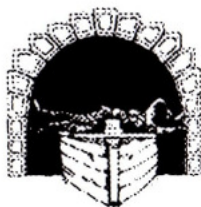


THE PORTAL



THE JOURNAL OF THE FRIENDS OF THE CROMFORD CANAL

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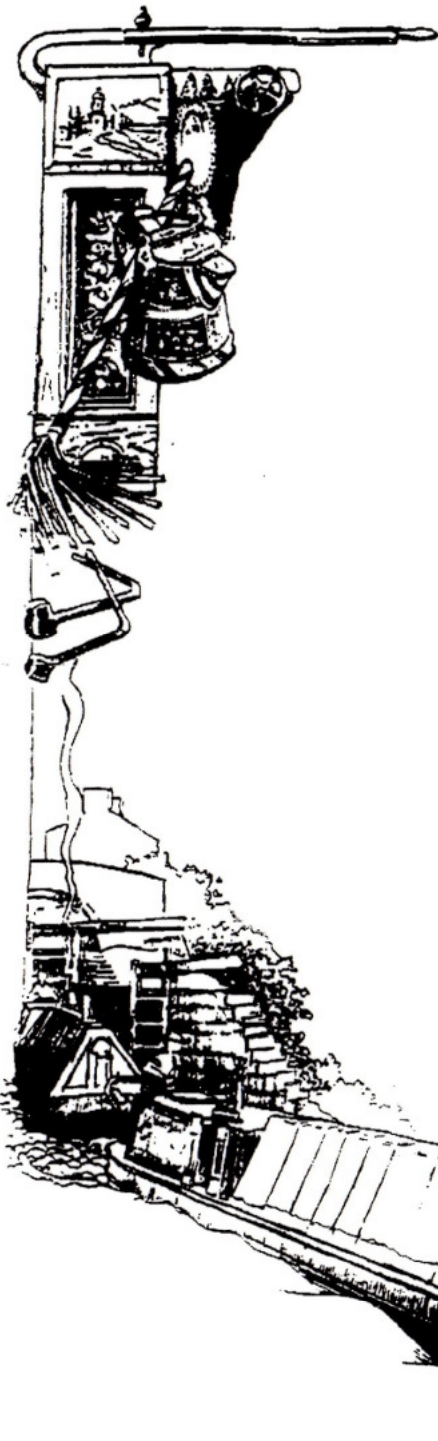
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Front Cover: St Ives-in-the-mud - the FCC's display at this year's National Festival (*Val Roberts*)

Back Cover: The Seal of the Cromford Canal Company, thought to have not survived (*Hugh Potter*)

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RESTORATION IS F-U-N!!



There are times when I feel that we take ourselves far too seriously. OK, I know that the restoration (when it happens) is going to be a multi-million-pound undertaking and when you're dealing with that amount of money and that size of project you've got to be totally professional. However, this doesn't mean that we've got to be deadly serious all the time: if we are, we are in severe danger of jamming our heads so firmly up our fundaments that we lose sight of what we're aiming for.

There are a number of stories in this issue which could loosely be described as

"fun" - the Sales Team had "fun" at the National Festival at St Ives in Cambridgeshire, wallowing in a sea of mud, Meg Tarleton, one half of our Minute Secretarial Team has had "fun" working on the Canal and we're all definitely going to have fun at our Christmas Social when once again Glen Peckett will be setting an entertaining quiz and we all hold our breaths as we see whether the Sales Team get a score in double figures!

So, remember that we're going to get there eventually, but we're going to have F-U-N on the way! Happy Christmas!

THE FCC SALES STAND GOES TO ST IVES IN THE MARSH

from Mike Harrison & Val Roberts

This year the Inland Waterways Association held its annual National Waterways Festival on the River Great Ouse at St. Ives, Cambridgeshire and it was decided that The Friends should be there. The idea behind our attending this event is not only to raise funds with the sales stand, but perhaps more importantly it is a case of showing the flag and being seen among the waterways community to raise awareness of the Cromford Canal and its potential for restoration.

So it was that Val and I set off into the east with our motor caravan full of FCC goodies to rendezvous with our

esteemed Chairman and Membership Secretary on site. It was a beautiful day and we took a leisurely drive calling to check on progress on the Grantham Canal at Hickling Basin, where we had elevenses en route. We also, inevitably, called at various antique shops before arriving at St Ives around 2.30pm. The first sign of problems was the long queue of vehicles waiting to get in and the fact that all those leaving the site were plastered in mud. By an amazing coincidence, not only was Patrick immediately behind us in the queue but Yvonne was close behind him. We then had plenty of time to discuss the situation before finally being allowed into a holding

area. This involved driving through a swamp and waiting in a muddy field for a further two hours.

Pat and I made a recce. on foot to check our pitch. Most of the site was impassable to normal vehicles due to ankle deep mud interspersed with small lakes. Even walking was difficult and the Wellingtons (which are standard kit for us after attending most Nationals for the last 40 years) were definitely de rigeur. At this point we were muttering darkly about going home, and shouldn't the whole thing have been cancelled etc.

Eventually we were taken in a convoy along a temporary metal track to the central arena. From here we had to carry the marquee, display stands, tables and all the stock to the pitch, every step a struggle and being in constant danger of dropping the whole lot into the mire. We were somewhat daunted by the state of the pitch, being mostly churned up mud and we were in considerable doubt at this stage as to whether to carry on. One must have sympathy with the rally organisers who were struggling with the atrocious conditions. Thanks to a monumental combined effort the marquee was at last erected, ground sheets laid and stock stacked up. Our new display trailer, only collected two days before, had to be towed to the stall by a tractor. We eventually staggered back to the van and drove on to the camp site about 8.00pm, before collapsing in a heap. At this stage, Pat and Yvonne had still to erect their tents.

Later on, having reached the beer tent by a route march through the soggy fields, things began to improve. It is perhaps difficult to explain, but there is still something to be said for meeting up with

other regular "national" stalwarts each year, albeit having to shout above the deafening music while drinking overpriced beer from a plastic glass.

Bright and early in the morning we congregated at the stand to set up the display and lay out the tables, to await the influx of customers. We were very lucky from then on as the weather was warm and sunny throughout the weekend, meaning much of the site was rendered tolerable and helped by the sterling efforts of the Waterway Recovery Group. The public attendance was surprisingly good, while the purveyor of wellington boots by the gate rapidly sold out!! By Sunday most of the site was negotiable and some paths had been constructed round the worst areas of mud.

After the initial setbacks, it turned out to be an enjoyable weekend and trade was reasonable. Whilst attending the reception hosted by IWA National Chairman John Fletcher, we were able to exchange stories about the St. Ives experience with various other canal societies. Sunday evening was a particularly pleasant interlude as we joined the vast crowds on the old town bridge to watch the parade of illuminated boats.

Vehicles were able to reach the stall on Monday evening and the dismantling was considerably less painful than the setting up. Altogether a memorable weekend which turned out to be much more worthwhile than we had originally thought. Anyway, it was generally agreed by the veterans that St Ives 2007 was not quite so muddy as Wakefield 1992. Next year, the show moves on to Autherley Junction (near Wolverhampton). The sales team is already making plans.....



Another view of the stand showing the appalling conditions

(Val Roberts)

PAT'S PIECE

from Patrick Morris

As you will all have deduced from the lack of shouts of joy or cries of anguish the September Amber Valley Borough Council and Bolsover District Council Planning meetings came and went without any decision on the future of the Smotherfly ex-opencast scheme and the Pinxton Arm.

Last minute difficulties, queries and holiday leave following AVBC's decision to reconsult on the application resulted in the application not being heard last month. Further last minute issues concerning parking for visitors, conditions required by Natural England and ... 11th

hour reply to AVBC from Derbyshire Wildlife Trust asking for other conditions have also meant that the issue will not appear on the October agenda either. The good news is that the statutory consultees (Natural England and the Environment Agency) have withdrawn their objections (subject to the conditions) and there are just a couple of issues re DWT's other requests to deal with (and they are some we may resist). We should get a decision at the November meeting, although I'm beginning to feel like the boy who cried 'wolf' once too often.

Last quarter I mentioned that the FCC had applied for a share of the £5 Million emda fund to regenerate the regions waterways. Applications were invited for up to £500,000. The only section that applied to the Cromford was for feasibility studies, and so that was the area the FCC concentrated on. Three bids were submitted, one for a whole canal feasibility study, one for a feasibility study east of the Butterley Tunnel and one for a feasibility study to connect Smotherfly/Pinxton to Ironville/Codnor Park. None of these bids was successful on the grounds that they did not produce 'economic outputs' – how feasibility studies are supposed to produce economic outputs is beyond me. Feasibility studies are designed to show if a project is economically and technically sound and indicate the likely economic benefits of a scheme. When the list of successful projects is announced it will be interesting to see if any feasibility studies anywhere in the East Midlands have been included. It is my intention to get some sort of group together this winter, using all available expertise to make sure that the FCC has as good a case as possible in the future when funding opportunities

arise.

October 20th and 21st are this year's World Heritage Site Discovery Days. This event is where the FCC will be having the attractions of last year (horse drawn boat, rope making, archive exhibition, guided walks etc), plus the raffle draw on the Sunday afternoon following our sponsored walk from Ambergate to Cromford on the Sunday morning. Why not take a look at www.derwentvalleymills.org for more details. Please try and turn out for this event, it is widely acknowledged that the FCC contribution to this weekend is one of the most popular and wide ranging of the whole weekend and the powers that be take notice of the support various activities attract, it is a vital opportunity to get our message across.

Very many thanks to all of you who have been selling raffle tickets all summer, especially those of you who have come back for more on more than one occasion. Please remember to return all unsold tickets and counterfoils before the draw on the 21st October.

COMPANY SEAL FOUND

FCC Archivist Hugh Potter reports on a fascinating find

During a visit to the British Waterways Leeds Archives, in the company of our chairman, we happened to mention that there was no known seal in existence for the Cromford Canal Company. Tom Rayward, BW's Archivist at Leeds, took that as a challenge, and after prolonged searches has come up with two examples.

He found them on documents dated 1852 concerning the sale and official conveyance of the canal to the Manchester Buxton, Matlock & Midlands Junction Railway Company, which later was to become part of the Midland Railway. Once the canal was transferred, the railway company would have used their own seal, so this was very much a

'last chance' find.

The Cromford Canal Company was established in 1789 and at their first Annual General Meeting on 24th August 1789 it is simply recorded: "That a Common Seal be provided under the direction of the Committee". No description of the seal is given, so until now what it portrayed had been a mystery. The newly discovered seals are not perfectly clear but the inscription of the company's name can be deciphered around the edge with a portrayal of a man and a horse. One would expect a boat to feature but this is not obvious; indeed BW thought that it looked more like a plough. The Latin inscription beneath the picture was at first indecipherable and thought to read "Veteres Tellurers Hudit Thesalros". However, consultation with Waterways World's classically trained Editor Richard Fairhurst suggested that it actually read "veteres tellure recludit thesauros" which means "he/it uncovered the old treasures of the land/ground". Veteres means old; tellure, of the land/ground; recludit, uncovered; thesaurus, treasures. The strange word-order is because it is poetry - a quote from the Aeneid, describing the flight of Dido to found Carthage. Her murdered husband

appears to her in her sleep, and says, words to the effect of "look, this is where the gold's stashed, dig it up and flee with it".

This is particularly pertinent, as the two surveyors/engineers, Benjamin Outram and William Jessop, discovered coal and iron ore beneath Butterley Hill, through which the canal was to pass by a one and three quarter miles long tunnel. Realising that with the addition of limestone, which would be accessible from quarries at Crich via the completed canal, they had all the ingredients necessary for producing iron, they immediately purchased the land around Butterley and founded Benjamin Outram & Co. On Outram's early death in 1805, the name was changed to the Butterley Co, a company that remains in existence to day, made famous all over the world by its many well-know structures including icons such as St Pancras Station, and more recently the Falkirk Wheel, maintaining a 200-year tradition. So truly were treasures uncovered from the ground - and perhaps it was a plough and not a boat after all!

A colour print of the seal will be on display at the Pots & Pix Exhibition on 24th - 25th November.



FROM THE NEW BIBLE

from the Editor

(Editor's note: I collect and forward what I call "funnies" which come my way on the Internet to a select group of friends and work colleagues - I passed this one on to the Committee as I felt it summed up what we've gone through with Smotherfly. I hope you also find it amusing.)

In the year 2007 the Lord came unto Noah, who was now living in England and said, "Once again, the earth has become wicked and overpopulated, and I see the end of all flesh before me. Build another Ark and save two of every living thing along with a few good humans."

He gave Noah the CAD drawings, saying, "You have 6 months to build the Ark before I will start the unending rain for 40 days and 40 nights."

Six months later, the Lord looked down and saw Noah weeping in his yard - but no Ark. "Noah!" He roared, "I'm about to start the rain! Where is the Ark?"

"Forgive me, Lord," begged Noah, "but things have changed. I needed Building Regulations Approval and I've been arguing with the Fire Brigade about the need for a sprinkler system. My neighbours claim that I should have obtained planning permission for building the Ark in my garden because it is development of the site, even though in my view it is a temporary structure. We had to then go to appeal to the Secretary of State for a decision."

"Then the Department of Transport demanded a bond be posted for the future costs of moving power lines and other overhead obstructions to clear the passage for the Ark's move to the sea. I told them that the sea would be coming

to us, but they would hear nothing of it. Getting the wood was another problem. All the decent trees have Tree Preservation Orders on them and we live in a Site of Special Scientific Interest set up in order to protect the spotted owl. I tried to convince the environmentalists that I needed the wood to save the owls - but no go!"

"When I started gathering the animals, the RSPCA sued me. They insisted that I was confining wild animals against their will. They argued the accommodation was too restrictive, and it was cruel and inhumane to put so many animals in a confined space."

"Then the County Council, the Environment Agency and the Rivers Authority ruled that I couldn't build the Ark until they'd conducted an environmental impact study on your proposed flood. I'm still trying to resolve a complaint with the Equal Opportunities Commission on how many disabled carpenters I'm supposed to hire for my building team. The trades unions say I can't use my sons. They insist I have to hire only accredited workers with Ark-building experience."

"To make matters worse, Customs and Excise seized all my assets, claiming I'm trying to leave the country illegally with endangered species. So, forgive me, Lord, but it would take at least 10 years for me

to finish this Ark."

Suddenly the skies cleared, the sun began to shine, and a rainbow stretched across

the sky. Noah looked up in wonder and asked, "You mean you're not going to destroy the world?" "No," said the Lord. "The British government beat me to it."

VOLUNTEERING IS FUN!

from Meg Tarlton

I am 60 years old and I've been on quite a few working parties and always go with my friend, Jan – well she is better than me with a bow saw. Shortly before the September working party I developed a pain in my knee (yes knee!) and Jan gave me a ring to ask if I was fit enough, before she e-mailed Dave (the organiser) to say we were volunteering. Well the answer was that if I stayed at home the knee would still hurt so I may as well go on the working party and enjoy some good company. Jan had only got time to do half a day and I thought that would be long enough for me. We told Dave what we planned and he was very happy so if any of you are not coming because you can only do an hour or so then don't worry. I can assure you that you will be made very welcome and you will enjoy yourselves.

As the September working party was at Ironville we decided to get there early so that we could have a bacon butty for breakfast at the Reservoir. That was excellent as always. Then we reported for duty. As I said earlier Jan is good with a bow saw so we set to work cutting trees back. I was using long loppers and

working at a steady pace we did quite a bit. We then took the branches to the site of the bonfire. At the end of the morning, Jan asked how my knee was and yes, you've guessed – it was a lot better. Working parties definitely beat sitting in the Doctor's surgery – a lot more fun.

If anyone reading this can just spare an hour or two, please turn up – it is fun and you will be working with some lovely people. I can remember that one of my initial worries way back was that I might feel a bit out on a limb – not at all. Dave Tinkler is a really good working party organiser and you are only given jobs within your capability and everyone makes you feel very welcome. All the future working party dates are in The Portal so I'll see lots of you in the future because don't forget the working parties are

1. Fun
2. Good for bad knees!
3. Cheaper than going to the gym.
4. More importantly, they help the FCC reach its goal of opening the entire canal.



HISTORIC PRINTS FOR CHRISTMAS

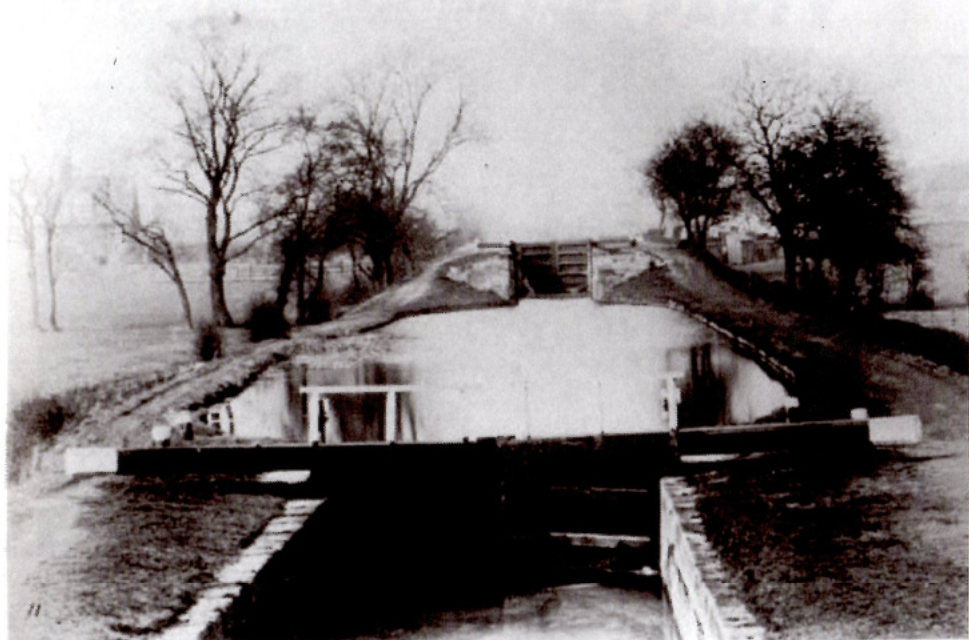
Stuck for ideas for that elusive Christmas present? How about a historic print of the Cromford Canal? For just £19.50 FCC is offering a top quality A3 (40cm by 30cm) sepia photographic print from a selection of images in the FCC archives.

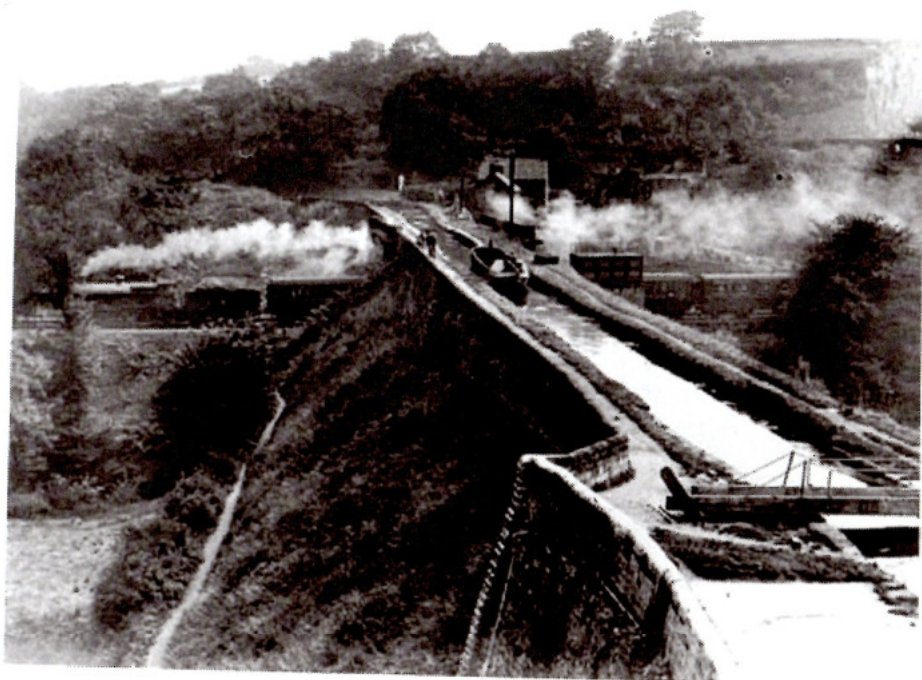
This is how it works. You choose the image that you want printed – either from the small selection shown on these pages, or from the web site, from the archive collection which you can see at the Pots & Pix weekend (see notice elsewhere in this Portal), or from Hugh Potter's book *The Cromford Canal*. Subject to there being no copyright restrictions, for just £19.50 (plus £2.50 p&p per order – in cardboard tube – if not being collected) we will have the print made for you to have mounted and framed yourself to suit your personal requirements.

If you are choosing one of the images on these pages then simply send your cheque, payable to FCC, to Val Roberts, Beggarlee Wharf, Church Lane, Horsley Woodhouse, Derbys DE7 6BB stating which images you require. If you would like prints of images not on these pages then please contact our Archivist Hugh Potter first on 01773 852009 or email archivist@cromfordcanal.org.uk to check that it is available.









SEPTEMBER WORKING PARTY

from Ron Amner



Jan & Meg enjoying themselves.....



Getting trees out of the cut was a major job.....



..... but the party eventually succeeded.



There was (of course) the inevitable bonfire!

POTS & PIX VI

from Hugh Potter

The 6th annual Pots & Pix Exhibition will take place on 24th & 25th November beside the Cromford Canal at Ambergate. All FCC members and friends are invited to see the latest additions to the Archives. This year our Archivist will be showing for the first time a slide show of a fascinating series of almost 200 photographs of the Cromford Canal taken by Reg Baker in the early 1960s, just before much of the serious destruction through opencasting took place.

When making enquiries about other photographs at the Derbyshire Local Studies Library at Matlock, the FCC Chairman and Archivist discovered three previously unknown albums containing

these photographs. By kind permission of the Senior Librarian, we were allowed to scan the original negatives and have now passed these over to the 'Picture the Past' website (www.picturethepast.org.uk), where they will soon be available to view all around the world!

In addition there will be a chance to do some Christmas shopping from Liz Tatam's exhibition of her stoneware pottery.

Pots & Pix VI will be held at Bankfield, Chase Road, Ambergate, Belper DE56 2HA from 11am to 6pm each day. Phone Hugh Potter on 01773 852009 for further details or directions.



PLANTS BY CANAL

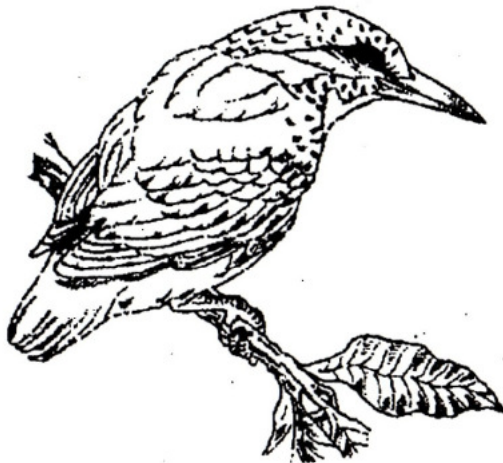
FCC Archivist Hugh Potter does some digging

Links between the Duke of Devonshire's Chatsworth Estate and the Cromford Canal have been strong in recent years - and yet 170 years ago they were stronger still. In the 1830s, before railways were established for long-distance carriage of goods, our canal played a vital role in the transport of exotic plants for his head gardener Joseph Paxton.

In 1835, the Duke's head gardener Joseph Paxton sent out one of his men, John Gibson, on a plant-hunting expedition to India. Gibson met with great success and shipped back numerous new species to London. He returned with the final load in July 1837, the full story of this expedition being told in Kate Colquhoun's book 'A Thing in Disguise - The Visionary Life of Joseph Paxton' (Harper Collins 2003). An article was published in 'Country Life' for 7th August 1986 by Ken Lemmon entitled "Bringing His Grace's Orchids by Canal". This

refers to transport from London Docks to Cromford by boat in 1837, and specifically a bill in the Chatsworth archives for £54 0s 4d paid to Nathaniel Wheatcroft & Sons (canal carriers, based at Cromford) for "Freight from London to Cromford".

Unfortunately the Archivist of the Devonshire Collection at Chatsworth cannot now trace this bill, but has found a payment to G Wheatcroft (German was Nathaniel's brother and also operated a fleet of boats) for "Freight of Sundries by Canal to Cromford" for £10 3s 8d in 1836, suggesting that the Duke of Devonshire (and thus Paxton) used Wheatcrofts for carriage of their plants the previous year. And if you are thinking that £10 would not get many plants from London to Derbyshire, bear in mind that the equivalent in today's money of £10 is £737. The £54 would be £3774 in today's terms and would surely have seen a very large number of plants transported!



THE CROMFORD CANAL: A CHILDHOOD BLESSING

from Hugh Potter

Charlie Pfaff reminisces on his childhood spent by the canal

I grew up in a house that once belonged to the Ambergate, Crich, Bull Bridge & Fritchley Gas Light and Coke Co. It still stands, directly opposite the Lord Nelson on Bullbridge Hill. It occupied land verging on the Cromford Canal, at Bull Bridge, and on the opposing bank stood the Butterley Company's lime kilns, falling into decorous ruin. Where once were gasometers, we had ornamental fishponds, from one of which I was hauled, as a baby, by my granddad, up from London in the nick of time. Our phone number was Ambergate 76. Stevenson's Dyers bought this land to garage their lorries - it now accommodates a factory shop - and the further reaches, towards the canal, became a car park. Between this land and the road meandering uphill to Crich stood, and still stands, a long, low stone building and erstwhile prisoner-of-war camp.

I remember the stretch of canal from the kilns on towards Sawmills, past the mouldering barge, Thistle - engulfed by mud and reeds, the haunt of many a skulking moorhen and not a few water voles - as still holding water enough for a drenching when we slipped off the stop planks, crossing to the further towpath. We'd scrump gooseberries and rhubarb nearby. They were foul and loathsome, but we fancied ourselves renegade rascals, and scrump we must. Past the Canal Inn, the derelict dry dock played host to a mute swan pair as summer

approached, the pen sitting atop her huge mounded nest, nursing half a dozen green/brown eggs. The cygnets would see out the winter with their parents, and be gone. A real beast of a dragon fly would patrol this stretch, brown, and with wings so huge, it seemed, that they buzzed or 'growled' in flight. Certainly a hawker, it was probably a Brown Aeshna. "Oh it's only a buzzer", I'd say nonchalantly, then run for my life.

Beyond Hag Tunnel, where kittens were dumped in a bag, and we kids would fish them out, George Stephenson's lime kilns were working yet, depositing a light blanket of lime on the outer world around, like eternal winter, despite which the frogs mated there with especial abandon, the towpath teeming with froglets in spring. George Stephenson had lived at a house on the canal bank in Ambergate during construction, and his lime kilns laboured on until 1965. The Bull Bridge kilns, by contrast, died earlier, though they began earlier too, at the birth of the canal. There were tales of Brunton's Walking Locomotive, a sort of fire breathing daddy-long-legs, which stalked on legs, loaded with limestone, between the kilns and Crich Quarry, at a hair-raising 2.5mph. Sadly, a sister locomotive, working in the north, exploded with great loss of life, bringing to a close the reign of this peculiarly singular beast.

Back to my own time, and the 60s drew

to a close with a triumvirate of disaster. A devastating explosion occurred on Friday 28th June 1968, as I delivered newspapers. Many were injured, and there was talk of a death, when a boiler blew to smithereens at Stevenson's Dyers. A small dumper truck, and driver, were reportedly blown to the canal's far bank. Certainly, with the erupting steam, and cacophonous din, I never witnessed an explosion like it.

When the canal was drained, after being purchased by Stevenson's, and the fish lay heaving on the piled mud, we lads, led by Jack White, a feted local cricketer who, with his cascading beard and thigh length waders, looked for all the world like W.G. Grace on his way to the crease, formed a human chain. Stretching over the swing bridge to the kilns, it continued on until a lad climbed, fish in hand, down the wall to the River Amber, where the fish was released - probably to a terrible fate downriver by the dye house.

The final calamity was the loss of the road aqueduct, in late 1968. This had been an invaluable source of school holiday income, the traffic lights being in constant upset and disrepair. So, with a lad at either side, and one at the centre of the tunnel, we waded through the Thames Traders, Fodens, Zephyrs and Morris Minors, fielding the coins as they flew. When the inevitable policeman loomed, red-faced, on his pushbike, we legged it. Of course, I now realise there were reasons, far more enlightened, for mourning the aqueduct's passing.

And then childhood was gone. I became firm friends with the son of the owner of

Lime Grange, with its dovecote and old blacksmith's forge, alongside the lime kilns. The owner, too, of the dilapidated kilns, where tramps, roaming the countryside, no longer sought shelter - they were, by now, gravitating towards the cities. I remember bonfire displays, held on the kilns' lunar surface, and the loss of an occasional child down breaks and declivities in the dark - without serious injury, but imagine that now! Litigate! Litigate! Litigate! A land of lost content.

These few verses, from a poem written way back, evidence, I think, the almost Arcadian hold of an essentially diminutive waterway on a small boy's imagination - long after its designated role and purpose were all but forgotten.

Listen to the Years Sing
Set, rook haunted,
Ever among winter fields;
By whispering river and within
The ring dove's cradling lullaby.

There by the reed fringed towpath where
Once laboured steaming horses and
where
Hung, hard anchored, ever watchful pike:
In drowsing vales;
Beneath the murmuring willows.

Here was a land where
Dragons slept, hidden deep
Within the lime kiln walls,
And witches brewed their
Quietly steaming potions;
Horses talked and cows
Would pass the time of day,
Gentle and eating from my hand.



DATES FOR YOUR DIARY

- 20th & 21st October Derwent Valley Mills World Heritage Site Discovery Weekend
- horse drawn boat between Cromford and Lea Wood, rope making and canal ware decoration with hand-wound organs to provide music, and the Sales Stand and FCC displays as well.
- 21st October "The Ambergate Amble" sponsored walk from Ambergate to Cromford - see preceding article.
- 19th November Social Meeting at Ironville Church Hall, starting at 1930.
Speaker: George Eye on Codnor Castle
- December 8th Working party - contact Dave Tinkler
(work@cromfordcanal.org.uk) fo details.
- 17th December Christmas Quiz at Ironville Church Hall, starting at 1930..
Bring seasonal fare to share.
- January 12th 2008 Working party - contact Dave Tinkler
(work@cromfordcanal.org.uk) fo details.
- February 9th 2008 Working party - contact Dave Tinkler
(work@cromfordcanal.org.uk) fo details.
- March 8th 2008 Working party - contact Dave Tinkler
(work@cromfordcanal.org.uk) fo details.



MEMBERSHIP MATTERS

from Yvonne Shattower

The Friends of the Cromford Canal reached an important milestone recently. This month we have welcomed our one thousandth member, Mr G Morton, who joined us as a Life Member after our visit to the Inland Waterways Festival at St. Ives.

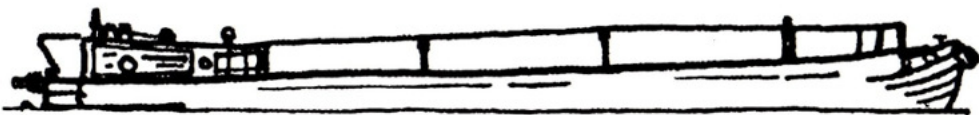
We are very grateful to Mr Morton and also to Mr Mick Golds for their recent generous donations to the Friends funds. These are very much appreciated; we understand that Mick reached a rather important birthday recently, and the donation was made following his party at Sandiacre. Thank you, Mick.

Our visit to the IWA Festival was, to say the least, muddy. Had it not been for the optimistic weather forecast for the weekend, we would have considered coming straight home, the condition of the site was so bad. However, we stuck it out and enjoyed talking to a lot of people that knew the lovely area our canal passes through, and even more whose first question was "where is the Cromford Canal - I've never heard of it".

Our next big event is the World Heritage Site weekend when we shall have the Sponsored Walk on the Sunday from Ambergate to Cromford. Parking is available at the Railway Station at Ambergate, and signs will direct you to the start at our Archivist's house in Chase Road. Please note that there is no

parking in Chase Road. It's not too late to sign up for pre-registration and save £1 on each walker's registration fee, or you can just turn up on the day if you prefer. Registration on the day will cost you £4.00 for adults and £3.00 for children. Dogs are welcome as well - free entry for them, although as quite a few dogs seem to raise sponsor money, perhaps we should consider an entrance fee for them as well! The horse boat will be at Cromford Wharf throughout the weekend, together with our photographic displays and our usual indomitable sales team. We will also be holding the Raffle on the Sunday afternoon, when our Patron, Julian Richards, has agreed to be present to draw the winning ticket. Lots of good prizes are coming in, so don't forget to send our Chairman a cheque and the counterfoils for the tickets you received with your 'Portal' earlier this year.

Finally, we hope that you will be able to come to our Social Meetings at Ironville; on 19th November we have a talk by George Eye on Codnor Castle, which, we are reliably informed was the location recently for a 'Time Team' excavation, (do they really do it all in three days?) And on 17th December we have a Christmas Quiz which was great fun last year, come along and join us. A small plate of 'seasonal refreshments' would be appreciated.



We extend a warm welcome to these new Members who have joined us.

Mr & Mrs S J Wain, Stafford

Mr & Mrs M S Hill, Somercotes

Alys Vaughan-Williams & Chris Smartt, Cromford

Mr & Mrs B Middleton, Matlock

Janet Roberts & Michael Straw, Sutton in Ashfield

Miss M Howard & Mr D Allen, Littleover

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