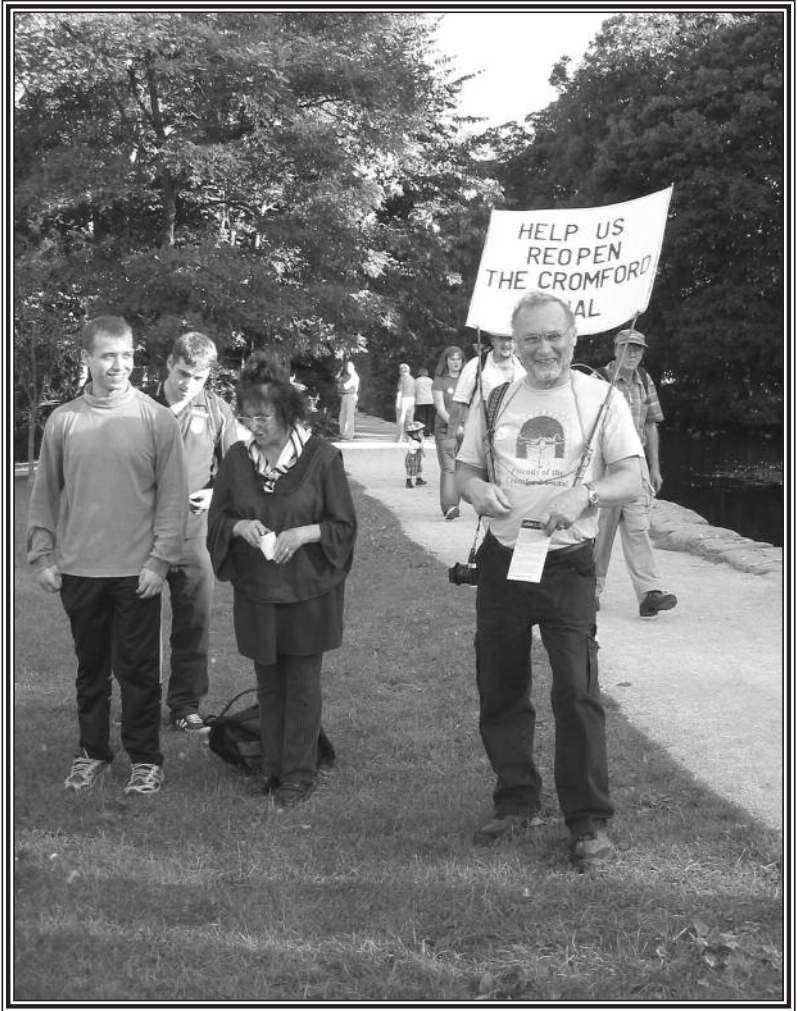
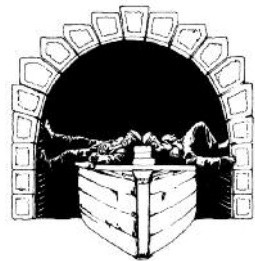


THE PORTAL



THE JOURNAL OF THE FRIENDS OF THE CROMFORD CANAL

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FRONT COVER: Our Vice Chairman arrives at Cromford on a previous Sponsored Walk. This year's event - **The Level Pond Plod** - will go in the opposite direction from Cromford to Pinxton. See page 7. Photo: Val Roberts

BACK COVER (TOP): Some of the sales team at the FCC stall at Sainsbury's Ripley Superstore. They had to compete for space in the foyer with bags of compost, but had a successful day showing the flag. Not sure what the offers were, three members for the price of two perhaps? Photo: Jan Columbo

(BOTTOM): Following the extensive repairs to the cast iron aqueduct over the railway at Leawood, it was re-opened in time to allow a boat load of coal to be brought up the canal for the Leawood Pump - oh well, dream on.... Photo: Val Roberts

The aims and objectives of the Friends of the Cromford Canal

THE RESTORATION, RECONSTRUCTION, PRESERVATION AND MAINTENANCE OF THE CROMFORD CANAL, ITS ASSOCIATED BUILDINGS, TOWING PATH, STRUCTURES AND CRAFT AND THE CONSERVATION OF ITS NATURAL CHARACTER AS A NAVIGABLE INLAND WATERWAY SYSTEM FOR THE BENEFIT OF THE PUBLIC



EDITORIAL

from Mike Harrison



Welcome to *The Portal* No. 30

The last few months seem to have slipped by and we are already well past the longest day of yet another year. Unfortunately we are still in a very frustrating period for the FCC, but as has been the case for a long time, much is going on behind the scenes and all this work must eventually bring results.

Probably the most important development for the FCC has been the change of control at Derbyshire County Council following the local elections in June. Now I will freely admit that I do not take as much interest in politics as perhaps I should, and the scandal of MP's fiddling their expenses has done nothing to improve my views. However, as you will see from Pat's report on page 4, the changes at County Hall could well be one of the most significant developments so far for the FCC. The leader and deputy leader of the new Conservative administration have given a clear commitment to forming a Cromford Canal Partnership. Since the FCC was formed, your committee has recognised this as a vital step to our progress and no doubt our chairman will be continuing his dialogue with the new leaders and pressing for this partnership to be established as soon as possible.

The Smotherfly project continues to demand a great deal of time and effort, especially for our Honorary Consultant Engineer John Boucher. The many hoops which we must keep jumping through, very often at considerable expense, are getting rather worrying. John has kindly supplied an update on the state of this scheme on page 8, which gives us some idea of the amount of time he continues to devote to our cause.

When all these tests are completed and permissions obtained and this project takes off, as it surely will, the major concern then will be raising quite a considerable amount of money. This will largely depend on obtaining various grants etc., but also means that we really do need more members to strengthen our forces ready for the task ahead and now is the time to try to achieve this. As has been said before, a concerted effort is needed to improve recruitment. I would appeal to all of you to help in this. If each member were to sign up just one new one, it would make a tremendous difference.

You will notice that there is no work party report in this issue. This is because our work party organiser Dave Tinkler has been ill. However, I am very pleased to say he is now well on the way to recovery and will shortly be able to resume his excellent work on this important job. He is at present planning what has become the annual visit of the North West Waterway Recovery Group in December. Dave will no doubt bring you all up to date with work party information in the Autumn issue.

Finally, may I remind you that this year the Inland Waterways Association National Waterways Festival is local to us at Ratcliffe on Soar. One of the main aims is to support canal restoration schemes in this area, including the Cromford. Please come along and support the cause as well as having a pleasant day out. See Yvonne's report on page 12.

Please note the press date for the Autumn 2009 issue will be October 9th



CHAIRMAN'S NOTES

by Patrick Morriss



The news on the economic front grows ever bleaker from a spending point of view, as I have said before the FCC will have to make an ever stronger case for the restoration of the Cromford Canal and look towards raising as much money from as wide a range of funders as we can. There can be no doubt that government funding will have to be scaled back in the coming years. Those of you who know me will know of my less than enthusiastic support for the Olympic Games coming to the UK. It is not often I am found cheering on Paris, but in this instance it might have been better if that amount of money had been spent elsewhere. Now, on top of all that is the spending on propping up the banks and the general economic downturn, money is tight and we will have to redouble our efforts.

The county council elections came and went and Derbyshire has a new county council. Elsewhere in the Portal you will see an announcement from Councillor Andrew Lewer and Councillor Chris Jackson concerning a Cromford Canal Partnership. This is a giant step forward and very welcome news. The FCC will have to build on this in the future. Councillor Jackson is a long standing member and supporter of the FCC. Readers will recall that in the last Portal I stated that: "What the FCC is not prepared to do is encourage massive volunteer involvement on the canal between Ambergate and Cromford without any sort of 'partnership' in place. This would be wrong and unfair on volunteers who want their efforts to be counted towards the long term restoration of the Cromford Canal not its management of decline."

We have the North West Waterway Recovery Group coming to the Cromford Canal this winter for a working party. It is to be hoped that they can be employed on useful work on DCC owned parts of the canal to further the FCC aims of restoration and save the county council some money. This could be on the Ambergate to Cromford section or at Pinxton Wharf.

Also in this issue you will read of the death of Geoff Carlile, who for many years represented the Heage ward at County level and was instrumental in obtaining the recent grant for the FCC to enable the ongoing work at Sawmills on the stretch of remaining canal channel. Mike's update showing who is doing what is a stark reminder of the many thousands of hours that volunteers of all sorts give freely to the FCC and its aims. That section of the Portal only illustrates notable events; the endless amount of day to day activity goes on behind the scenes. The level of input astounds me and once again I would like to thank all concerned for their often unsung efforts.

On the subject of volunteering, those of you who helped out at last year's Discovery Days at Cromford will remember that it was a dreadful weekend weather wise. However, one success story was the level of input from FCC members. Not only did the FCC have the usual canal based activity to look after but we also provided general stewarding around the wharf area. This was widely acknowledged as a great success and the FCC would like to offer this level of wider support again this year, so if you have not got anything on for the weekend of 31st October and 1st November please get in touch.



DERBYSHIRE COUNTY COUNCIL AND A CROMFORD CANAL PARTNERSHIP

by Patrick Morriss

The Friends of the Cromford Canal was formed in March 2002. Almost immediately it was recognised that to progress the restoration a 'partnership' would be required. All recent and ongoing canal schemes in the UK seem to have a partnership to push them along. In Derbyshire itself both the Chesterfield and Derby & Sandiacre canals have them. The Friends of the Cromford Canal approached Derbyshire County Council in the early days and subsequent approaches were made with a view to forming a canal partnership, but to no avail. Clearly with Derbyshire County Council being the predominant county authority (only a small amount of the canal is in Nottinghamshire) and the major landowner along the route of the canal, without the council's involvement any partnership would have lacked credibility.

The FCC have always attempted to gain cross party political support for our attempts to restore the canal so with the 2009 county council elections looming, the FCC contacted the party leaders of both the Liberal Democrats and the Conservative parties to ascertain their approach to the issue. This was in addition to our then on going discussions with the ruling Labour group via Councillor Brian Lucas. To cut a long story short, this resulted in a manifesto commitment from Derbyshire Conservatives to form a Cromford Canal Partnership. In the county elections the Conservative group took power and the following was received from Councillor Chris Jackson on 10th July 2009:

“Derbyshire County Council’s new Leader, Andrew Lewer, and Deputy Leader Chris Jackson, have formally announced that they will create a Cromford Canal Partnership.

This will create opportunities for both organisations to work closely together, ensuring improved communication, co-operation and the protection of the canal’s history and future. In addition to promoting industrial heritage, the Partnership will address wildlife issues and biodiversity more generally. By working together we can make the task easier.

**Andrew Lewer, Leader of Derbyshire County Council.
Chris Jackson, Deputy Leader of Derbyshire County Council.”**

It is obviously early days, but we look forward to working more closely with DCC to enhance all the canal's attractions with a view to eventual restoration. I would like to thank the outgoing administration for their assistance with canal issues with particular thanks to the late Geoff Carlile, Councillor Brian Lucas and Councillor Paul Smith.



FCC NEWS UPDATE - so what *is* happening

from Mike Kelley



Once again your committee members have been extremely busy, in pursuing the interests of the Cromford Canal. All of which is done as a labour of love, with the eventual aim of seeing our wonderful canal restored.

- **Monday 31st March** - Pat Morriss and myself were invited to attend a meeting at Derbyshire County Council's (DCC) County Hall Matlock, to discuss the management and recent activities on the northern part of the canal. Several interested parties were there including local Councillors, Officers and Derbyshire Wildlife Trust. DCC explained the work they have been carrying out and the work they intend to do. Some discussion centred on the proposed depth of the water and DCC stated it would not be less than 0.5 metre and more were possible. The representatives for Natural England and DCC stated the original features designating the canal as an SSSI have since declined to an unfavourable condition. That evening Pat Morriss attended a World Heritage Discovery Days Meeting at Cromford.

- **Thursday 2nd & Friday 3rd April** - A charity stand was held in the foyer of Sainsbury's Superstore in Ripley. This was ably run by Eric and Beryl Singleton assisted by Jan and Meg. See Back Cover.

- **Monday 6th April** - Our monthly full committee meeting, held at the Derwent Hotel at Whatstandwell.

- **Wednesday 8th April** - Pat Morriss attended a meeting with Derby & Derbyshire Economic Partnership at Ripley Town Hall.

- **Tuesday 14th April** - I gave a talk on the Cromford Canal to the Darley Dale Women's Institute (WI) group in the Methodist Hall there. I was well received.

- **Monday 20th April** - John Boucher and myself met with Officers from DCC at Pinxton Wharf to discuss the current status of the site and our proposal. The current difficulties with UK-Coal were of concern to us all, in that UK-Coal have not been forthcoming in their willingness to progress the matter. That evening, the author, Columnist and TV Producer, Steve Haywood gave us an excellent and humorous talk in Ironville Church Hall. The meeting was well attended and a good night was had by all.

- **Wednesday 22nd April** - Steve Parish, Pat Morriss, John Boucher and I went to meet UK-Coal at Doncaster. A full and frank discussion was had, but progress is slow so far. UK-Coal told us the amount of money they were committed to spend on the site and we agreed the FCC would fund soil tests and soil compaction tests to help start the project.

- **Thursday 23rd April** - Hugh Potter, John Boucher, Peter Stone and Pat Morriss met with British Waterways to discuss the works proposed at Butterley Reservoir.

- **Wednesday 6th May** - I gave a talk on the Cromford Canal to the Crich Trefoil Guild, supporters of the Guide Movement. I was well received.

- **Thursday 7th May** - I gave a talk on the Cromford Canal to a large gathering of the Third Age Group at Ripley. I was well received and a great deal of interest was shown.



- **Monday 11th May** - A very busy day. Pat Morriss, Steve Parish and Hugh Potter attended a site meeting with JG Land, the new landowners of Stevenson's site at Bullbridge. I was invited to deliver a talk to the Planning Department of Amber Valley Borough Council. I strongly pointed out the economic benefits in the restoration of the Cromford Canal. It was well received and I have now been invited to address the full council. I was well supported by several FCC committee including Pat Morriss and Steve Parish. Later that same evening a full FCC committee meeting was held at the Devonshire Arms, Somercotes. Steve Parish, who lives in Warrington, made his first and most welcome attendance. Steve has worked long and hard with our past and current planning issues.

- **Monday 18th May** - Pat Morriss met with DCC officers at Darley Dale to explore ways FCC could offer more assistance to the World Heritage Site. Later that evening, as part of our regular social evenings, Tony Fisher gave us a talk at Ironville Church Hall, called 'A Clearing in the Woods' concerning the Oakes Ironworks which used to be in nearby Riddings.

- **Thursday 21st May** - Pat Morriss gave a talk about the Cromford Canal to North East Midlands Co-op retired group at Ripley.

- **Saturday 23rd to Monday 25th May** – This bank holiday weekend Eric and Beryl Singleton and myself ran the FCC stall at Kiveton Park Canal Festival on the Chesterfield Canal. A nice warm weekend, good contacts but slow sales.

- **Thursday 28th May** - Hugh Potter and John Boucher visited the John King Museum at Pinxton, following an invitation for the FCC to put up a display there.

- **Wednesday 3rd June** - I gave a talk about the Cromford Canal to the WI group at Denby Cricket Club.

- **Thursday 4th June** - John Boucher, John Baylis and myself met on the Smotherfly site with representatives from the Environment Agency, with a view to seek funding from them for the flood relief which the Smotherfly plan will bring to lower Pinxton. More work has to be done on this aspect.

- **Friday 5th June** - Pat Morriss attended Derbyshire County Council election count at Alfreton to lobby new County Councillors as they were elected.

- **Monday 8th June** - Our monthly full committee meeting, held at the Derwent Hotel at Whatstandwell.

- **Saturday 13th June** - Eric and Beryl Singleton ran the FCC stall at Pinxton Fun Day.

- **Sunday 14th June** - Eric and Beryl ran the FCC stall at the Jacksdale Soldier Day.

- **Monday 15th June** - Our monthly social evening had Brian Key delivering a talk to us at Ironville Church Hall, which was called 'The Butterley Company and its Heartland'. Eric and Beryl also ran our sales stand at this event. A grand total of £265 was taken for this and the events of the 13th and 14th. Many thanks to you both.

- **Thursday 18th June** - Pat Morriss and Tony Brookes met with University of Nottingham personnel for preliminary discussions regarding help from the university with a whole canal feasibility study. Also on that same day, John Boucher and Hugh Potter visited the site of Portland Wharf to discuss results of the recent archaeological dig and archive research.

- **Sunday 21st June** - Eric and Beryl ran our sales stand at Brinsley Carnival, during which seven new members joined.

- **Monday 22nd June** - Hugh Potter visited Scarthin Books of Cromford to photograph some old canal documents there.

- **Wednesday 24th June** - Tony Brookes attended an East Midlands Forum event, 'Risk in Funding'.



• **Tuesday 30th June** - Pat Morriss and Hugh Potter attended a World Heritage Discovery Days meeting at Belper.

• **June/July** – You will see elsewhere in this magazine details of the work being carried out on the Smotherfly site. John Boucher has taken the lead in this and our thanks go to him. Bore-holes have been drilled, soil samples taken and seepage tests carried out. All this has been required by UK-Coal before they will talk further with us.

• **Thursday 2nd July** - Pat Morriss and Hugh Potter and the Bullbridge/Sawmills Civic Association members met with Barry Joyce, Conservation Officer for DCC, to discuss the Stevenson's site.

• **Tuesday 7th July** - I met with members of Alfreton Town Council to discuss Alfreton making some kind of acknowledgement of Benjamin Outram, Superintendent of the Cromford Canal and Engineer of many more and arguably the greatest man ever to come from this town.

• **Monday 13th July** - The monthly, full FCC committee meeting was held at the Devonshire Arms, Somercotes.

THE LEVEL POND PLOD

SUNDAY 18TH OCTOBER 2009

A Sponsored Walk from Cromford to Pinxton

Keep this date open in your diaries. The FCC need funds to move the Smotherfly project along and this is where you can help. The Cromford Canal is not just beautiful it was a major engineering achievement, traversing through the rolling hills of Derbyshire, without one lock. Yes, from Cromford to Pinxton Wharf the Cromford Canal was built without one lock. Even today that would be a very difficult thing to do, let alone 220 years ago when all they had to work with was a pick and shovel and a wheelbarrow!

Imagine the difficulty of standing at Cromford in the 1790's and saying, 'Now build a canal along the Derwent Valley, the Amber Valley and Golden Valley but the level of the water must be the same all the way to Pinxton.' It is a daunting thought, even for today's engineers. But William Jessop and Benjamin Outram did it; what great men they were. And we, the FCC, will do all we can to preserve their amazing work for our heritage and for future generations to see.

So we need money. On Sunday 18th October we will be carrying out

The Level Pond Plod

• The good walkers among you can start at Cromford on this Sunday morning and follow the level pond all the way to Pinxton, a distance of about 14 miles. Start time 10am.

• The no-so-good walkers can join us at Bullbridge for the remaining 8 miles of the walk. Start time, round 12:30pm

• Those who would like to walk, but are not able to walk far can join us at Codnor Park Reservoir for the remaining 2 miles of the walk to Pinxton. Start time around 2:30pm.

We need walkers and sponsorship, so please get your friends, groups, anyone and everyone to join us.

Email: cromfordmike@yahoo.co.uk or call 01773 833425



SMOTHERFLY PROJECT PROGRESS

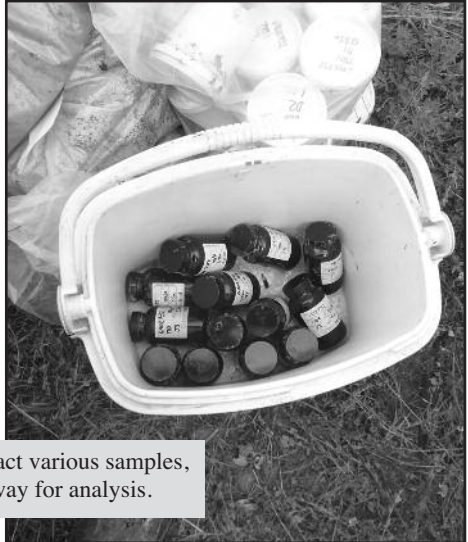
Report and pictures by John Boucher - FCC Honorary Consultant Engineer

It is often said that canal restoration is a long, slow, process. I last reported on the Smotherfly project in *Portal* No. 25 (spring 2008) when we were all elated that we had just obtained planning permission for the Smotherfly and Pinxton wharf section. However, this was simply permission to change the previously agreed restoration scheme and we still had to get UK Coal to agree to it all as landowner, and as contractor for the works. Since then we have tried hard but have had difficulty getting UK Coal round the table to finalise details.

When we did eventually get down to a serious meeting, a year later in April 2009, they did indicate that they were willing to talk with us and implement the proposals, but required further information on our requirements for earthworks before they would agree construction methods and talk costs. Basically, we have accepted that we will have to find the 'extra-over' costs, beyond those costs that UKC would have occurred anyway for the final site restoration, but the additional information required involved considerable expense in site investigation and soils testing, and detailed embankment design from our consultants Halcrow. Your Trustees did not feel able to commit to this expenditure until they had the necessary assurances from UKC that the scheme could proceed.



Following the meeting things moved rapidly to implement the necessary site investigations. Halcrow's geotechnical engineer visited the site to specify precise requirements, we went to the National Geological Survey at Keyworth to obtain further site information, and employed drilling specialists Van Elle Ltd, who are based locally in Pinxton, to undertake phase 1 of the site sampling and soils testing. Laboratory test results are currently awaited. We have also obtained more information from the Environment Agency on the remediation measures taken at the site of the former acid works at Pye Bridge, which was completely cleared at the start of the opencast operations, before the river diversion channel was excavated, but seemed to cause considerable concern to



...then carefully extract various samples, and take them away for analysis.

Halcrow who wanted further testing to ensure that no contamination remained. We will certainly have a pristine site in future. Further requirements will be for boreholes and seepage testing on the site of the high cut off embankment at Pye Bridge, which is a significant structure and will need very careful geotechnical design, the reason for employing a top-notch (and hence expensive) consultant for this part of the work.

We have also had site meetings at Pinxton with Derbyshire County Council's Countryside Manager responsible for Pinxton wharf, and with the Environment Agency Engineer responsible for flood control work. Discussion with DCC centred on how we could use volunteers to start to implement the project, and undertake the work with minimum interference to wildlife. DCC also agreed to implement a tree thinning and coppicing scheme along the offside bank near the old coal loading basin, which will benefit our work and, from their point of view, improve the nesting habitat for certain ground nesting species of birds they wished to encourage. We also discussed the possibility of excavating and examining the old Palmerston Swing Bridge, prior to specifying requirements for its refurbishment.

The Environment Agency agreed that the proposed works would help alleviate the flooding problems regularly experienced at Pinxton Wharf, but required more evidence on the extent of the benefit before committing themselves to how much they could contribute towards the flood protection elements of the works, particularly the cost of the flood weir at Birchwood brook. Flooding is naturally of great concern to local residents in Pinxton, and we have spent some time explaining to them the benefits that linking the existing Pinxton Wharf section to the Smotherly section will have, although of course we cannot control flooding from the higher reaches of the River Erewash in the event of exceptionally severe storms upstream.

The concerns now are to make an effective start on the Smotherly section before the expiry of the two years planning grace we were given for starting the works, and of course raising the funds through appeals and applications to grant bodies, which cannot be started seriously until all the costings are to hand. It all adds up to a frustratingly long period before any progress is visible on site.

JKGB 10.7.09



Councillor Geoff Carlile

It was with great sadness that the FCC learnt of the death of Councillor Geoff Carlile. Geoff was always a supporter of ours, evidenced by his facilitating of the grant towards the ongoing work being carried out on the canal at Sawmills.

Geoff was prominent in Derbyshire public life for more than 30 years. He was first elected to Derbyshire County Council in 1977 and was the member for the Heage division until the local elections in June 2009. Geoff had also been prominent in Ripley and Amber Valley politics for many years.

Before the June elections Geoff was Derbyshire County Council's cabinet member for regeneration and led the way in promoting the county as a major tourist destination and boosting its economic vitality.

Geoff was at the forefront of the authority's efforts to secure new investment across Derbyshire, creating and protecting jobs - many of them in rural business.

While he was county council cabinet member for regeneration Geoff was vice chair of the Derby and Derbyshire Economic Partnership (DDEP) and the Alliance SSP.

He also held the post of vice chair of the Peak District and Derbyshire Destination Management Board and was a former director of the Heart of England Tourist Board.

Geoff, 65, died at home on Sunday 5 July 2009 following a long illness. He leaves wife Pat and three step-children, Lisa, Carl and Kurt. The Friends of Cromford Canal offer our condolences to his family, friends and all who knew him.

Patrick Morriss

A NEW CLIMATE FOR HERITAGE?

Tackling climate change impacts on the East Midlands historic environment

The above is the title of a talk I'm going to the week after the press date for the *Portal*. It's sponsored by Defra, English Heritage and CBA (Council for British Archaeology) and run by the East Midlands Heritage Forum and Climate East Midlands, The Regional Climate Change Partnership.

This got me thinking. What are we doing, and what do we need to do, to enable the Canal to survive the next 50 years whilst the climate changes around us? Yes, it's due to get hotter, rain is due to be more "bursty" with less of it overall. What effects do we think this will have on the design of the canal, on the flora and fauna that live in and around it, including us, and what effect overall will these changes have on our use of it? I'll explain more in the next edition of the *Portal*.

Tony Brookes

LEAWOOD PUMP STEAMING WEEKENDS 2009

This impressive 1849 beam engine will be in motion from noon to 5.00pm on each of the following days. After the receipt of funding from EMDA, both boilers are now in working order for the first time in some years. They will both be steamed on the Discovery Weekend, which should be well worthy seeing!

MONTH	SAT	SUN	MON	PERIOD
AUGUST	1st	2nd		First Weekend
AUGUST		30th	31st	Bank Holiday
OCTOBER	3rd	4th		First Weekend
OCT/NOV	31st	1st		Discovery Weekend



FORTHCOMING EVENTS

The following is a list of members meetings etc. for the remainder of 2009.

All will be held at **Ironville Church Hall at 7.30pm** unless stated.

- **Monday 21st September** - Chris Stone will be speaking on 'British Canals and Railways'.
- **Sunday 4th October** - Northern Canals Association Meeting, hosted by FCC at Pinxton Village Hall.
- **Monday 19th October** - Our Chairman Pat Morriss will be speaking on Butterley Company's Crich Tramway.
- **Monday 16th November** - Our Vice Chairman Mike Kelley will be giving us an account of his extensive travels in Yemen and Sudan.
- **Monday 14th December** - Christmas Social.

The following are outdoor events attended by the FCC sales stand.

- **Saturday 1st/Sunday 2nd August** - Cromford Steam Rally at High Acres Farm, Dewey Lane, Brackenfield.
- **Sunday 9th August** - Car Boot Sale in aid of the FCC in the car park of Pinxton Village Hall.
- **Saturday 29th/ Monday 31st August** - IWA National Festival and Boat Show, Red Hill, River Soar.
- **Saturday 31st October/Sunday 1st November** - World Heritage Discovery days at Cromford Wharf.

TWO OTHER EVENTS NEAR THE CROMFORD CANAL WHICH MAY BE OF INTEREST TO MEMBERS

by Tony Brookes

• **Thursday 23rd to Sunday 26th July** - Members of the public with an interest in Derbyshire industrial history are being invited to an archaeological dig on the High Peak trail, organised by Derbyshire County Council's countryside service. Archaeological researchers from Sheffield University are supervising the event at the Sheep Pasture Incline. They are hoping to unearth the foundations of the old Cromford Incline engine house that was knocked down in the 1850s. The event follows on from a successful dig last year when masonry walls and a possible chimney site were discovered. Derbyshire County Council's Cabinet Member for Highways and Transport Chris Jackson said: "This is an exciting opportunity for people to come along and get involved in discovering local history. Derbyshire is rich in industrial heritage and it is wonderful to have the chance to unearth some of it." The dig will take place from 10am to 4pm each day. The cost is £5 per day and is open to anyone over 16. Places are limited to ten per day. Anyone interested in taking part should contact Middleton Top Visitor centre on 01629 823204 to book a place. If possible, steel toe capped boots or wellingtons should be worn along with suitable clothing. A packed lunch and drinks will also be needed.

• **Saturday 19th September** - Event run by the Council of British Archaeology (CBA). Derwent Valley Mills – World Heritage Site, 10.30 – 4pm. Three talks in the morning, guided walks in the afternoon. Talks by Barry Joyce & Adrian Farmer (DCC), Bob Faithorn (Arkwright Society) and Andy Pollock (DCC).

see <http://www.britarch.ac.uk/cbaem/events.htm> for booking details.



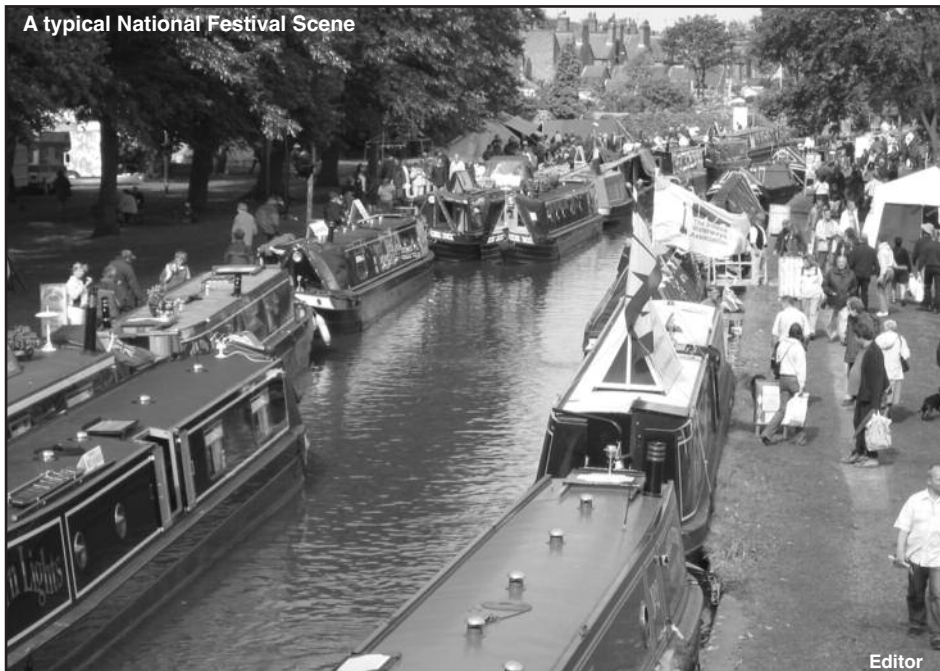
INLAND WATERWAYS NATIONAL FESTIVAL

By Yvonne Shattower

Each year, the Inland Waterways Association (IWA) holds a major Festival over the August Bank Holiday weekend. The location of this Festival varies throughout the country from year to year, in order to make it available to as many people as possible. This year it will be at Redhill Marina, Ratcliffe-on-Soar, from 29th – 31st August.

The Festival gives businesses with an interest in waterways a chance to show off their new and existing products, new boats, and new ideas. It is also a vital event for Canal Restoration Groups, as they have a chance to meet existing supporters and hopefully interest many new members from across the canal and river system.

A typical National Festival Scene



Editor

The Festival is not just a collection of boats and boaters, however. There are very many other attractions, from gentle activities aimed at younger children to daring experiences for the more adventurous. There is always an entertainments marquee, where there will be theatre presentations, bands, music and dance groups. There is a main arena, where you can see such presentations as dog training and bands. A Sky Diving team is booked for this year, as well as a Gymnastics team. Animal lovers will be catered for by the Manor Farm Animal Centre. Food is always to the fore, with the usual ice cream and burger stalls, and frequently more unusual delicacies such as venison and Oriental and Indian fare. Drinkers too, are catered for, with a bar which often features real ale and local or interesting brews. There are usually stalls selling such things as cheeses and wines, and of course several sweet stalls which are often found in the Craft Marquee.

We have, of course ordered warm sunny weather for this weekend, but should it rain you will probably find bargains in outdoor clothing. Conversely, should you have



forgotten your sun hat, I am sure that someone will be selling them. For those who want to actually get on a boat, there may well be boat trips, as well as a chance to go on board one of the new boats displayed by the various boat builders exhibiting. You will have a chance to take part in a traditional craft workshop, face painting, and similar activities. There are usually antiques and book sellers as well, so all tastes are catered for.

One very popular area of the Festival is the Camping site. Each year the Festival attracts a very large gathering of campers and caravanners whose fee allows them entrance to the (usually) very good evening entertainment – and more beer! I have to say the quality of the camp sites has, over the years, been rather like the Curate's Egg, some have been excellent whilst others have been less comfortable! However, I am told that the site this year is close to the 'action' and one of the best they have had in the last few years.

The facilities are usually good, and this year, for the first time, there is the possibility of electric hook-ups for those who desire this ultimate camping luxury. Personally I'm quite happy in my tent!

However, the more serious side of the Festival is to raise money which is put towards the restoration of canals throughout the country (FCC have already benefitted), and highlight those canals which are most in need of restoration. To this end, they kindly allow Canal Restoration Groups a free pitch so that they can get their message across to the visitors.

Your 'Marketing Team' of Val and Mike, together with Beryl and Eric Singleton, will be there to sell our many items, and there will be others on hand to explain the complexities of restoring our lovely Canal, supported by our photographic display. Our chairman Patrick Morriss will also be giving presentations on the FCC in the Festival Theatre. All



An equine visitor to the FCC stand at the National Festival at Burton on Trent

this helps to raise the profile of the FCC, both to the general public and especially among the national waterways fraternity. If you feel you can help us in any way, we shall be more than happy to hear from you.

All in all, this is a great opportunity for a great day out. You will find a leaflet with this magazine giving you more information on this event, and also the opportunity to purchase advance tickets which offer a saving on the regular entrance fee. You only have to pay for the adults – children under 16 go FREE! As the new East Midlands Parkway Railway Station is so close to the action, there will be special rail ticket prices as well.

Do take this opportunity to have a 'different' Bank Holiday this year, it really is a rare opportunity to have this event so near to us, and we hope that it is a worthwhile weekend for all concerned.



CROMFORD CANAL INSPECTION 1959

PART TWO

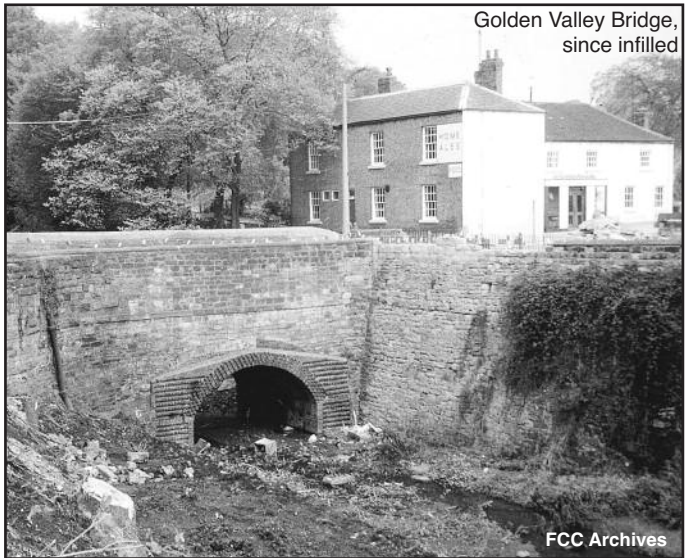
This second instalment of a report by members of the Inland Waterway Protection Society, first published in their official journal *Onward* in December 1959 and March 1960, covers the southern half of the canal, including the Pinxton Branch.

Hugh Potter, who unearthed this report, has added some explanations and corrections shown in [*italics*], and I have added some contemporary pictures.

Stage 4, Sat. Oct. 24th 1959. By P.J. Bunker

From the east end of the Butterley Tunnel the towpath starts again on the north side of the canal which continues eastwards through a narrow, deep cutting with woodland on both sides and well below the road bridge at Golden Valley. (At this point the horse track leading over the top of the tunnel leaves the canal, turning west by Golden Valley Parish Church and following the private toll road of the Butterley Company above the line of tunnel. – Report of Inspection No.3 refers).

For over a 1/4 mile from Golden Valley bridge the towpath is so overgrown with weeds as to be almost impassable, but as Ironville lake [*Codnor Park Reservoir*] is approached the towpath is regularly used by anglers and others where it provides a delightful walk



between canal and lake, both of which are the haunt of swans. Here the canal is wide – some 60–70ft. between wall and hedge – and is well provided with pinches and stop-planks. The course is generally between road and lake until the junction of the Pinxton Branch at Ironville is reached.

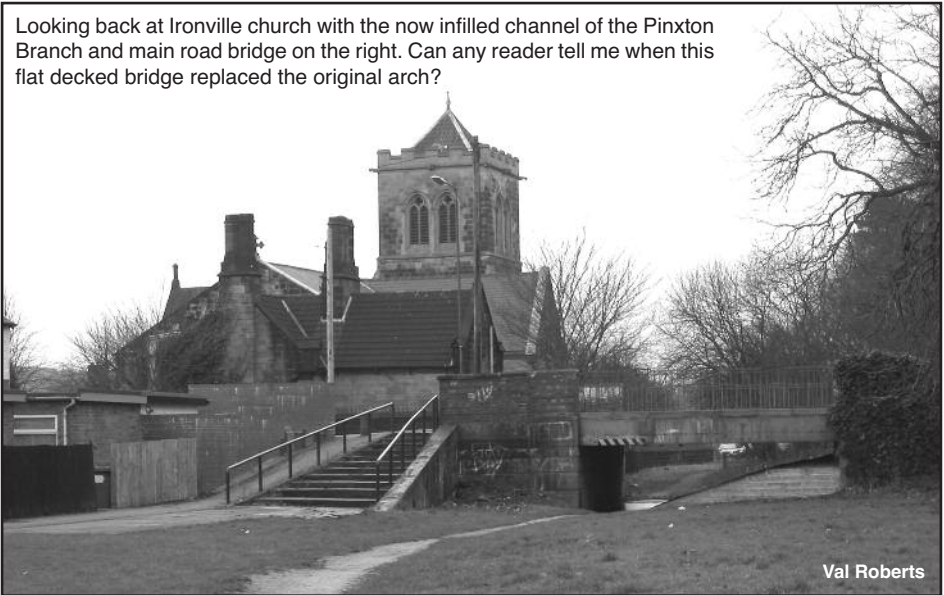
The Pinxton Branch

This is two miles long and characterized by being without locks and on the same level as the upper part of the Cromford Canal. It is wide, and has a good towpath throughout its length, with the exception of the last furlong at its termination.

The Branch makes open confluence with the main line at Ironville, but stop planks



Looking back at Ironville church with the now infilled channel of the Pinxton Branch and main road bridge on the right. Can any reader tell me when this flat decked bridge replaced the original arch?



Val Roberts

positioned in No.1 bridge hole effectively prevent water entering the branch, which for most of its length has been de-watered. No.1 Cross-over bridge provides for continuity of towpath on the main line of the canal. After skirting Ironville church and passing under a main road bridge the branch leads in a northeast direction towards Pinxton. Just beyond the 5th overbridge a controlled run-off (with the paddle permanently open) drains the branch via a stream into the River Erewash, thus keeping this section effectively de-watered. Even where it was in water the average depth was not more than 1 foot. Between Nos. 7 and 8 bridges, what was once probably a fine turning basin has now been turned into a “pond” by the construction of a crude concrete retaining wall, thus providing a storage of water just behind a works, notwithstanding the de-watered navigation channel!

Just beyond the A613 main road overbridge the Riddings Works of the East Midlands Gas Board and the Riddings Works of the Stanton Ironworks Company Ltd occupy fine positions on the north bank of the canal. Just east of the L.M. Region Railway bridge (No. 9, Pye Bridge), the north bank presents a scene of satanic industrial dereliction where a chemical works has large ground stocks of spent purifying materials (rich in iron sulphides) stacked in the open near the canal. Much of the surface drainage from these heaps flows into the de-watered canal, resulting in an offensive, revolting and polluted quagmire in which no living creature could hope to survive for long.

From No. 9 Railway Bridge the canal curves in a northeast direction towards Pinxton, but about 250 yards from the bridge the navigation is effectively blocked by a soundly constructed dam carrying a road (almost at normal water level) which leads into the chemical works. The dam appears to be some 20 or more years old (built, almost certainly, before the canal was formally closed to navigation), and right alongside and above it stands as a mute, infallible witness the beautiful No. 10 accommodation overbridge providing the required access and full statutory headroom. Some 400 yds. further is a derelict but well constructed short arm extending for about 100 yds. in a northwest direction. In addition to providing berthing facilities alongside stone-edged wharves this arm was probably used as a turning basin for full length working boats.



Opposite, the southeast bank and towpath have been deliberately cut away (and planked over) to form an open ditch which connects with the nearby River Erewash, thus effectively de-watering this section of the canal. A little further on are the remains of footings and pillars which once carried a mineral line of the G N Railway over the canal.

The last furlong of the towpath behind the Boat Inn is quite overgrown with weed and many cottages which stood here have now been demolished “because of flooding”. We were informed that flooding occurred after the top section of the branch was neglected. We realised that this canal – like all others which are allowed to function properly – is a valuable additional drainage channel and when the channel is deliberately allowed to become choked it cannot help with drainage, so that flooding may well occur. The terminal of the Pinxton Branch of the Cromford Canal can be seen from the road bridge near Pinxton Station, but there is little evidence of a turning basin.

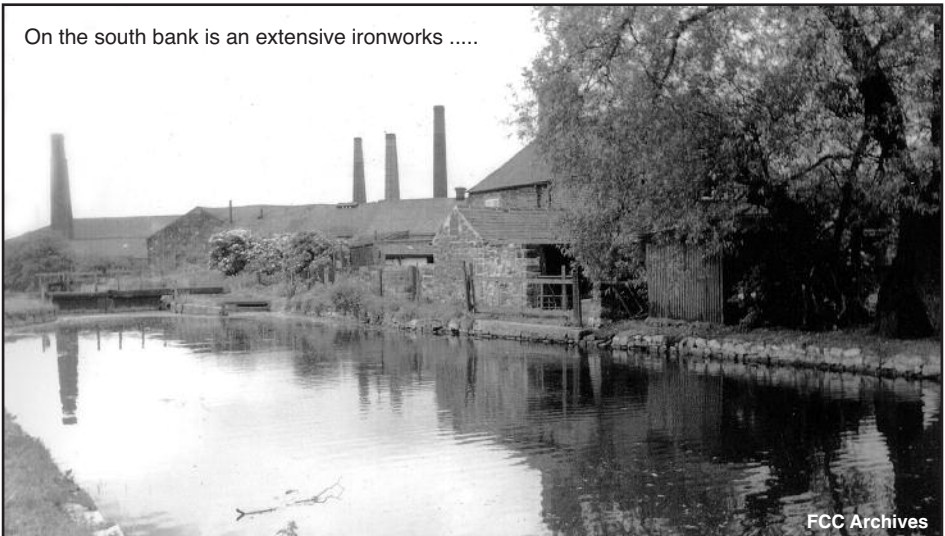
Boundaries along this branch at points liable to be in dispute are in most cases clearly indicated by cast-iron markers bearing “M.R.” (presumably for Midland Railway).

5th and last stage By L.E. Watson

The days were noticeably closing in when we met at the junction of the Pinxton Branch near Ironville. There were many fishermen about, especially on the lake just upstream of the branch.

After such a remarkable stretch completely without locks (all the way from Cromford to the Pinxton Branch junction) it was mildly surprising to find almost immediately that the canal descends through 7 locks in the space of about half a mile. And what fine locks they are – each chamber measuring 36 yds, by 5 yds. wide, and between each set of locks is a good pound giving good local storage. On the south bank is an extensive ironworks, which no doubt was ably served by the canal. In one pound was an ice-breaker similar to the one we saw at Ambergate, but this was clearly marked “L.M.S.Rly.” Just below this group of locks is a Toll House [*actually Section Inspector's house*], with good storage space and workshop attached. On a notice board we read, “All persons found trespassing on foot or horseback on the banks of the Cromford Canal or leaving horses or

On the south bank is an extensive ironworks



FCC Archives

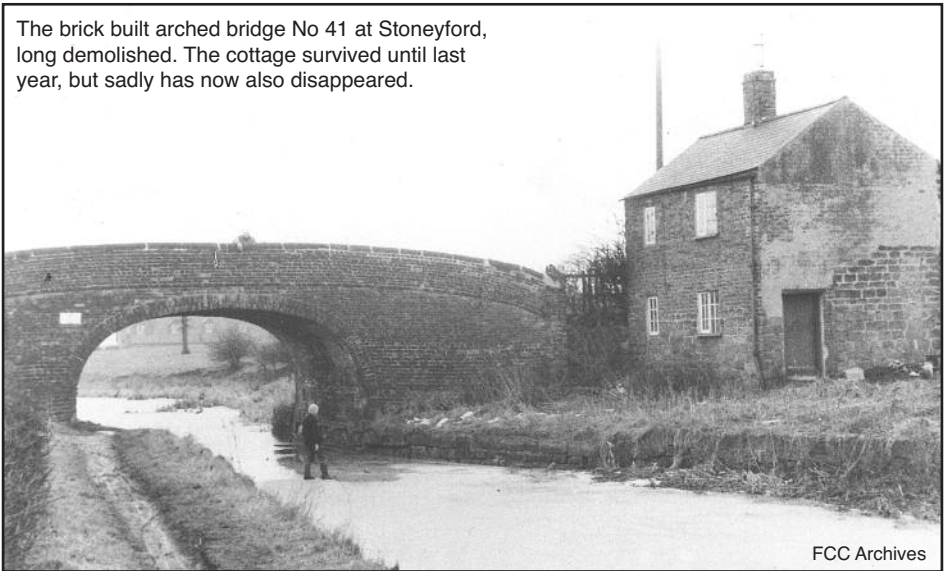


cattle to graze thereon or fishing in the canal will be prosecuted under the Act of Parliament regulating the said canal". [*This is now preserved in the pump house at Langley Mill*]. A little further on there is a small stone bridge over a sluice or overflow. Here too is evidence of a branch leading to what had been a large basin and after some conjecture it was decided that here, at one time, had been a wharf of some size. [*Indeed: Portland Basin and Wharf*] On this stretch we found several serious obstructions, not least of which is a weir built across the whole width of the canal, seemingly to get a head of water. [*Put in by the Butterley Co to ensure water supply to Codnor Park Forge*]. This is particularly deplorable because here the canal has fine wide, straight stretches.

The cut then proceeds through pleasant woodlands and soon we came to the eighth lock, of unusually generous proportions, with gates recessed into the walls so that two barges could easily be accommodated side by side. [*Not sure what is meant here; I understood that all locks were the same size taking a single wide boat or two narrow boats.*] Just below Codnor Park Wharf is a new and most serious obstruction, created by the deliberate 'collapsing' of an accommodation bridge into the bed of the canal [*Presumably Bridge 40*]. We saw two 24" diameter pipes being concreted into the bed of the canal, having been conveniently placed there before the bridge 'collapsed'! Then, we were told, the accommodation track would cross the navigation at bank level instead of at the required, statutory height. [*They seem to be under the impression that there was still a Right of Navigation; in fact all but the bottom half mile were officially abandoned in 1944*]. At this point about an 18" depth of water was maintained.

Lock 9 has a pair of gates missing, but the lock chamber is in good condition, and there is a pound about 40 ft. wide. Near here we found another bridge following the

The brick built arched bridge No 41 at Stoneyford, long demolished. The cottage survived until last year, but sadly has now also disappeared.



pattern of the attractive stone horseshoe style which we admired further up the canal, but this one is built in brick [*Stoneyford Bridge 41*]. The pound between locks 10 and 11 is heavily silted. and thickly weeded. But just below here is an interesting cross-over bridge [*Bridge 42*], and the channel continues fine and wide until it crosses the River Erewash near



Brinsley. Two more locks, and the railway running alongside, and here we find a colliery loading wharf, where the canal is seriously blocked by colliery washings.

The depressing sight of this succession of illegal obstructions was being heightened by approaching dusk as we neared the end of our journey. Rounding a bend we came in sight of a brick-built Canal House and



...we find a colliery loading wharf...

Office, which could make a most attractive picture if a serious attempt were made to maintain our heritage in a worthy condition. On the left is the junction with the Nottingham Canal – now, alas, unused. Ahead, the wide bridge carrying the A608 spans the termination of the Cromford Canal, where it joins the Erewash Section of the Grand Union Canal.



'Canal House and Office'- Lock cottage and Cromford Canal Toll Office by Langley Bridge Lock

What a busy spot this must have been – and should be again – the marvellous, wide junction of three famous canals, the Cromford, the Grand Union and the Nottingham Canals. Yet, unfortunately for the lives and pockets of our citizens, the junction lay silent, sad, and deserted.

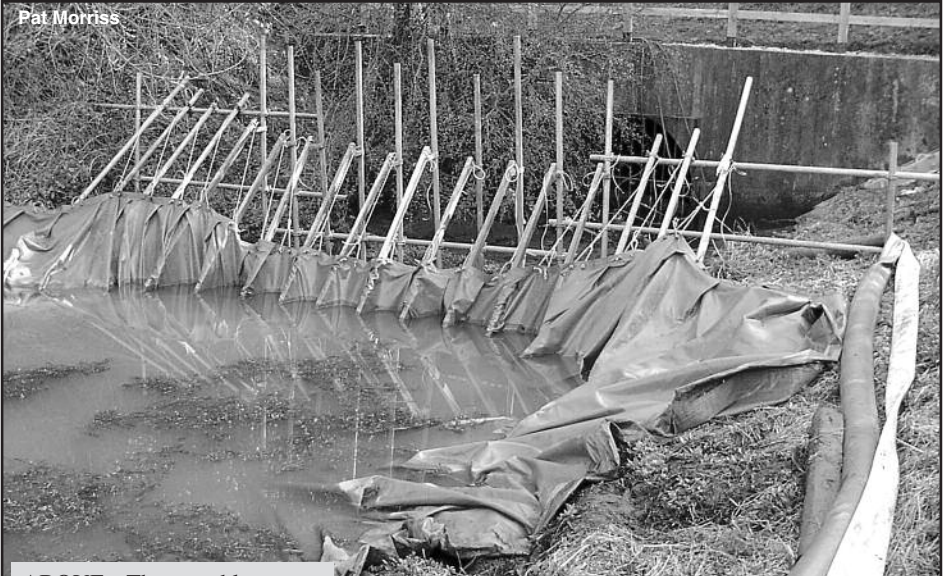
We walked up, apprehensively, to the road bridge, to stand watching the endless stream of traffic hurtling along in both directions – massive, heavily loaded juggernauts thundering remorselessly by, shaking the wide bridge spanning the peaceful waterways below. *[What would they have thought fifty years later!? - Ed]*. We waited fearfully, not daring to cross the road, our lungs filled with poisonous exhaust fumes, our ears assailed by the hideous roar of engines, and we turned for a last glance along the towpath of the lovely, peaceful waterway, the Cromford Canal.



BRITISH WATERWAYS INVESTIGATION IN BUTTERLEY TUNNEL

by Hugh Potter

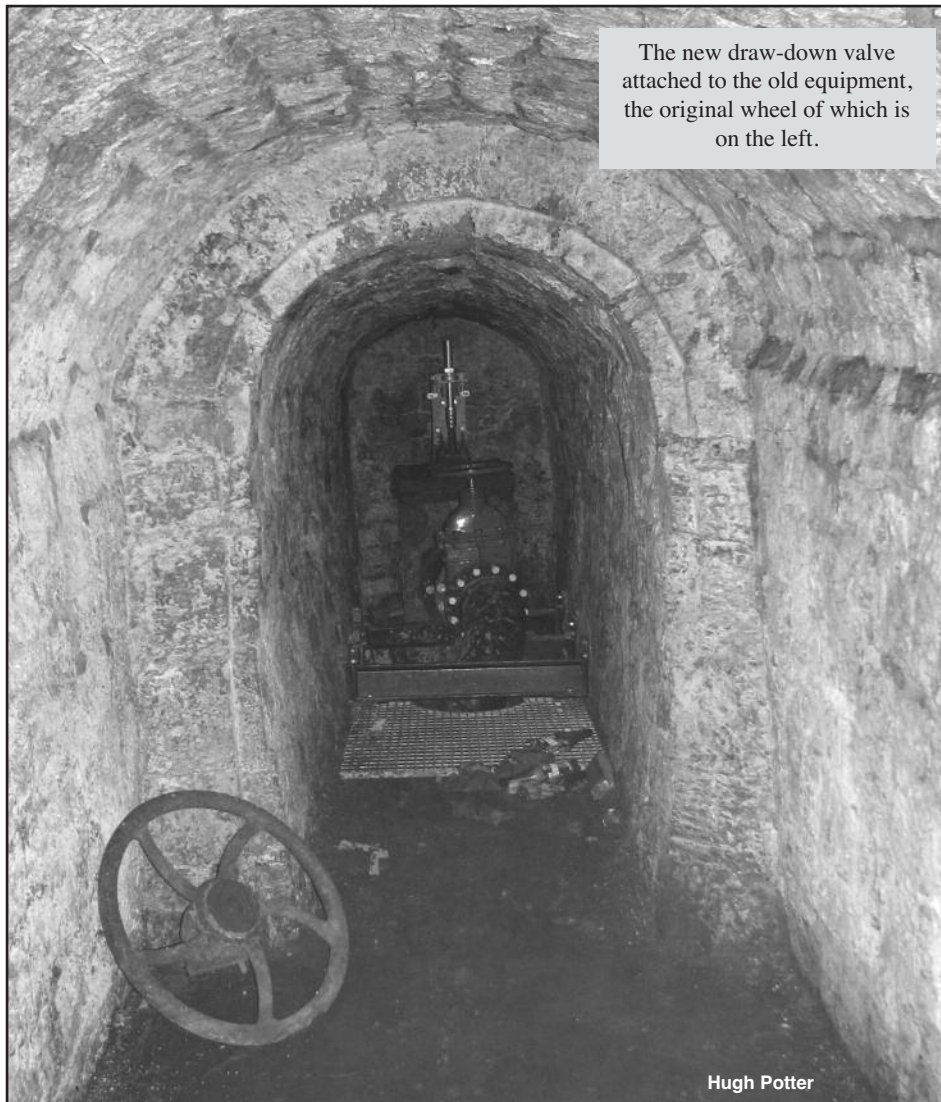
Anyone who visited the western end of Butterley Tunnel in early April might have wondered just what was going on. A temporary stank had been built using scaffolding and waterproof sheeting and the tunnel pumped out. FCC contacted British Waterways to find out what was happening. This resulted in a site visit, attended by John Boucher, Pat Morriss, Peter Stone and Hugh Potter, when BW's Newark-based Project Manager Richard Leigh explained the work that had been carried out.



ABOVE: The portable canvas stank fitted across the canal adjacent to the western portal. These stanks are surprisingly effective and enabled the tunnel to be pumped out to allow access to the draw-down valve.

RIGHT: The two remotely driven hydraulic pumps. This view also shows what passes for the western tunnel portal nowadays. This has been reduced to a concrete tube since the A38 was built, effectively lengthening the tunnel here for the second time in its history.

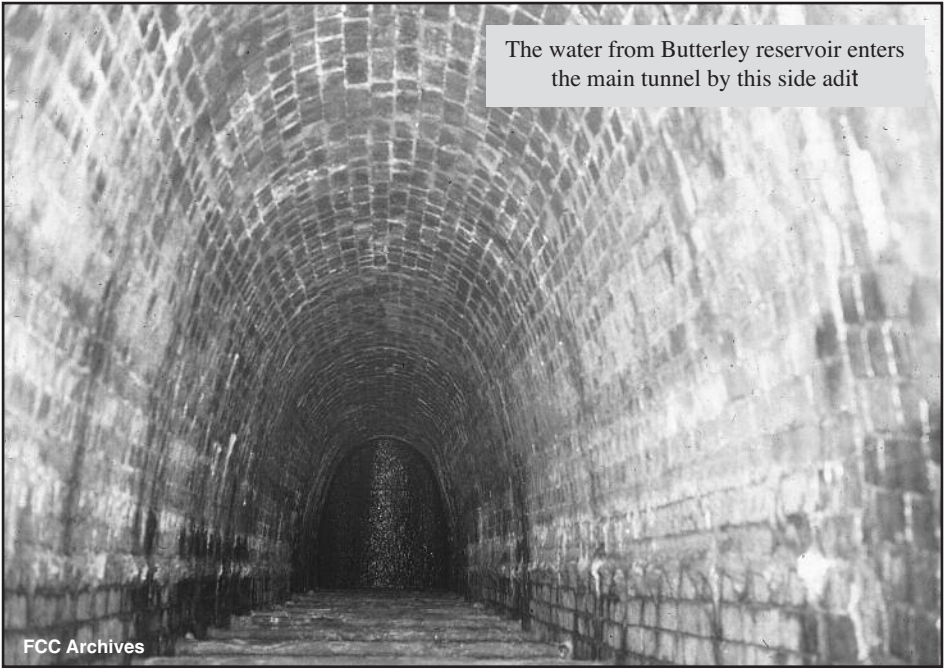




Hugh Potter

A recent statutory inspection by the independent Reservoir Engineer had noted that the old draw-down valve, which fed the water into Butterley Tunnel from Butterley Reservoir which is directly above, was no longer operable, and recommended making this safe by completely grouting up the outlet. This would have meant that there would be no future possibility to feed the water into the canal. British Waterways' alternative solution was to force open the old valve then seal it with a new one that would enable water to be let into the canal in future, as shown above.

Additional work had been carried out using a hoist to gain access from the first airshaft, rather than the longer route from the west portal. Debris deposited down the airshaft by local vandals had to be removed by the hoist before access to the outlet of the



draw-down shaft was possible. It was necessary to show that if water was let down in an emergency then it could escape through the tunnel's western portal. The condition of the short length of tunnel actually beneath the reservoir was also checked. Following completion of this work a new grill was fitted to the airshaft with a finer mesh to prevent more material being deposited into the tunnel.

Once all the work was completed, the stank was removed, but its legacy is a smart new set of steps, shown on the right, leading down to the previously inaccessible portal.

The main overflow weir is at the north end of the reservoir dam and some further work is planned there, which will involve the closure of the footpath, to improve the reservoir banking and the stream into which it overflows.





ARCHIVIST'S NOTES

An update from Hugh Potter

I thought spring and summer would be a quiet time for the Archives but it seems not!

- In May, local postcard collector Tony Holmes very kindly offered me scans of all his cards of the canal. There are some interesting new ones amongst some old friends.

- FCC has been invited by the John King Museum (Victoria Road, Pinxton) to put up a display of photographs. This small museum, dedicated to the local man who invented the life-saving mine cage safety detaching hook, is well worth a visit. It is open March to November 2pm to 4.30pm Sundays only.

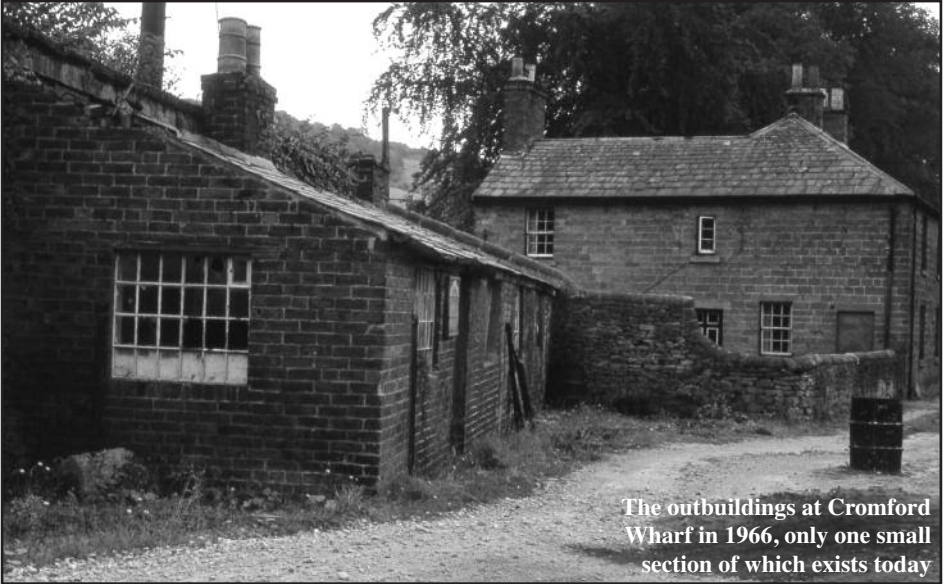
- In co-operation with the Silk Mill at Derby (aka Derby Industrial Museum, and again well worth a visit - see also page 24), I have scanned sixty colour transparencies of the Cromford Canal from its collection taken in the 1950s and 1960s by industrial archaeologist Frank Nixon. These are to be listed on the Picture the Past website (www.picturethepast.org.uk) from where prints can be ordered. I have been kindly allowed to reproduce a selection of these. See below and opposite. All pictures from the Frank Nixon Collection, courtesy of Derby Museums and Art Gallery

A rare view of Pye Bridge acid works north of Midland Railway Bridge No. 9 on the Pinxton Branch on Aug 22nd 1965, not long before this section was infilled. This area was recently opencast, and FCC has planning permission to reinstate the canal, in a rather more scenic form than it was 45 years ago!

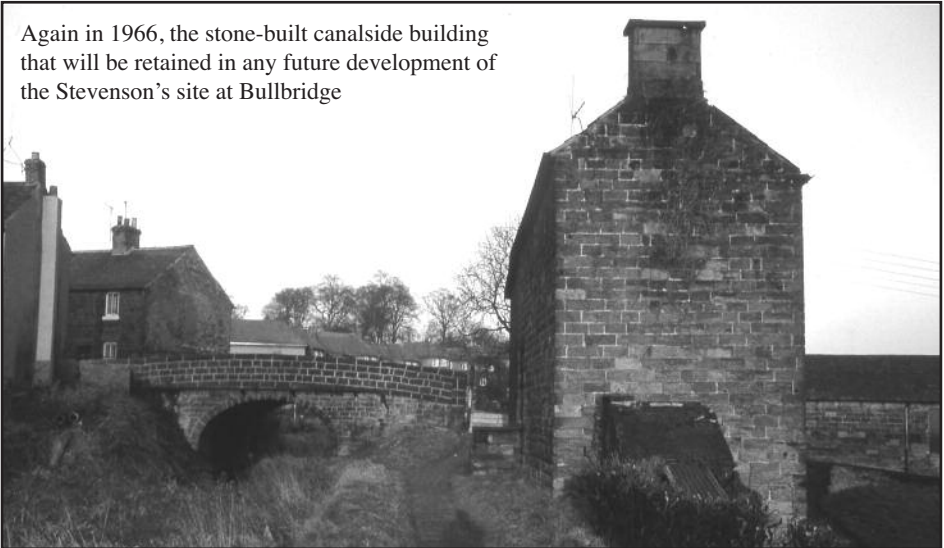


The junction bridge at Ironville in 1965, when the canal here was still intact. This scene was changed in the 1980s when British Waterways undertook 'reservoir safety work'.





The outbuildings at Cromford Wharf in 1966, only one small section of which exists today



Again in 1966, the stone-built canalside building that will be retained in any future development of the Stevenson's site at Bullbridge

• Then came a surprise phone call from Dave Mitchell at Scarthin Books of Cromford to say that he had been given a small number of documents from the late John Heath to pass on to FCC. Also that he had purchased a book of Cromford Canal permits and a volume of the very rare Trent Navigation Tables for resale. He kindly allowed me to photograph these so that I can add the information that they contain to our already extensive database of traffic and boats using the canal. Our grateful thanks to Dave, and an unhesitating recommendation to visit Scarthin Books' delightfully quirky shop should you be looking for either new or second-hand books – or just a decent cup of coffee!



THE MIDLAND RAILWAY STUDY CENTRE

by Andrew Surry

Publicity Officer, Midland Railway Society

It might seem strange to advertise a centre devoted to railways in a newsletter devoted to canals. But the connection is of course that the Midland Railway owned the Cromford Canal from 1871 to 1923.

The Midland Railway Study Centre is the result of a partnership between the Derby Museums and Art Gallery, the Roy F. Burrows Midland Collection Trust, and The Midland Railway Society. It houses the largest collection of artefacts and documents relating to the Midland Railway. These range from signalling equipment to signs, to timetables, share certificates, office circulars, contractors and land agent plans, carriage, wagon and engine drawings.

With regards to the Cromford Canal, the Study Centre has the following:

- Statements of accounts from 1789 to 26th May 1852 (ref. 13342).
- Large file of canal correspondence from 1886 to 1895 (ref. 10400). These deal with land and water extract disputes, drawings of Pinxton Wharf, Pye Bridge and Codnor Park (scale: 3.156 chains to the inch). There are extracts from earlier ledgers and schedules of land holdings, as well as newspaper cuttings relating to the closure of Butterley Tunnel.
 - Framed lithograph of Bull Bridge by Samuel Russell (ref. 10816). The engraving was paid for by the North Midland Railway architect Francis Thompson, as the railway company refused to contribute!
 - Picture of above (ref. 60017). Copies of this can be requested for a small fee.
 - Framed map of the canal in 1789 (ref. 11422).
 - Framed photograph of barge [*sic - Ed*] being propelled through the east portal of Butterley tunnel (ref. 11424).
 - Cromford Canal poster from Midland days warning members of the public not to damage the canal (ref. 12560).

There are also railway records in which the canal features:

- Photographs of Cromford goods shed by the canal (ref. 63153 & 63154 – copies can be requested for a small fee).
- Land agent plans c. 1900 of line from Ambergate to Pye Bridge and Pinxton (ref. 11023).
 - Draft survey of the proposed Manchester, Buxton, Matlock & Midlands Junction Railway bill of 1847, which ran alongside the canal from Ambergate to Cromford (ref. 1997-5/696 & 1997-5/791).
 - Drawing of Ambergate Junction showing George Stephenson's lime kilns and the canal, from the period 1849-1863 (ref. 1971.384/268).
 - Parliamentary Plans for new water mains at Whatstandwell (ref. 1997-5/81).
 - Estate plans for Buckland Hollow (ref. 1971.384/231).

If any of the above is of interest, the Study Centre is housed in the Derby Museum of Industry and History at the Silk Mill, Derby (worth a visit in its own right). The Study Centre is free of charge but an appointment has to be made. This is easiest done via the web site which has all the contact details:

www.midlandrailwaystudycentre.org.uk

Postal enquiries can be at:
Midland Railway Study Centre
PO Box 7123, Derby, DE65 9AP



PLODGE NO MORE!

by Hugh Potter

Those of you who are in the habit of walking the towpath between Bullbridge Hill Bridge and the house built on the bed of the canal will know that this length has been very muddy for some years. This is a good demonstration of the fact that lengths of canal cannot simply be filled in without any thought of the consequences. Drainage is an important function of canals which is easily overlooked. This short length is now isolated but various drains still discharge into it and the water has nowhere to go. The level therefore builds up and floods the towpath.

However, it seems that it has paid to complain in this case because, although the towpath here has been officially closed for some time, Derbyshire County Council have at last resolved the problem. This length of towpath has been completely resurfaced with stone, although the fence closing off the path is still in place. Drainage pipes have been put in under the path to carry the excess water from the canal, but this means that the former Stevenson's car park is still prone to flooding. Of course, when the canal is restored, the water will remain in its rightful place and the problem will disappear...



LEFT: The former swampy conditions on the towpath.

BOTTOM LEFT: The path once again a pleasant walk with a new stone surface.

BELOW: Drainage pipes have been laid under the path, but must still discharge across the former Stevenson's car park.



All Photos: Hugh Potter



MEMBERSHIP MATTERS

from Yvonne Shattower



It's been a busy three months for Membership, with a total of thirty one new members, to whom we extend a warm welcome, see below. Thanks for some of these must go to Eric and Beryl Singleton, who did sterling work on recruitment at Brinsley Carnival – thank you, Eric and Beryl.

It's been good to get back to our regular Member's meetings at Ironville, I think we have enjoyed a variety of interesting and informative talks, one of which set me off on a Cornish family link with Derbyshire and Nottinghamshire. It's not just Canals that you learn about with the Friends!

Unfortunately, Wendy Freer, who was to speak to us in October, is unable to fulfil the booking, (she had booked us in on the wrong day); instead we look forward to another talk by our Chairman Patrick Morriss, who has agreed to stand in. See page 11 for details of all members meetings for the remainder of the year. It won't be long before we are looking at the programme for next year, so if you know of any good speakers, please let us know. Also, if there are any topics you would like to hear about, we will try and find a speaker for you.

It won't be long now before we are at Ratcliffe-on-Soar for the National Waterways Festival, please do try and get to see it, I'm sure it will be worth while, we would love to see you there and have a chat, whether you have come by car, train, boat or even by plane! The festival site this year is readily accessible by all forms of transport. More details on page 12. See also the enclosed leaflet.

We give a warm welcome to the following new members who have joined us since the last edition of 'The Portal'

Mr & Mrs G Smith, Belper
Mr & Mrs D T Ward, Belper
Mr C J Coleman, Alfreton
Mr A Woods, Heanor
Miss A N Taylor, Matlock
Mr & Mrs R Perkins, Ripley
Miss M Williamson, Nottingham
Mr D Wilson, Nottingham
Mr & Mrs R A Ball, Nottingham
Mr P Stanton, Belper
Mr D Bishop, Ambergate

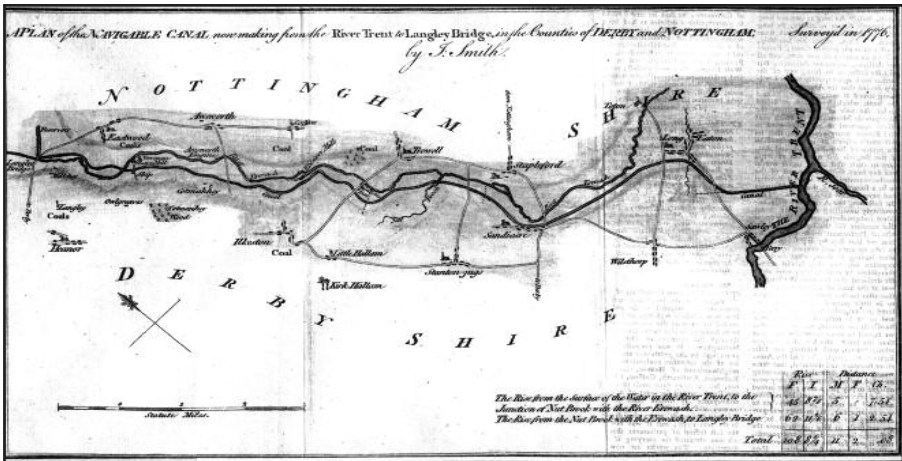
Ms C Knight, Nottingham (Life Member)
Mr & Mrs K M Greasley, Ripley
Mrs E Fellowes, Alfreton
Mrs E M Scott, Matlock
Mr A Morhulec & Miss K Jowett, Alfreton
Mr D Haworth, Belper
Ms A Smith, Nottingham
Mr S Kirby, Nottingham
Mr & Mrs A J Beswick, Ripley
Mr A Minshull, Alfreton



THE EREWASH CANAL, EBAY AND THE CROMFORD'S SEARCH FOR FUNDS

by Patrick Morris

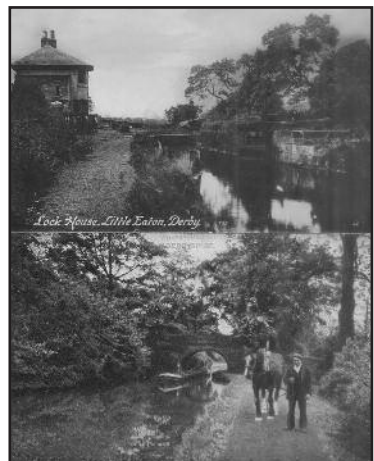
Sometime ago I registered the FCC as an ebay charity so that items could be sold on ebay and a percentage or all of the sale proceeds could be donated to the FCC. That is about as far as I took it. The FCC has now received an original map of the Erewash Canal as a very kind donation from the executors of a deceased enthusiast, for which the FCC are very grateful. It was agreed that the FCC may use this to generate income. It is proposed that facsimiles of this map will be offered for sale at future events. However, at a recent committee meeting it was decided to offer the original for sale. I suggested selling it on ebay with a suitable reserve but not during the traditional holiday period when ebay can be a bit 'slack'. This item will be placed on ebay for sale on Thursday 3rd September 2009 along with a postcard of the Cromford Canal and one of the Derby Canal from my own collection, unless outstanding offers are received beforehand. Needless to say 100% of the ebay proceeds will benefit the FCC and its ongoing campaign.



The map (shown above) is landscape foolscap in colour with a distance table in the bottom right hand corner and shows the route from Langley Bridge to the River Trent surveyed in 1776 drawn by F Smith. The title is "A plan of the navigable canal now making from the River Trent to Langley Bridge in the counties of Derby and Nottingham"

The two postcards (right) are both printed not photographic. One shows a laden narrow boat at Whatstandwell printed in colour and the other shows the Little Eaton lock on the Derby Canal in monochrome, which was very near the current site of Lidl's on Sir Frank Whittle Way, Derby.

Anyone wishing to view ebay's charity policy can follow the links from ebay's home page.





CANAL-WARE PAINTING WORKSHOPS AT THE GOTHIC WAREHOUSE, CROMFORD

Traditional painter Katherine Webster will be holding painting workshops at the Gothic Warehouse, Cromford Canal Wharf during August, September and October, dates to be confirmed (sessions will be on Saturdays/Sundays).

Come and learn to paint traditional roses & castles (see below), rope work and lettering - it's easier than you think! Painting materials are supplied, so bring your own small piece to paint (teapot, kettle, can) or I can provide buckets and wooden name signs at cost. Price per person £43 for a 10am-4pm session.

Contact me : e-mail k.2web@rocketmail.com Telephone 07970 476293

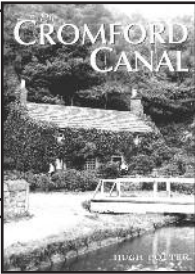


HAVE YOU GOT A MINUTE?

Jan Columbo and Meg Tarlton, who have been doing an excellent job as minutes secretaries at our committee meetings for the last three years, have decided to stand down for a well earned rest in November. We are therefore looking for one or two people to take on this important task. The job involves taking the minutes at the monthly meetings, typing them up and emailing them to the committee members. It is not too onerous for anyone who is computer literate with reasonable writing skills. Our committee meetings are quite pleasant social occasions and you will also be able to keep your finger on the pulse of the FCC! If this appeals to you, please get in touch with any committee member.

Friends of the Cromford Canal - A selection of the items for sale

Available by post from the Sales Address



The Cromford Canal

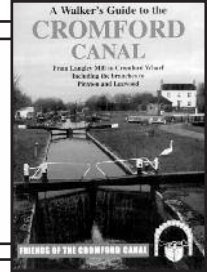
by Hugh Potter **£12.99** plus £1.85 p&p

This 128 page, softback book contains many rare and historical photographs of our canal, with extended captions giving much well researched information

A Walker's Guide to the Cromford Canal

by Mike Harrison & Val Roberts **£3.50** plus 80p p&p

This 36 page booklet follows the route of the canal, including the branches, and guides the walker around the sections which are presently missing



The Cromford Canal
Portal to Portal



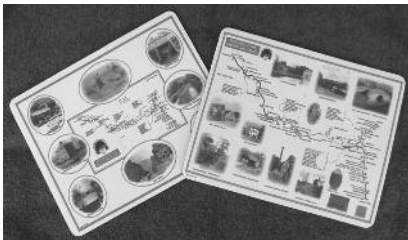
A Short History of the Butterley Tunnel
Des Greenwood

Portal to Portal

a short history of the Butterley Tunnel

by Des Greenwood. **£6.50** plus £1.85 p&p

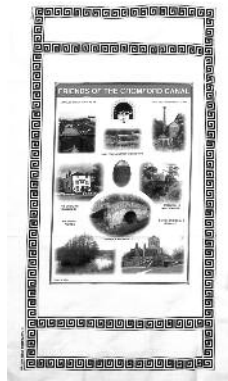
This 49 page softback booklet contains rare photographs of the tunnel interior and the unique loading wharf from the Butterley Works to boats waiting below



Mouse Mats

Available in various designs
all in full colour

£4.50 plus £1.50 p&p



Tea Towels

Various designs
in full colour
vertical or
horizontal

£5.00
plus 80P p&p

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