



THE PORTAL



THE JOURNAL OF THE FRIENDS OF THE CROMFORD CANAL

(Registered Charity Number 1100700)

NUMBER 11

AUTUMN 2004

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.

All articles and contributions are copyright © the contributors. Opinions expressed (apart from the Chairman's Column) do not necessarily represent the policy of the Friends.

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 preferably by e-mail to the Editor at:

Pictures for The Portal or the Web Site should preferably 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, however the Editor can scan good old-fashioned prints if need be and slides can also be accommodated!!

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

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 below.

The Friends of the Cromford Canal are Corporate Members of:

CONTENTS

SWAN WATCHING	4
CHAIRMAN'S CHAT	5
TAKING THE PLEDGE	8
ITEMS FOR SALE	9
PICTURES FROM THE SPONSORED WALK	10
BOOK REVIEW	12
CIVIL DEFENCE ACT 1939	13
EXTRACTS FROM THE ACT	18
POTS & PIX III	21
IMAGES OF THE CANALS	22
PINXTON'S PROGRESS	24
UP TO THE MINUTE NEWS	25
THIRD ANNUAL SPONSORED WALK	27
MEMBERSHIP MATTERS	28

Front Cover - Knackered (but cheerful) walkers at Cromford Meadows (*Ian Leech*)

SWAN WATCHING



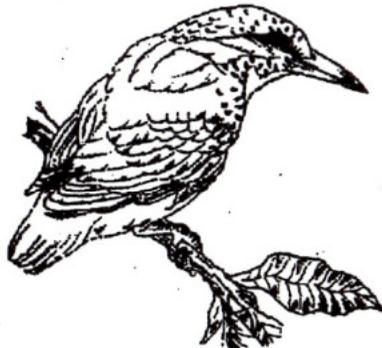
There are times when I could liken the Friends to a swan, like the ones that nest on Codnor Park Reservoir: all calm and serene on top, working like a fury underneath. That's how things are at the moment. We can tell you some things: Peter Stone's got an excellent article on progress with the Pinxton Arm elsewhere in this issue, but there's an awful lot more going on that will be revealed as and when the time is right.

'Twas always so: at our Public Meeting on 18th October, Vic Smallshire from the Dudley Canal Trust told us how BW managed to get funding to rebuild a section of Dudley Tunnel which on a is a "remainder" waterway and therefore not subject to funding, other than sufficient to prevent it causing a danger to others. They were told not to ask questions or rock the boat, because either could cause the whole delicate edifice of funding to collapse. They didn't and the tunnel got rebuilt. I suspect there's going

to be a lot of this in years to come.

Occasionally, a swan lifts its foot out of the water and you get an inkling of what's happening below. The same applies here: we've got a party from the London area of the Waterways Recovery Group coming to do tree cutting on 20th and 21st November. Work's being concentrated on three sections. The first is the section from the eastern portal of Butterley Tunnel to Newlands Inn; the next is from Newlands Inn to Codnor Park Reservoir and we'll also be rubbish clearing in the Ironville Flight. The meeting place is at the Chuck Wagon at the Ironville end of the reservoir; the rendezvous time is 0930 on Saturday morning. Will we see you there??

Finally (as this is the last Portal of 2004) can I be the first to wish you a very Happy Christmas and a prosperous New Year.



It was with considerable pride that I observed and took part at the Friends first display stand during the annual IWA Festival at Burton-on-Trent. A great deal of hard work and time went into the preparation and manning of this stand and I offer my heartfelt thanks to all those who made this display successful. It was good to see our members volunteering to 'do their bit' for a few hours each at the stand, thank you all. Sales were good and we took over £500 during the weekend. We now have quite an impressive array of items to sell to the public. It was the photographic section on the Butterley tunnel that drew considerable interest and became a talking point for many who passed by. As this was our first time many did not know where the Cromford canal was located in relation to the rest of the network, I hope now many more of the 20,000 people who attended will know where the Cromford is.

I wrote about the Smotherfly site in the last Portal and since then there have been several developments. Residents from the Pinxton area have formed a committee and are now talking to UK Coal. The FCC is represented on this committee and two meetings were held with UK Coal. The fact that we are 'talking' is a considerable step forward, but the time frame is very tight. If progress is to be made in restoring the canal across the Smotherfly site it has to be made quickly, for first UK Coal have to agree to our proposals and then expensive and time consuming planning permission has to be sought from Derbyshire County Council for a change to the original plans that were drawn up for this site. All this has to be done before the contractors move in by spring to start finishing the site according to the

original plan, which did not have the canal as part of it. Another meeting is scheduled for early October and at the moment people are now listening.

Another important step with UK Coal concerns the temporary access road that was placed as infill across the canal near the 'Bottom of the Flight' lock number 7. This temporary access has now been removed, as was formally agreed before its installation.

The committee have often said we would like to involve the membership more in our activities. We are aware that for many members it is this Portal magazine which is their main, and perhaps their only, contact that they may have with the Society. If you have Email then you can sign up to the FCC Mailing List, which keeps us up to date through the many items of interest that are discussed by members. This Email address is cromfordcanal@yahoogroups.com, if you do have any problems then our webmaster will be able to offer help (editor@cromfordcanal.org.uk). So in order for us to help give the membership more contact and activities, we are now going to arrange for more regular events.

On 20th & 21st November a weekend Waterway Recovery Group (WRG) Work Camp is to be held for work around the Golden Valley. All members who can are invited to attend

Vic's Smallshire's talk on 18th October was of more than normal interest to us. The Dudley Tunnel is of a similar length to our own Butterley tunnel, the Dudley being 3,172 yards long and the Butterley around 3,100 yards. I say 'around' because since the road was placed over

the old western portal, thereby extending it from the official 3,063 yards, no formal measurement of its length has been undertaken. Also like the Dudley there are interesting features within the tunnel itself, such as the wide hole loading bay, the coal mine tunnels that came into the tunnel and the provision for loading the canal barges from the Butterley Iron Works directly above the tunnel. These features make the Butterley tunnel unique.

Not long ago in 1962 the Dudley tunnel was closed and sealed, yet now cruisers are taken through the whole length of 3,172 yard tunnel and the Dudley Tunnel Trust are on course for a bumper year this year. Recent years passenger figures have been constant at around 70,000 per year, but this year the Trust is hoping to reach 80,000 passengers. Yes, 80,000! Now we have the same potential with the Butterley, not only do we have a very interesting and historic tunnel, but we have the potential to return passengers back by steam railway courtesy of the Midland Railway Trust at Ripley, which has stations close to each of the two Butterley portals. No one else has this option. Let us hope we can wake up the authorities to the tremendous tourist potential that is beneath their feet. Those who have been on our annual sponsored walk will have ridden on this railway link over the top of the two portals. I am meeting with the Midland Railway Trust with a view to seeing how we can work together in closer cooperation.

My thanks go to Sheila Smith (FCC number 1) and her well organised support team for taking on the organisation of this years sponsored walk, such events do not just 'happen' by themselves, but requires a great deal of work and preparation that goes into making the day a success. Considering the weather we have had this 'summer' it turned out to be an ideal walking day

for mid September. This year we had a record 120 walkers turn out for the day. I had my usual bowler hat on and new a FCC banner to carry for the fifteen miles, it was a bit heavy going against the wind, but it drew the attention it was intended to do. Not only that, but this year I had the pleasure of Lesley Flinders company along the whole of the walk with me, and she had turned out in traditional lady canal boater's costume. There were many requests for photos along the way. Lesley and a team of ladies made sure everyone we saw had a FCC leaflet, a great deal of interest in the FCC was aroused. At one stage a group of about seven people stood to one side and applauded us as we walked by, and cheered us along. This year Val Roberts had her stall set out at the terminus of the canal and walk at Cromford Wharf, where interest and sales were yet another bonus to all those who worked so hard to make the day a success. The whole event drew a lot of attention from the general public. A big thank you to all who gave us their time and energy this day, it is people like you who will drive this project through to its successful conclusion. (See you all next year)

We are currently in the process of discussing with a local brewing company for a possible sponsorship deal. We are seeking sponsorship for our handout leaflets, display boards at four places along the canal and to put name boards up for the locks around Ironville. If you, as members, know of a company (or companies) we could approach for sponsorship please let me know.

Just after I wrote the last Chairman's Chat British Waterways published their Vision Document. Interestingly it said, 'Our ambition is that by 2012 we will have created an expanded, vibrant, largely self sufficient waterway network used by twice as many people as in 2002. It will be regarded as one of the nation's

most important and valued national assets.' We agree and welcome this. In the August edition of Canal Boat & Inland Waterways it stated, 'A number of restoration projects do not appear in any of the lists, but the vision document states that BW do not wish to discourage the supporters of these, and accept that circumstances may change over time. These include many projects where work is still at an early stage such as the Cromford.....' But neither is our neighbour mentioned, the Chesterfield, and they are nearly finished! The BW Vision goes on to say, 'When deciding whether to restore and regenerate a waterway we take into account the following factors;

The economic benefits they create for local communities e.g. employment, increased tourism and urban and rural regeneration

The recreation and amenity benefits they offer to local people

Local support and likely levels of future

use

The improvement to the navigable network

Their impact on the environment

Their historic and heritage value

That adequate funding is in place to cover all project costs and long-term maintenance'

We measure up to all except the last one of this list and that will come.

There are so many jobs to do for a project such as ours that we now need to seek other members for assistance. Our membership has responded admirably so far to our needs and I am now approaching people to ask if they will help with (i) fund raising (ii) environmental issues and (iii) the Pinxton branch and Smotherfly site issues. If you would like to help in any particular area please let me know.



TAKING THE PLEDGE

By Dave Ratner

It was whilst I was working my way through the Canal Act that I thought about the great list of 'Names' painstakingly recorded in the act, of the people who took the risk of putting money into a venture as bold and innovative as that of the Cromford Canal.

Their vision (or thoughts of a profit), was ultimately realised in a feat of engineering that was to last (had they known it) for over 200 years. The original ambition of getting merchandise from A to B by a more direct and less perilous route was sufficient in itself.

It is very hard for us to imagine what it was like then, as there was not the road system that we take for granted today and goods were moved by horse and cart or just pack horse. The routes they took were perilous, not always clearly marked, were rarely maintained and it was unlikely that the cart or pack horse train would cover more than 15 to 20 miles in a day and highway robbers and footpads were an unwelcome part of any merchant's journey.

It is easy for us today to overlook the fact that the prospect of moving at least 20 times the weight of goods per journey with one horse, and a barge, in a slightly shorter time, would have had immense appeal. I don't know if there were such things as canal pirates, perhaps someone can enlighten us!

However, today we have the legacy of this once great waterway and as an organisation devoted to its restoration, we need to put our money where our

enthusiasm is and should be taking the same steps to restore and preserve it as our forebears did to create it. The project needs money to drive it forward.

To this end it has been suggested that as many members as possible make a pledge of £100 to the funds by the next IWA Festival.

WHAT IS A PLEDGE?

A pledge means a commitment to provide an agreed sum by or on a specific date. Pledges can be made by individuals or by groups of two or more people who band together to provide a pledge between them.

The first pledge, made on the FCC Mailing List was of £100 provided that at least 250 other pledges were received. 250 pledges mean £25,000 and this can be increased to £32,000 by gift aid! A pledge does not mean having to put your hands into your pockets straight away. If the pledge date is the next IWA, then there is time to save, plan or budget for it.

£25,000 (or £32,000 with gift aid) would go a long way towards a feasibility study or restoring a sizeable section or particular feature of the canal. It would not only be a real morale boost for the membership to see some positive, tangible progress but would also show the community at large that the FCC means business.

In a few short weeks 13 pledges have been made and these only from friends

who have access to the Internet. This surely shows an encouraging level of interest. Of course, there are friends who are able to offer skills both organisational and physical, but for some who may not have these skills or the spare time to give, are none-the-less enthusiastic and a pledge over and above the membership fee could be a very positive and dynamic contribution.

Each pledge could be recognised by some sort of Certificate, to record the support given, possibly something closely resembling the original share certificates as laid out in the enabling act for the Cromford Canal. It would be a record of your commitment, and every bit as important as those made by the original management.

Your Committee has given its approval and support, so, if you or a group of you would like to make a pledge, return the completed form to the address at the top of the form. Or email pledges@berkeley2000.co.uk with your name and address and if possible a phone number. Or maybe you would just like to comment on the idea? Feel free to use the address or email to contact us.

Remember that you should not send any money, the pledge forms you send in are to give the committee some idea of the support for this idea. If there is sufficient support, further information such as when and how to pay will be made available at a later date. It won't be before the next IWA at the earliest.

ITEMS FOR SALE

We now have a range of clothing with our logo embroidered on it. It 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 embroidered with the FCC Logo and are available in the following sizes: Med; Large; XL; XXL

We can also now offer:

Tea towels £5.00 each plus 50P P&P
100% cotton, the FCC design printed in full colour inside a black border

Mouse Mats £4.50 each plus £1.30 P&P
A quality rubber backed mat printed with the FCC design

Shopping Bags £7.50 each plus £1.50 P&P

A heavy canvas bag with generous handles, having the FCC design printed in full colour on one side. Size :18 inches wide and 17 inches deep.

Tote Bags £6.50 each plus 50P P&P
A smaller lighter bag than the shopper described above having the FCC Logo printed in black on one side. Size: 15 inches wide and 16 inches deep

Mugs £4.75
Look out for these on the sales stand, or they may be collected from Langley Mill Boatyard, by arrangement with the sales officer.

A Walker's Guide to the Cromford Canal £3.50 plus 50p P&P

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 should be 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.

PICTURES FROM THE SPONSORED WALK



Once you've got your bacon butty.....



..... you'll find ANYWHERE to sit down to eat it!

(both by The Editor)



Our Chairman (and companion in "traditional" walking boots) put their best feet forward.....



..... having got refreshed at Hugh's earlier!

(Both by Ian Leech)

BOOK REVIEW - SANDERSON'S MAP - TWENTY MILES ROUND MANSFIELD - 1835

by Patrick Morriss

I first became aware of this publication prior to Christmas in either 2001 or 2002; I now no longer recall which. In the local paper was a small article about this map that had been reprinted as a joint effort between Nottinghamshire and Derbyshire County Councils. The article stated that the reprint was available from local libraries. Seeing a potential resolution to a Christmas present problem I called in and purchased one, standing just outside the entrance having a quick look I rapidly decided to turn around and go and by myself one as well.

Sanderson's map was published as a circular map nearly 7 feet 6 inches across extending from Sheffield in the north to Derby in the south and from Newark in the east to Bakewell in the west. It was surveyed between 1830 and 1834 and as such it predates the era of main line railway building, intended routes are shown, but in many cases the as built route deviated from those shown in the map. The original map was advertised for sale in the Derbyshire Courier in June and July 1835. The survey was carried out at "about half a mile to an inch" in reality it was very nearly 2.25 inches to a mile so it can be compared reasonably easily with the modern OS Explorer map surveyed at 1: 25000.

The amount of precision that went into the original survey is astounding even individual field boundaries are indicated. Little wonder then that the price in 1835 varied from £4-14-6 to £8-18-6 depending on the mount and hand

colouring required, a huge sum for the time.

The reprint (which is still available at £9.95 from local libraries) is split into two A4 sized booklets contained in an outer slipcase. One book covers east of Mansfield and one west of Mansfield. The local canals Cromford, Erewash, Nutbrook, Nottingham and Derby canals are clearly marked as are early railways such as the Cromford and High Peak Railway, Mansfield to Pinxton and the Little Eaton tramway in addition to the multitude of tramways acting as feeders to the canal operations. Butterley Ironworks is clearly marked, as is the Butterley Company Limestone Quarry at Crich with its Tramway down to the Cromford Canal at Bullbridge. The Aqueducts at Leewood and Bullbridge, Butterley Tunnel, Codnor Park Ironworks and Pinxton Wharf are all prominently indicated. The local Turnpike roads have their toll bars marked, such as at Ambergate (then labelled as Toadmoor) Buckland "Bottom" (not Hollow) and the junction of Peasehill Road and the current Nottingham Road in Ripley. Oddly enough the canal is marked as the Erewash canal as far as Ironville. The canal to Pinxton is labelled as the Cromford canal as is the canal west of the Butterley Tunnel.

Also notable is the small scale of urban development at the time. Clear open farmland is indicated between Ripley and the Butterley Ironworks, Ironville seems to have only two rows of houses and

Langley Bridge (not Mill) was clustered around the road junction.

The back cover states that "George Sanderson's Map of Twenty Miles round Mansfield of 1835 is a masterpiece of early Victorian (sic) cartography which pre-dates the first Ordnance Survey maps of the area, It covers approximately three quarters of Nottinghamshire, half of Derbyshire and

small areas of other counties."

Given the technology of the time it is an incredible publication and of great use to any current researcher. In 1835 the Cromford Canal was at or near its zenith as a commercial concern, and this map shows the canals hinterland and the enormous area covered by both the canal, its feeder tramways and early railway connections.

CROMFORD CANAL - CIVIL DEFENCE ACT 1939 - RAILWAY-OWNED CANAL UNDERTAKINGS

by Patrick Morriss

I have in my possession a very flimsy map that carries the above title. It was obviously produced either prior to or just after the outbreak of World War II. It shows the entire length of the Cromford Canal from Langley Mill to Cromford and the Pinxton arm marked incidentally as the Pinxton Canal. For illustration purposes the map indicates railway lines and stations, the line from Ripley to Butterley is shown as not in use, as is the line from Ripley Old Yard via Crosshill to Heanor

The map measures 34 inches by 25 inches drawn to a scale of about 3 inches to a mile in black ink. It was in a poor state, crinkled and rather yellow/stained but I've now been able to "clean it up" sufficiently so it is possible to show a small portion around Ambergate here.

The purpose of this map is to show the effects of flooding along the entire length of canal depending on where any breach occurred. What is not clear is if it was produced to assess the damage due to bombing or other enemy action, sabotage or deliberate demolition in the

event of invasion.

From Cromford Wharf to the junction with the Pinxton Canal the canal is divided into sections depending on where stop plank locations occur. From Pinxton Canal junction to Langley Mill the canal is divided on where the locks occur. The Pinxton Canal reverts back to being divided up by stop plank location. The Leawood cut is shown but is marked as being empty and stanked off.

The three tables are transcribed directly from the map as are the comments and figures they contain.

The numbering of stop planks is from Cromford (Number 1) to the Junction with the Pinxton Canal and the lock flight is numbered as usual to Langley Mill. The Pinxton Canal is numbered from Pinxton to Ironville, but the first stop plank location (Number 1) is just North East of the railway bridge as the canal from there to Pinxton is shown as "This length empty"

Butterley Tunnel has the piped section drawn as covering all most three-quarters of its length, as this would have had no effect on flood risk I have no idea if this is realistic or not.

Times have changed since 1939; the Ambergate to Manchester railway line, which would have been badly flooded along much of the route to Cromford, is a mainline no more. The need to replenish steam locomotives tenders from the water tank at Bull Bridge died out before the demolition of the aqueduct. Some of the figures quoted for the amount of water involved, 3 or 4 million gallons on some sections indicate just how much water was required to fill parts of the canal.

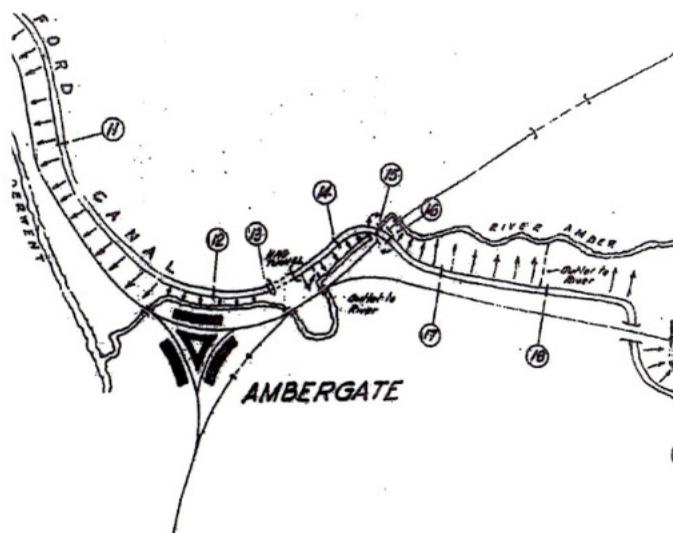
The Butterley and Codnor Park reservoirs are shown and the Butterley Park reservoir is marked as empty.

Rather strangely, the effects of any breach to these reservoirs is not recorded, perhaps at the time they were considered robust enough not to be of concern, how times have changed!

Being that type of person I had to add up all the yardage given and it comes to 14 miles 7 furlongs and 175 yards it is not possible to do this calculation for the Pinxton Canal as the full length is not measured.

This document is a reminder of a troubled time when the canal was still in use on the majority of its length and the perils resulting from damage serious enough to warrant this survey being undertaken. "

(Facsimiles of this map will be available in size A3 and laminated at the public meetings planned for this Autumn.)



A portion of the map showing the old triangular station at Ambergate - the numbers refer to the table.

Cromford Canal Commencement to Junction with Pinxton Canal

Between stop planks	Distance in yards	Effect of Breach on low side of canal
Canal feed & 1	200	Flooding of main road and mill yard
1 & 2	380	Water would cross land and children's playing field en route to small brook course
Wharf end & 2	506	Flooding to Railway Co.'s houses and Messrs Wheatcroft's buildings in addition to above
2 & 3	1452	South of brook course, water would cross main line en route to River Derwent
3 & 4	550	As above and flooding of Matlock Sewage Works
4 & 5	440	Flooding of Matlock Sewage Outfall Works before water reached Derwent
5 & 6 Leawood Tank	20	Serious Damage likely to mainline before water reached River Derwent
6 & 7	300	Water would pass direct to river over meadows
7 & 8	979	As above
8 & 9	671	As above and Messrs Yelverton, Dawbarns derelict works would be flooded
9 & 10	517	Water would pass across mainline and Whatstandwell Goods yard to River Derwent
10 & 11	1584	Flooding of houses and main road. Serious flooding of main line where in cutting (3,500,000 gallons)
11 & 12	1782	Flooding of main line and Messrs Johnson's wire works (4,000,000 gallons)
12 & 13	814	Water would pass over Meadows to River Amber unless near Lime Works, where slight flooding would occur
13 & 14	374	Flooding of Messrs Stevenson's Dye Works (750,000 gallons)
14 & 15	418	Flooding of houses & Bull bridge Gasworks (850,000 gallons)
15 & 16 Bullbridge Aqueduct	60	Serious Flooding of Main Line Derby to Clay Cross. Loss of Water supply to locomotives
16 & 17	336	Flooding of Main Road and serious damage to dwelling houses if breach opposite same (750,000 gallons)
17 & 18	1232	As above
18 & 19	1320	Flooding of Main Road. Beyond railway bridge water would pass over meadows to Hartshay Brook
19 & 20	638	Water would pass over meadows to Hartshay Brook
20 & 21	968	Canal in cutting
21 & 22	4103	Beyond Tunnel canal in cutting till reservoir
22 & Locks	605	No serious flooding would take place

Cromford Canal Junction with Pinxton Canal to Langley Mill

Between Locks	Length of Reach (Yards)	Effect of Breach on Low side of Canal
1 & 2	176	No serious Flooding
2 & 3	154	Slight Flooding of parts of Ironville
3 & 4	176	Flooding of Alfreton Council Welfare Ground before water reached River Erewash
4 & 5	154	As above, Beyond Railway bridge water would pass over meadows to River Erewash
5 & 6	176	Water would pass over meadows to river
6 & 7	110	As above
7 & 8	1254	As above
8 & 9	748	As above canal partly in cutting
9 & 10	528	As above Slight flooding of cottages near Lock No. 10 if breach occurred there (2,000,000 gallons)
10 & 11	154	Water would pass to river on one side or to dyke on towpath side
11 & 12	858	Water would pass over meadows to river
12 & 13	792	As above
13 & 14	726	As above till near Lock No. 14 where slight flooding of property in Langley Mill would occur before water reached river (3,250,000 gallons)
14 & End	100	No serious flooding

Pinxton Canal

Between Stop Planks	Distance in Yards	Effect of Breach on Low side of Canal
1 & 2	1144	Flooding of Occupation Road. Beyond Railway Bridge flooding of houses in Pye Bridge would occur before water reached river (4,000,00 gallons)
2 & 3	360	No serious flooding would occur
3 & 4	905	Slight flooding of Cottages Oake's Row. Canal chiefly in cutting (3,500,000 gallons)



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 parts of the Acts.

In this extract, we'll look at the thing the Canal needs most - water!

III. Provided also, and be it further enacted, That nothing in this Act contained shall extend to authorize or empower the said Cromford Canal Company, their Agents, Servants, or Workmen, to divert or take, for the Use or Supply of the said intended Canal and Collateral Cut, or either of them, any Water from or out of the River Derwent, or from any of the Brooks, Streams, or Watercourses, which now run into the said River Derwent, except between the Hours of Eight of the Clock on every Saturday Afternoon and Eight of the Clock on every Sunday Afternoon, and the Whole of such Water so to be taken not to amount to more in Quantity than what shall be equal to One-twentieth Part of the Water of the said River Derwent at Cromford Bridge aforesaid, during the Time aforesaid.

IV. And whereas the making the said intended Canal and Collateral Cut will be of particular Advantage to the Owners, and Proprietors of certain Coal Mines, and other Mines and Minerals already opened, and which may be opened contiguous or near to the said intended Canal and Collateral Cut; and it may be necessary, for supplying the said intended

Canal and Collateral Cut with Water, that the Water to be raised by the Fire Engines or other Machines erected or to be erected for the draining of the said Mines, should be discharged into the said intended Canal and Collateral Cut; be it therefore enacted, That it shall be lawful for the said Cromford Canal Company, and they are hereby authorized and empowered, at all Times hereafter, to have, divert, and take the Water which may be got, raised, or conveyed from or by Means of any Fire Engines, Machines, Soughs, or Levels, which now are, or which shall or may at any Time or Times hereafter, be erected, made or opened, in or upon any Lands or Mines belonging to any Person or Persons whomsoever, upon or within One thousand Yards of the Course of the said intended Canal and Collateral Cut, or either of them, without any Recompence or Satisfaction to be made by the said Cromford Canal Company for the said Water to be diverted and taken as aforesaid; and that it shall be lawful for the said Cromford Canal Company, for the Purpose of supplying the said intended Canal and Collateral Cut with the last mentioned Water, and for the conveying of the same thereto, to make any such Reservoir or Reservoirs, Trenches, Aqueducts, or Feeders, doing no Injury thereby to any Mines lying under or near such Reservoirs, Trenches, Aqueducts, or Feeders.

V. Provided always, and be it further enacted, That nothing herein contained shall authorize or empower the said Cromford Canal Company, or any other Person or Persons, to cut, dig, drive, or carry on any Sough, Level, Trench,

Passage, Aqueduct, Watercourse, or Feeder, to or from any of the Rivers, Streams, Brooks, Rivulets, Soughs, or Watercourses, from or by which the Mills or the said Sir Richard Arkwright are worked or carried on, except from the River Derwent, in such Manner as in this Act is mentioned; and that it shall not be lawful for the said Cromford Canal Company, or any other Person or Persons, for the Purpose of the said intended Canal, or for any other Purpose whatsoever relating to the Execution of the Act, to draw off, take from, or diminish any Water which now supplies, or which at any Time hereafter may be found necessary for the supplying, carrying on, or working the said Mills of the said Sir Richard Arkwright, or to do any other Act, Matter, or Thing whatsoever, to prejudice, obstruct, or impede the same, without the Consent in Writing of the said Sir Richard Arkwright, his Heirs or Assigns, for that Purpose first had and obtained.

VI. And be it further enacted, That it shall and may be lawful to and for the said Sir Richard Arkwright, his Heirs and Assigns, and he and they is and are hereby authorized and required, at the Request, Cost, and Charge of the said Cromford Canal Company, and within Twelve Calendar Months next after such Request made, to raise the present Weir across the said River Derwent, which is next above and North of a certain Mill called Masson Mill, belonging to the said Sir Richard Arkwright, to such Height and in such a Manner as will divert the Quantity of Water herein-after mentioned into a Cut, Aqueduct, or Feeder, which the said Sir Richard Arkwright hath agreed to make and complete, when required so to do by the said Cromford Canal Company, from the East End of the said Weir, through his the said Sir Richard Arkwright's Land, in the Lordship of Matlock, to the North-east End of Cromford Bridge, and there to deliver the Quantity of Water

herein-after mentioned into an Aqueduct, to be constructed by the said Cromford Canal Company over the River Derwent, so that the said Cromford Canal may be supplied with the Water so to be brought from Masson Mill Weir for the Space of Twenty-four Hours in every Week, (that is to say), from Eight of the Clock on Saturday Evening until Eight of the Clock on the following Evening, at the Rate of not less than One thousand seven hundred and ten Tons of Water in an Hour; and if by Means of the said Weir to be raised, and the Aqueduct or Feeder to be made by the said Sir Richard Arkwright, his Heirs or Assigns as aforesaid, the said Cromford Canal shall be furnished or provided with not less than One thousand seven hundred and ten Tons of Water in every Hour, for the Space of Twenty-four Hours in every Week as aforesaid, that then and in such Case it shall not be lawful for the said Cromford Canal Company, or any other Person or Persons whatsoever under their authority, without the Licence and Consent of the said Sir Richard Arkwright, his Heirs or Assigns, to intermeddle with the making, continuing, repairing, or keeping open the said Cut, Aqueduct, or Feeder, or to enter on any Lands of the said Sir Richard Arkwright, his Heirs or Assigns, which adjoin thereto.

VII. And be it further enacted, That all fair, reasonable, and proper Charges and Expences incurred by the said Sir Richard Arkwright, his Heirs or Assigns, for the constructing, making, continuing, and keeping open the said Cut, Aqueduct, or Feeder, and on account of the Shuttles and other proper Appendages to the said Cut, Aqueduct, or Feeder, shall be paid and reimbursed to the said Sir Richard Arkwright, his Heirs and Assigns, by the said Cromford Canal Company, within Three Months after the said Cut, Aqueduct, or Feeder, shall have been completed, and that the said Cromford

Canal Company shall pay to the said Sir Richard Arkwright, his Heirs or Assigns, a fair and adequate Price for the Land used for such Cut, Aqueduct, or Feeder, and for the Damages done to the Property of the said Sir Richard Arkwright, his Heirs or Assigns, thereby; and if the said Sir Richard Arkwright, his Heirs or Assigns, and the said Cromford Canal Company, shall not agree what should be the Sum or Sums of Money to be paid for such Land and Damage as aforesaid, then and in such Case the Amount of the Sum to be paid to the said Sir Richard Arkwright, his Heirs or Assigns, shall be determined by the Commissioners appointed in and by virtue of this Act, and shall be paid within Three Months next after such Determination.

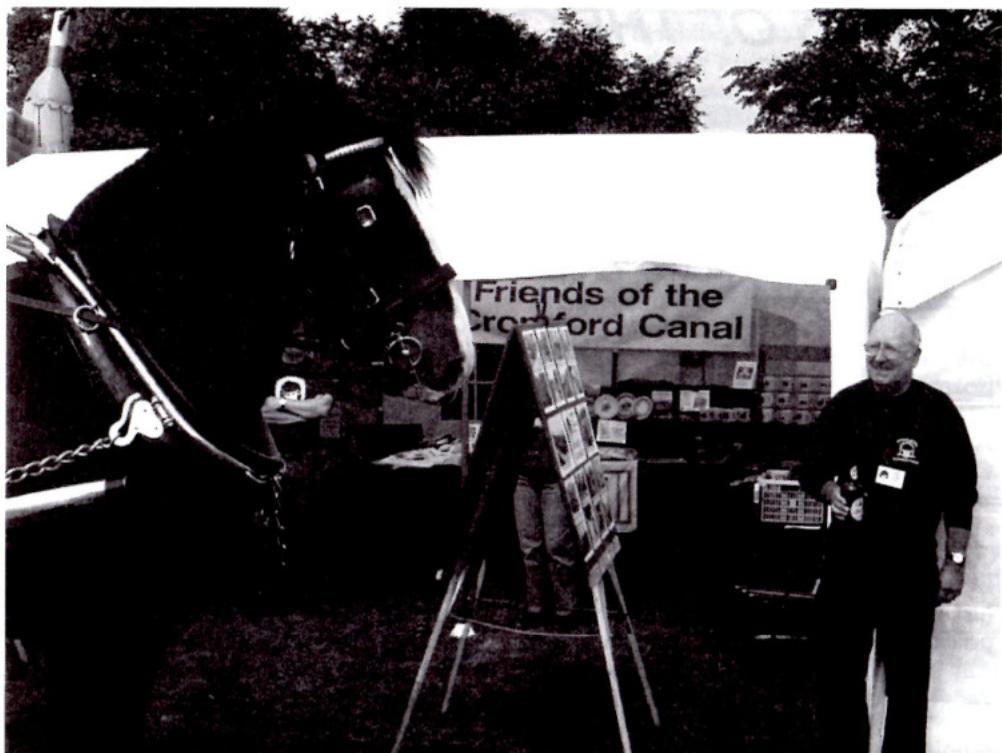
VIII. And be it further enacted, That in case the said Sir Richard Arkwright, his Heirs or Assigns, after Notice in Writing under the Hand of the Clerk or Clerks to the said Cromford Canal Company, shall neglect or refuse to raise or repair the said Weir above Masson Mill, in such Manner as shall be sufficient for the Purpose aforesaid, or to make, complete, continue, repair, and keep open the said Cut, Aqueduct, or Feeder, so as to furnish the before mentioned Quantity of Water within the Time above specified in every Week, that then and in such Case it shall and may be lawful for the said Cromford Canal Company, their Agents, Servants, or Workmen, to raise and keep in repair the said Weir, and to enter on the Lands of the said Sir Richard Arkwright, his Heirs or Assigns, adjoining the said intended Cut, Aqueduct, or Feeder, and to make, complete, continue, repair, and keep open the said intended Cut, Aqueduct, or Feeder, providing always such proper and convenient Bridges and Soughs as the said Sir Richard Arkwright, his Heirs or Assigns, shall direct and appoint, and doing as little Damage to his or their Land, in raising or repairing the said Weir, or in

making or repairing the said Cut, Aqueduct, or Feeder, as may be, and also making Compensation for such Damage to the said Sir Richard Arkwright, his Heirs or Assigns, the Amount of such Damage to be ascertained by the said Commissioners, in case the Parties do not agree touching the same.

IX. And be it further enacted, That in case the said Sir Richard Arkwright, his Heirs or Assigns, shall neglect or refuse to open the Shuttles of the said Cut, Aqueduct, or Feeder from Masson Mill Weir to Cromford Bridge aforesaid, on every Saturday Evening, within One Hour after the same ought to be opened for the Purpose aforesaid, then and in such Case it shall and may be lawful for the said Cromford Canal Company, their known Agents, Servants, or Workmen, to open the same, and the same to keep open until Eight of the Clock of the Evening of the following Day, at which Time they or he shall cause the said Shuttles to be made up.

X. Provided always, and be it further enacted, That it shall in no Case be lawful for the said Cromford Canal Company, their Agents, Servants, or Workmen, to divert or take into the said intended Canal, for the Use or Supply of the intended Canal, any Water from or out of a certain Brook called Lea Brook, above the Cotton Mill of the said Peter Nightingale, now standing on the said Brook, or to dam up the Water of the said Brook so as in any Way to injure the said Cotton Mill, or any other Mills or Works erected by the said Peter Nightingale on the said Brook.

So all this really isn't about water for the canal: it's about water for Sir Richard Arkwright's mills and about him protecting it vigorously. This, of course, was the reason Leawood Pump House was built, to extract as much water as possible from the Derwent during the permitted hours.



A visitor to the Friend's stand at Burton was this Shire horse..... and Derek, of course!
(Pat Morriss)

POTS & PIX III

For the third year running our Archivist Hugh Potter (potter by name only) and Liz Tatam (potter by nature) will be putting on a combined 'show' at their home by the canal at Ambergate. It will feature a wide range of displays of photographs from the FCC Archives and from Hugh's own collection of over 2000 images, plus a Christmas exhibition of Liz Tatam's stoneware pottery. Ten per cent of all sales to Friends will be donated to the canal restoration fund.

You are invited to call in between 11am and 6pm on Saturday 13th or Sunday 14th November at Bankfield, Chase Road, Ambergate, Belper DE56 2HA, and you'll be welcome to park there to take a walk along the southern length of the canal (or you might even walk the 5 miles to Cromford and get the train back!). For further details, or for directions, call 01773 852009 or email archivist@cromfordcanal.org.uk.

IMAGES OF THE CANALS

by Patrick Morriss

Many of you will have seen the historical images of the Cromford and other canals that have been published in recent years. A good proportion of these pictures survived because they were originally published as postcards. The more of us who are on the look out for these surviving postcards, the better the chances are of some new views being discovered. Anyone wanting an opinion of a Cromford Canal related postcard is welcome to bring it along to one of our autumn meetings and buttonhole me!

Before giving a guide to, and some history of the postcard, I would like to point out that postcards of local views can be found scattered over a wide geographical area. Amongst my own small collection are a view of Whatstandwell sent to the Isle of Man in August 1907, A view of Trent Lock sent to Burton on Trent in July 1909 and a view of the Grantham canal sent to Boston Lincolnshire in June 1915.

The first plain postcards were produced in Austria in 1869 the next year the UK followed and by the mid 1870's picture postcards were being produced. However, in the UK picture postcards were not allowed until 1894 and the familiar practice of writing a message on the back was not allowed until 1902. The UK was the first country to divide the back of a postcard and have half for the message and half for the address. Before this date any message had to be written on the front of the card in the border of the picture.

Unfortunately the invention and wide spread use of the picture postcard post-dated the zenith of the canal age, but

good images of "lost" canals and their surroundings; traffic and personalities still survived to be reproduced as postcards.

The golden age of postcard production was in the period 1902-1914. It was a time when nearly everyone sent postcards, because in the pre-telephone era they represented the cheapest and most reliable form of communication. For reasons of price and quality, the majority of UK postcards had been printed in Germany and the war of 1914 brought this quickly to an end. At the end of World War I the national mood and the increasing use of the telephone meant that postcard use never regained its pre war popularity.

There were two main production methods for postcards of historic interest. The process giving the best picture and definition is the real photographic process. Many of the early family photographs were produced this way and this is why old family photographs appear to have a postcard layout on the reverse side. The second process was the printed card; splitting the original photographic image into dots, or what is known as the screen process, and then transferring it on to a printing plate achieved this. While this method enabled mass produced copies of quite appalling definition to flood the market, the finest printed cards are the equal of the finest photographic cards. One printing method worth mentioning here is Chromo-Litho. This was acknowledged as the finest of all colour-printing methods. Briefly, the design was etched onto a limestone block and printed in solid colours, as opposed to the modern screen-printing where the

dots can be seen through a strong magnifying glass. Chromo-Litho printing was used extensively for postcards from 1890-1910 and so coincides with the golden age. As a rule of thumb, if a card is coloured and appears to have a rich finish and no evidence of dots when viewed through a magnifying glass it was probably produced by the above method as early, coloured real photographic cards do not exist.

Local, regional and national publishers produced postcards. Local photographic cards were produced by small, local firms producing each photograph individually, or in very small batches onto an existing postcard back, and hand-cutting or guillotining the batches, possibly four at a time. The style of finish varies widely from the superb clarity of the very best examples to the image that has almost faded away, according to the skill of the local photographer in the developing process. The caption was often hand-written, with the photographer's name or initials often appearing on the front of the card. These producers concentrated upon their own immediate locality, and as a result it is in this work that you find the fascinating cards of local history. Locally printed cards were retailed by local shops and stores that had their names overprinted on to the backs of cards produced for them by the regional publishers (see below). The content of these cards, while being essentially local in character, does fall into the same style as that of the regional publishers.

Larger companies who covered a wider area produced regional photographic cards in quantity. They probably would have used a mass production technique

involving contact printing from a negative on to machines that could produce copies in large numbers. Many of these cards are designated "Real Photographic" on the back, and are often found with a white border framing the picture. They are characterised by a uniform, glossy finish; the machine controlled output being less susceptible to variations in tone. The scenes they depict tend to be more standard than the offbeat work of the local photographer. Regional printed cards depicted subjects similar to those of the regional publishers of photographic cards but would have been produced in larger numbers.

Local and regional publishers to look out for include Blount's Real Photo series, Bates of Long Eaton, Scarratt of Derby (probably the best local producer) and the Pearson series of Alfreton.

National companies such as Frith and Valentine were also involved in photographic postcards. Their work was machine produced and similar in all aspects to that of the regional publishers both in style and content, but the difference lay in the fact that these were national publishing concerns who produced cards covering the length and breadth of the country. Nationally printed cards form the great bulk of cards that are found today. Endless mass-produced stereotyped views by Frith, Judges, Valentine and Tuck amongst others. Printed in a wide variety of styles, with many of the cards being coloured, and nearly all of them depicting the standard views of and tourist areas of any town or city. These cards are the most common.



PINXTON'S PROGRESS

by Peter Stone, FCC Trustee

There must be times when it appears that little or nothing is happening on the Cromford Canal preservation and restoration front - but this is far from the case. One major example of the work going on behind the scenes involves the Pinxton Arm - and, in particular, the Smotherfly opencast mining site that wiped out half a mile of it.

Time-consuming research and enquiries over the last year by John Boucher had revealed that UK Coal were about to undertake the final stages of the site restoration at Smotherfly - replacing a moonscape with agricultural land and wildlife habitats. This would represent a major improvement for the residents of the Erewash Valley but be no help to our campaign to restore all of the Canal to navigation - as the Smotherfly restoration plan, agreed some years ago by Derbyshire County Council, fails to reintroduce a canal channel.

John and his sub-committee concluded that, if we are ever again to get boats through to Pinxton Wharf, we have to persuade UK Coal and DCC to belatedly include the Canal in their plans and the list of work to be undertaken in 2005 by their earth moving machinery. It really is 'now or never': to imagine that we could afford to bring back the machinery at a later date and tamper with the restored landscape is just unrealistic.

Your FCC Committee endorsed this view and also agreed the urgent priority of raising community support in Pinxton. Whilst the passing of the coal, iron, chemicals and related industries may literally have 'cleared the air' above the Erewash Valley, it's done nothing for the

economy of Pinxton and neighbouring parishes - which also appear to suffer from being divided by county and district boundaries. It can be argued that restoration of the Pinxton Arm and its linking once again to the national waterway network is just the shot-in-the-arm that the community needs.

Two public meetings were held in Pinxton Village Hall on 26th April and 12th July and addressed by FCC Chairman Mike Kelley and Archivist Hugh Potter ... and it soon became clear that a number of Pinxton citizens care a great deal about their village, are very knowledgeable about its history and share our determination to see the Canal reopened. As a result, a small 'steering group' has been formed - or formed itself - very appropriately based at the Boat Inn, Pinxton Wharf, thanks to the landlord and leading 'activist' Ian McNeill. It was agreed that this group should be chaired by local FCC member and management consultant John Taylor and, on 19th August, a meeting took place at The Boat and on the Smotherfly site with senior representatives of UK Coal.

The Smotherfly restoration plan was long-since negotiated between UK Coal and DCC and, quite frankly, neither party has much incentive to spend any more time and effort than necessary on a site that finished serving its purpose some years ago. Nonetheless, at this business-like 3-hour meeting, UK Coal agreed to consider a proposal from the FCC for a variation to the agreed Smotherfly site restoration plan if: it can be achieved at no additional cost, no more hassle and no more risk to UK Coal and in the established restoration

timescale. Any variation will also require the approval of DCC - which cannot be taken for granted. This is the tall order that we are now wrestling with!

The best chance of success appears to involve re-using the deep-water channel - dug as a diversion for the River Erewash during mining operations and currently scheduled to be filled-in - as our replacement Canal.

As if this is not enough, the restoration of Smotherfly will only fill the ½ mile gap in the 2 mile long Pinxton Arm. To be worthwhile, we have to use it as the catalyst for the restoration of the whole Arm - currently made up largely of a DCC Bridleway in the south and the historic (and in-water) Pinxton Wharf to the north - and that will take a lot of negotiation with owners, persuasion of politicians and sheer hard work.

Time is not on our side: if we are going to get the Smotherfly plans changed, we have to persuade UK Coal this Autumn and DCC this Winter ... as the bulldozers are due back next Spring! So, if you have experience of the planning process ... or contact with local politicians and funders ... or experience of fundraising ... or can simply spare a bit of time or money ... please contact John Taylor now on 01773 543055

A restored Pinxton Arm would be a major recreational and environmental asset to the Erewash Valley communities and a fitting memorial to the thousands who toiled in the local industries throughout the last two centuries.

It would also represent a significant step towards the achievement of the FCC's vision for the whole Canal. Please help make it a reality.

UP TO THE MINUTE NEWS

by Hugh Potter

You've probably all forgotten by now, but some months ago the Friends were approached by Philip Riden of the Derbyshire Record Society who wanted to publish the first volume of the Minutes of the Cromford Canal Company. There are three volumes of these, covering the years of independent existence of the company from 1789 to 1852 when they sold out to the railway.

It was summed up in Portal No 8 (New Year 2004). The deal was that Friends (that's me and you!) were to transcribe them; DRS would publish as a hard back book at their expense; and Friends would get copies at discount.

And our canal would get some excellent (if slightly historical) street cred!

Well, it's taken some time, but the Derbyshire Record Office have now made copies of the microfilm at cost and DRS have picked up the tab.

The 350 handwritten pages of Volume One covering 1789 to 1799 have been distributed to a band of around a dozen volunteers who have begun the task of transcribing. Indeed, over half of the pages are already transcribed.

This in itself threw up some useful general history predating decimalisation.

John Harwood deciphered some useful abbreviations:

Do = ditto

A R P = Acres, Roods & Perches

Esq = Esquire

£ s d = I think most of us will remember those!

Exors = Executors

Carrd fwd = Carried forward

And Yvonne Shattower says she looked in one of her reference books (I think she really knew it but didn't want to show off) to discover:

One rod, pole or perch is sixteen and a half feet.

One furlong is 40 rods (220 yards)

One English mile is 8 furlongs

One rood is an area of 40 square rods (or poles or perches of course)

One English acre is an area 40 rods long by 4 rods wide (that is 4 roods or 4,840 square yards)

One square mile is 640 acres.

And yes, Scottish and Irish acres were different

For the less dimensionally challenged, it seems that a perch can refer to the linear measure of 16ft 6in (5.5 yards) or the square measure of 30.25 yards.

So, it's all very educational, and helpful

for the next pub quiz!

Once all the transcriptions are done, I have the 'challenging' job of combining them (hopefully in order), standardising the style, and putting them in a suitable format for the printer. It's going to be a long hard winter . . .

However, what is more exciting is that no lesser a person than Professor Reg Schofield (author of the excellent Benjamin Outram – if you haven't read it you should) has volunteered to transcribe the WHOLE of Volume 2 (1800-1828)! Knowing that, Philip Riden has agreed to pay the costs of photocopying that volume as well, even though it might not be possible to publish it immediately.

Which just leaves Volume 3 (1828-1852). In view of the excellent response to my appeal for transcribers and their obvious (?) hunger for more, I am tempted to suggest that the FCC have the remaining volume copied so that we can have a complete transcription available for ourselves and for other researchers. After all, it can only increase interest in the Cromford Canal and its future restoration. To see into the future we must first know the past.



THIRD ANNUAL SPONSORED WALK

by "Barnham"

The time has come round again for a walk along the length of the canal. I arrived at Langley Mill early on the morning of Sunday 19th September 2004, and found Howard coning off the pub car park. Sheila was busy preparing the tables for checking-in the walkers. After a short discussion as to whether the route had been way-marked enough, I set off with a handful of "arrows" to check the route as I went.

A diversion, enforced by the parlous state of the footbridge over the River Erewash on the site of the aqueduct, alongside the railway embankment brought me to the "Duke's Cut", which was in surprisingly good shape and contained a fair amount of water even though it fell into disuse when the railway was built in the 1840's, and has not been touched since.

Bearing left across the fields and meadows, with a brief stop to look at Codnor Castle on top of the hill to the left, brought me to the remains of the canal at Jacksdale and on to Codnor Park. The temporary road across the lock at the bottom of the flight has been removed and we again have a lock chamber.

Welcome refreshments of a bacon butty, and a chance for the early-birds to catch up with me, then off again along Golden Valley to the Trains. The first stone house that was passed at Golden Valley is up for sale at a cool quarter of a million pounds! The towpath along this stretch is very wet and muddy - perhaps something that can be sorted out in the November work party.

A short wait for the narrow gauge train, and when it arrived it had covered carriages. Then a change to the standard gauge at Swanwick Junction, and what was this on the front, a Class 73 (*Note for non-anoraks - this is a type of loco confined to south of London, being designed to work on the electric 3rd rail as well as on diesel power.*). A refreshing drink was taken on the train ready for the long slog to Bullbridge.

Off the train at Hammersmith, down the back of the platform, and across the road. Down then into the jungle! The path was very overgrown, and slippery, and even two long fallen trees to climb over, to say nothing of the wasps nest as well.

Up, over the A610, down the other side and then the peaceful walk across the fields and meadows of Hartshay to Buckland Hollow. Through the tunnel, alongside the A610 to Sawmills and Bullbridge. Here, after crossing the A610, there was no need to dice with death on the railway line this year as there was a diversion along the road and up the hill to the checkpoint, because of works going on adjacent to the towpath necessitating its closure.

A drink of genuine Severn Trent tap water complete with little blue plastic bits! Then off round the back of Stevenson's and up the steps, and down the other side. This part was well way-marked with FCC signs, but who put them up? Nobody seems to know, but they did a good job.

Hugh's back lawn was again a welcome refreshment stop, the last one before

Cromford. Suitably refreshed and five miles on the flat to Whatstandwell, through Gregory Tunnel, and on to Cromford. The Friends sales stand was open for business and I saw at least one sweatshirt sold.

Unfortunately my friends arrived to pick me up before the majority of walkers had reached the end, so I didn't get to

say hello to the usual crowd that I walked with before. I do hope that you all made it and enjoyed it.

See you again next year - provisional date 18th September. And maybe the short Codnor Park to Pinxton walk on the 25th September, to finish the "Autumn Footprints" festival off.

MEMBERSHIP MATTERS

by Yvonne Shattower

I hope you all have had a good summer break despite the wet weather which made some of us feel that we were developing webbed feet rather than a suntan.

Despite not having Committee and Members Meetings during the summer we have not been ideal! Our big weekend was the Bank Holiday when our Secretary lent us his marquee for the Inland Waterways Festival at Burton on Trent. I decided to camp there for the weekend, it is many years since I slept under canvas, and I was very glad that I took my hot water bottle. I would like to thank all the members who helped in any way with that week end. We met lots of people who knew the canal and the area, and quite a few members. Unfortunately, the weekend didn't come up to our hopes of lots of new members, I think we have got quite a bit to learn yet. The Sponsored Walk brought us three new members, and good sales from Val Roberts' stand at Cromford. Again we were lucky with the weather and we had a record number of walkers signed up. Watch out for a report from photographer Ian in 'Towpath Talk'.

The Membership renewal forms now give the rates for Life Membership, which is £100 single, or £150 for a

couple. We already have eight Life Members, Mr and Mrs J Boucher, Selston, Mrs I Wall, Heanor, Mr T Berridge, Chesterfield, Mr and Mrs Harvey, Alvaston, Mr Tomlinson, Stafford and Mr Coburn, Bedford. We are also pleased to welcome Selston Parish Council. Don't forget that Gift Aid can help boost our funds considerably, if you need a form please contact me.

One thing that your Committee has been considering is holding monthly Members' Meetings at different areas to give you a better chance to meet us and learn what we are doing. Would you like us to hold a meeting in your area? Please let us know - we want to keep you all informed as much as possible, and this could be one way of doing so. Do you know an interesting speaker, or is there a suitable venue near you?

Looking ahead a few months to Christmas, how about buying some of your presents from our range of books and other items? Last year I had several members who took out Membership for friends, so this year I am giving some thought to designing a 'Membership Gift Pack', it is just a rough idea at the moment, but I hope to have it out in good time for the Festive Season.

One final thing - please keep me up to date with your E mail address as well as your home address. Recently I sent messages to fourteen E mail addresses and five came back undelivered. If this is repeated throughout the membership, it means that nearly one third of the members that we think receive messages

do not. If you no longer wish to subscribe to the E mail list, let me know and I will make a note of it so that we are aware that you do not see the messages. Hoping that you will be able to get to one of our meetings before Christmas.

WHAT'S ON

December 6 th	Public Meeting - Ironville Church Hall - speaker Mick Golds from the ECD&PA - expect a gallop round the country and LOTS of pictures of mud & bricks!
March 7 th 2005	Annual General Meeting at Ironville Church Hall
27 th & 28 th March	Steaming at Leawood Pump House
1 st & 2 nd May	Steaming at Leawood Pump House
4 th & 5 th June	Steaming at Leawood Pump House
2 nd & 3 rd July	Steaming at Leawood Pump House
6 th & 7 th August	Steaming at Leawood Pump House
28 th & 29 th August	Steaming at Leawood Pump House
1 st & 2 nd October	Steaming at Leawood Pump House

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