sup> Edition of the Nottingham Evening News of Saturday 8<sup>th</sup> April 1955, which completes the story started in the last issue.....

## Derbys Bargee Inn to Come Down

The former "bargee inn" — The Old House at Home—which stands on the towpath by the deserted waters of the Cromford Canal at Pye Bridge, Derbyshire — is one of the first slum properties condemned by Alfreton Urban Council under a five-year clearance programme.

The Old House, owned by the British Transport Commission, became redundant and had its licence taken away a year ago last week. The historic public house was host to some of the most colourful characters in Derbyshire in the days of the bargees.





# WHAT'S ON

May 2 <sup>nd</sup> & 3 <sup>rd</sup>	Steaming at Leawood Pump House
June 5 <sup>th</sup> & 6 <sup>th</sup>	Steaming at Leawood Pump House
July 3 <sup>rd</sup> & 4 <sup>th</sup>	Steaming at Leawood Pump House
August 7 <sup>th</sup> & 8 <sup>th</sup>	Steaming at Leawood Pump House
August 29 <sup>th</sup> & 30 <sup>th</sup>	Steaming at Leawood Pump House
August 28 <sup>th</sup> , 29 <sup>th</sup> & 30 <sup>th</sup>	IWA National Waterways Festival at Shobnall Fields, Burton on Trent - we'll have a stand there!
September 19 <sup>th</sup>	Third Sponsored Walk
October 18 <sup>th</sup>	Public Meeting - Ironville Church Hall
December 6 <sup>th</sup>	Public Meeting - Ironville Church Hall

If YOU have an FCC-related event taking place, **PLEASE** get in touch with the Editor and we'll publicise it for you!

