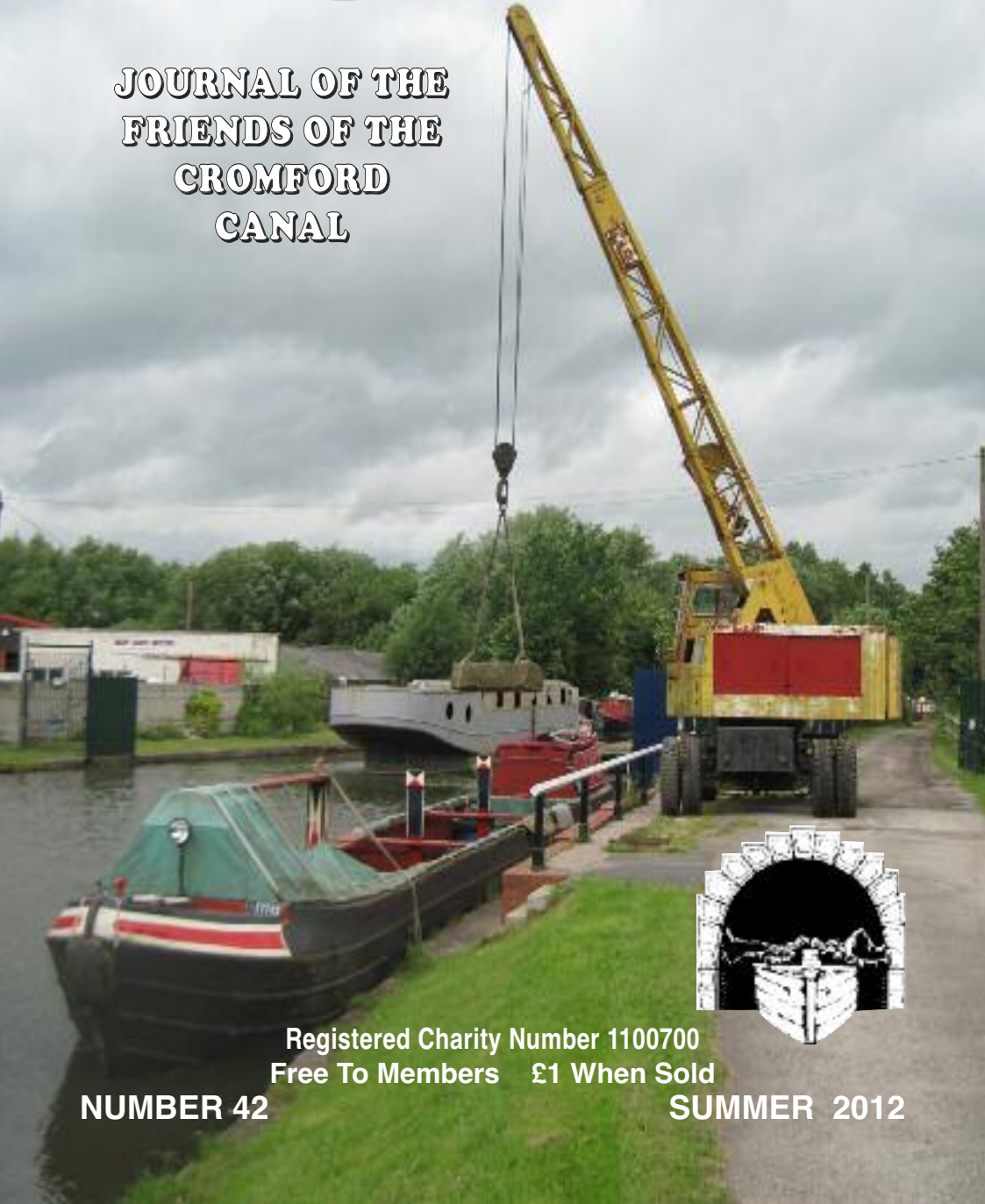


THE PORTAL

**JOURNAL OF THE
FRIENDS OF THE
CROMFORD
CANAL**



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FRONT COVER: Unloading coping stones from narrow boat *Bath* with the boatyard crane at Langley Mill. These have been brought from Shardlow for storage. They could even be used on the Cromford Canal in the future!

Photo: Editor

BACK COVER (TOP): The east portal of Buckland Hollow Tunnel. The rock face of the cutting is becoming unstable. Towpath walkers should beware of falling rocks.

Photo: Hugh Potter

BACK COVER (BOTTOM): A fine new signpost has appeared at the junction with the Leawood Arm. Meanwhile the cottage continues to fall into ruin and is becoming almost lost in the undergrowth.

Photo: Hugh Potter

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.42

Val and I have been away boating since the last issue of *Portal*, something we have not managed for quite a while. Our trip included the Droitwich, Rochdale and Huddersfield Narrow Canals. All of these have been restored and re-opened from a totally derelict and apparently hopeless condition at least as serious as the present state of the Cromford. The experience of being able to boat along these fine waterways has helped to reassure me that the Cromford campaign is very worthwhile and the end result will be worth all the effort.

Talking of effort, we seem to be a bit lacking in that department in the FCC at the moment. You will read elsewhere in this issue appeals from Dave Tinkler and George Rogers for support at Work Parties and from Hugh Potter for the Discovery Weekend at Cromford. It is vitally important that members give their support to these things if we are to succeed. There is a limit to what the committee themselves can achieve. We need more support from some of our 800 members!

Having said a that, there are of course exceptions. It is the old story of the work being done by a few people. Eric and Beryl Singleton for example, continue to do fine work in the sales department with occasional assistance from others. Mike and Val Kelley took the sales stall to Belper River Gardens and Jan Colombo and Meg Tarlton did the job at an Ironville meeting when Eric and Beryl were away. Thanks folks.

As I mentioned last time, the really big project which will need the support, both financial and practical, of members is the proposed introduction of a passenger boat to operate from Cromford Wharf. May I add my voice to the appeal which you will read in the centre pages and the chairman's notes as well as the flyer asking for donations. Once the Derbyshire County Council financed dredging of the Cromford to High Peak Junction section of the Canal is completed, we need to be in a position to take advantage of the great potential which a trip boat has to offer. This will need a serious commitment which I hope we (and by that I mean the whole of the FCC membership) can provide.

On the subject of commitment, I must mention one of our founder members. John Baylis has been around the waterway scene for many years and has been involved with a great many of the restoration campaigns. He led the Inland Waterways Association's Navigation Committee for over 10 years, was a deputy chairman of IWA, chairman of IWA's East Midlands Region and a director of Waterway Recovery Group for 30 years. He attends more waterway meetings over a wider area than anyone else I know. He also gives a great deal of time to practical waterway restoration work. For all this he has been awarded the British Empire Medal in the Queen's Birthday Honours. Congratulations John!

The press date for the Autumn 2012 issue will be October 15th.



CHAIRMAN'S NOTES

by Patrick Morriss



I have to admit that for the last few weeks I have been very, very busy with my job and commitments in my personal life that has reduced the amount of time I have been able to devote to the FCC. At times like these you learn to appreciate just how useful a BlackBerry is when out and about. I have only just come back off a fortnight's holiday and I used the BlackBerry in Greece as well, to the consternation of those around me who said I should be relaxing away from it all! So my apologies now for this rather short Chairman's Chat, having been away on holiday and missing two committee meetings I have to get up to speed with all that is going on involving the Cromford Canal!

The next meeting of the Cromford Canal Partnership (5th July 2012) will have taken place by the time you all read this. Members of the Partnership hope to be introduced to the newly appointed Derbyshire County Council (DCC) Canals Officer. It is noteworthy that DCC invited the Friends of Cromford Canal personnel to meet the candidates on the interview day, and the FCC were only too pleased to take advantage of that offer, many thanks and all credit to DCC for facilitating that meeting and to Mike Kelley and Steve Mulholland for giving up a full day to show the flag. An early priority for the FCC will be being involved in setting some of the targets for this individual and getting the maximum benefit from DCC's generous provision of this resource.

One such task will be to build on the Scoping Study undertaken by W S Atkins that was received by the Partnership at their previous meeting. It is essential to view the canal – to use management jargon – 'holistically'. For too long various individuals and bodies have only considered segments of canal in their thinking. What we need is 'joined up' thinking that considers the canal as a whole.

I have attended several meetings to consider the issue and scope of the dredging between Cromford Wharf and Leewood Pumphouse that is planned to take place during the winter of 2012/2013. You will see elsewhere in this issue articles asking for help in providing, renovating/updating and running a trip boat between Cromford and High Peak Junction. If I and others involved had £5 for every time we had been asked "When is the boat returning to Cromford", we would probably have enough money to buy a boat! Let no one be under any false impression on this subject, a trip boat at Cromford will be immensely popular, provide an alternative method of enjoying this section of the canal and be a valuable addition to the sterling work that the Arkwright Society have planned for Cromford Mill and the Derwent Valley Mills World Heritage Site in general.

Elsewhere in the wider waterway scheme of things, British Waterways has ceased to exist; the Canal and River Trust is now the guardian of the nation's waterways. It is too early to tell what the consequences of this reorganisation will be for the future of canal restoration in general and for the Cromford Canal in particular, but the signs are promising that the UK canal network will suffer less interference from party politics which of course always runs the risk of cuts in funding and uncertainties regarding future funding.



FCC NEWS UPDATE - so what *is* happening

from Mike Kelley



We are heading to a critical time for our organisation, as you will see elsewhere in this magazine, which has only come about due to the hard work of your committee.

- **Wednesday 14th March** - A party of committee members went to look over the narrow boat we are hoping to purchase for our own trip boat.
- **Saturday 31st March & Sunday 1st April** - A work party down at Jacksdale. Warren Searle, who has been helping as organiser, said on 'Facebook', 'Many thanks to all that have given up their weekends to the Cromford Canal. Logs and brash are now clear of the winding point and this weekend has been spent removing roots and stacking of logs for the wildlife to make use of. The winding point has been the topic for a lot of conversation by passers-by and it's been nice to hear a number of stories from the locals regarding this stretch. Makes all the hard work worthwhile. Well done all.'
- **Monday 9th April** - Monthly committee meeting at the Poet & Castle, Codnor.
- **Monday 16th April** - Our 10th AGM, held at Ironville Church Hall. A large attendance heard our Chairman, Pat Morriss, review the year and the plans ahead. This was followed with a talk by Hugh Potter.
- **Saturday 5th May** - Our sales team had their stall at the Heanor Community fair.
- **Monday 14th May** - Monthly committee meeting at Poet & Castle, Codnor.
- **Monday 21st May** - Speaker Joan Ward gave us an interesting talk at Ironville Church Hall on the subject of, 'Notable & Notorious Women of Derbyshire'. The mind boggles!
- **Weekends 26th/27th May and 9th/10th June** - Here we have to report a failure! These dates were planned to work on the historic 'narrows' at Sawmills; a work which is in progress. Unfortunately we could not get a sufficient number of volunteers to carry this out. Where were you?
- **Jubilee Weekend, Saturday 2nd & Sunday 3rd June** - After months of planning the FCC had sales stands at two main events, but the weather was so bad, few people turned up to see it. Eric and Beryl Singleton went to Jacksdale both days and Mike & Val Kelley went to the Belper River Gardens events.
- **Monday 11th June** - A change in venue for the monthly committee meeting, this time at the Horse & Jockey, Selston.
- **Friday 15th June** - This evening I led a group of East Midland Inland Waterways Association members looking at 200 years of history, from Cromford Wharf to High Peak Junction.
- **Monday 18th June** - Myself and Steve Mulholland were invited to meet the candidates for the new Waterways Officer which Derbyshire County Council is funding.



- **Monday 18th June** - Speaker David Bell gave us an interesting talk at Ironville Church Hall on the subject of 'Derbyshire Ghosts & Legends'.
- **Saturday 23rd & Sunday 24th June** - A summer Work Party, near High Peak Junction, working with DCC.
- **Sunday 1st July** - The Sales Team attended Codnor Fete after the weekend booked on the Chesterfield Canal at Staveley had to be cancelled due to lack of a towing vehicle.
- **March - June** - During this time I gave talks about the Cromford Canal to:- Melbourne Inner Wheel Club - Mansfield Woodhouse Home Circle - Unity Church, Derby - Quarndon Women's Institute - Pinxton Men's Society - Probus Club, Melbourne and West Ashfield Rotary Club. David Ratner kindly assisted me in setting up my equipment at most of these events. David also delivered his first FCC talk to the Inner Wheel Club, Matlock.

MEMBERS' SOCIAL MEETINGS 2012

The Friends of the Cromford Canal welcome everyone to their Social Meetings, held on the **Third Monday of the Month at Ironville Church Hall at 7.30pm.**

The following are scheduled between now and the autumn.

There are no meetings in July or August, but the programme will then be restarting.

There is a bar and raffle available at all meetings. Admission is £1.50.

- **September 17th** - SAINT PANCRAS - Nigel Lowey. See below.
- **October 15th** - 1811 AND ALL THAT: 200 YEARS ON THE CROMFORD CANAL - Hugh Potter
- **November 19th** - SIR ARTHUR HEYWOOD'S DUFFIELD BANK RAILWAY - Pat Morriss
- **December 3rd** - Annual Christmas Social and 'Pie and Pea Night' (steak pie or vegetarian alternative and mushy peas). Come and enjoy the festive evening with us and the Red Lion Folk Band. Also enjoy the bar and raffle. Advance booking only @ £6 per ticket (plus postage). Tickets will be on sale at the next social meeting on Monday 17th September or contact Mike Kelley (details inside front cover).

Don't miss the talk on St. Pancras Station and Hotel at Ironville Church Hall on September 17th at 7.30pm.

This talk is for anyone with an interest in history, world-class architecture, clever engineering, or a great story; it describes how the fantastic mid-Victorian Gothic railway cathedral came to be built, and how the long-neglected building has recently undergone a breathtaking transformation.

The speaker is Nigel Lowey from Mapperley, whose original amateur interest in St. Pancras over ten years led to him getting further involved and becoming a minor expert described as a historian of the building. The talk lasts between 50 and 60 minutes.

The whole reason that the Midland Railway built the hotel and terminus was to outclass every other railway company's termini in London. Especially so King Cross, the GNR terminus, with whom they had a commercial war on the go.

The result was a building second to none in the railway world, and remember much of the fine ironwork came from the Butterley Company.

A talk highly recommended to all!



FCC TREASURE HUNT JUNE 2012

by Dave Ratner

If you didn't make the Treasure Hunt you missed a rare treat! The walk took place in some of the best scenery Derbyshire has to offer. The weather just couldn't have been better, cool, slightly overcast with virtually no breeze. The clues were nicely spread and with just the right amount of ambiguity to make it a challenge!

Starting from the Whatstandwell section of the canal, the walk progressed along the canal to its end at Ambergate by the Transco site. It then veered off the main track to climb up the hillside towards the crest of the hill before taking the track alongside Chadwick Nick. Then across the road thanks to the good offices of Hugh Potter on crossing duty. Then on into Fritchley, a 'real' Derbyshire village if ever there was one. It was at this point that we missed the turn we should have taken, and plodded on up the road for an unnecessary extra mile and a half! However it meant we got a look at Nightingale's Hat Factory. Retracing our steps we finally got on track again, crossing fields to reach the outskirts of Crich.

Apart from the new builds, the village is pretty much as it would have been when the wagons from the lime quarries trundled through. The route took us through the church yard, collecting clues as we went. Thinking that we couldn't climb much higher, the sneaky cluesters put one of the clues at the top of the monument! But regulars to this monument will know that one of the best mugs of tea in Derbyshire is to be had at the café at its base.

Suitably refreshed we climbed the tower knowing that at least from this point on it was all down hill. We were lucky enough to catch sight of a tram at the terminus just before it set off on its return journey as we stumbled past on the last leg which took us across two more fields before entering the abandoned quarries with their eerie, steep and green clad walls. No wonder this was the spot chosen to film parts of the Children's Classic, 'Stig of the Dump.'

The last leg, back down to the canal completed, we trudged gratefully back to the beginning. All in all an excellent event, extremely well organised and executed. Congratulations and many thanks to the team.





The treasure hunt organiser Matthew Rogers adds the following:

Throughout the walk the teams had to answer a number of questions with the Tomlinson family from Whatstandwell scoring full marks and Dave and Val Ratner coming a very close second.

The walk is just over six miles and should anyone want a copy of the route please let me know and I will be happy to forward it to you. For the future it would be great to pull together a book of short circular walks for future sales so if you have any suggestions or favourite walks please let me know.

Congratulations to everyone who took part. Whilst numbers were low, Mike Kelley and I took the opportunity to chat to passers-by at Whatstandwell and hopefully gained another few members along the way! A special thanks to North Midland Construction for kindly donating the prizes of a Kindle and a small rucksack and to Derwent Foundries for the provision of a free car park.

Here's to next year and the 11th Anniversary walk!
Matthew Rogers 07968 766620 matthewfcc@btinternet.com



Matthew Rogers

ABOVE: Treasure hunt winners the Tomlinson family, who received the first prize of a Kindle, arriving back at Whatstandwell.

RIGHT: Dave and Val Ratner, who came in a very close second, will be receiving their prize of a rucksack.



Matthew Rogers



THE CROMFORD CANAL AT LANGLEY MILL AND ITS VARIOUS EXTENSIONS NORTHWARDS TO THE PRESENT HEAD OF NAVIGATION

by the Editor - all photos by Michael Golds

This article was prompted by an email to our archivist Hugh Potter from Ray Alexander, which I have reproduced below.

Dear Hugh,

Notwithstanding that I live in East Devon, I have been a member of the Friends of the Cromford Canal almost from its inception and have followed with much interest the progress towards what I hope will be the full restoration of the canal in the longer term. On the rare occasions that I have visited Derbyshire my wife and I have managed to walk along some of the canal between Cromford and Whatstandwell – including the former Nightingale Arm – and many years ago when I owned a narrowboat my son and I cruised up the Erewash Canal and through Lock 14 of the Cromford. At the time I don't think we realised that we were actually on the Cromford Canal and not the Erewash!

I have recently been researching the history of the various extensions to the Cromford Canal at Langley Mill in the light of a recent IWA comment that a further half mile of the canal is to be restored in the near future. I should like to understand how many extensions have taken place to date and the precise date that each of these became available for boating purposes, which will facilitate my piece of research.

Ray Alexander

The sequence of events is slightly complicated, but I will attempt to explain. The first half mile of the Cromford Canal above Langley Bridge Lock No.14 was used by narrow boats which came up to load coal at Beggarlee Wharf until 1952. After that, the lock became derelict and the pound above the lock was mostly filled in with deep mine spoil. The picture below, taken in 1969, shows the state of affairs at this time.

Langley Bridge Lock with the pound above partly infilled and the gates dropped into the chamber.



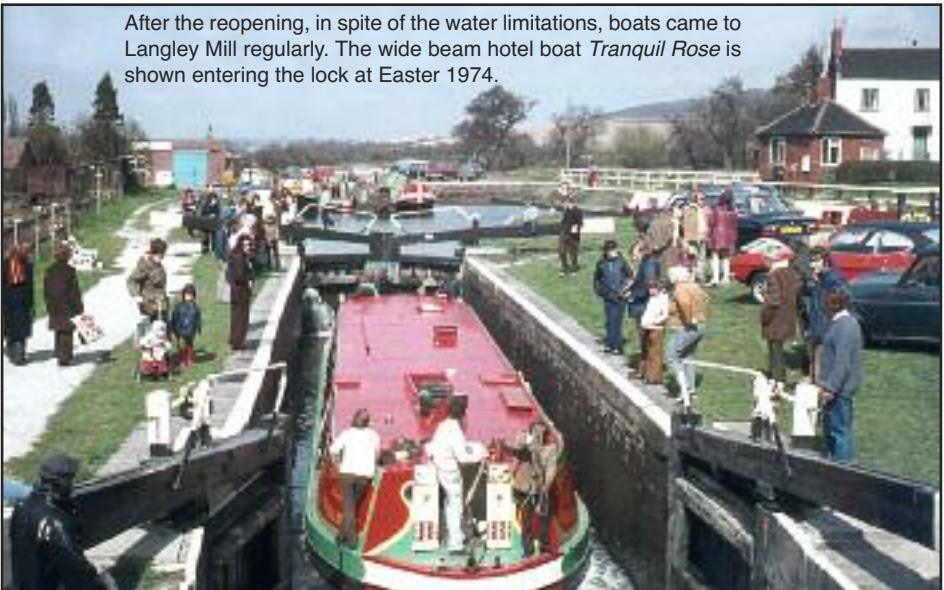


As has been well documented previously, the Erewash Canal Preservation and Development Association saw the need to provide a better terminus for the Erewash Canal and under the leadership of work party organiser Michael Golds, restored Lock 14, a very short length of the pound above, the swing bridge at the entrance to the Nottingham Canal and the Great Northern Basin. This culminated in a reopening rally in May 1973. This meant that boats could now use the lock again and turn round above, although the small water area and restricted water supply imposed a limit on use of the lock.

The limited length which was first excavated is shown here. Stop planks are being installed to allow the pound to fill and make it look like a canal again and give us encouragement!



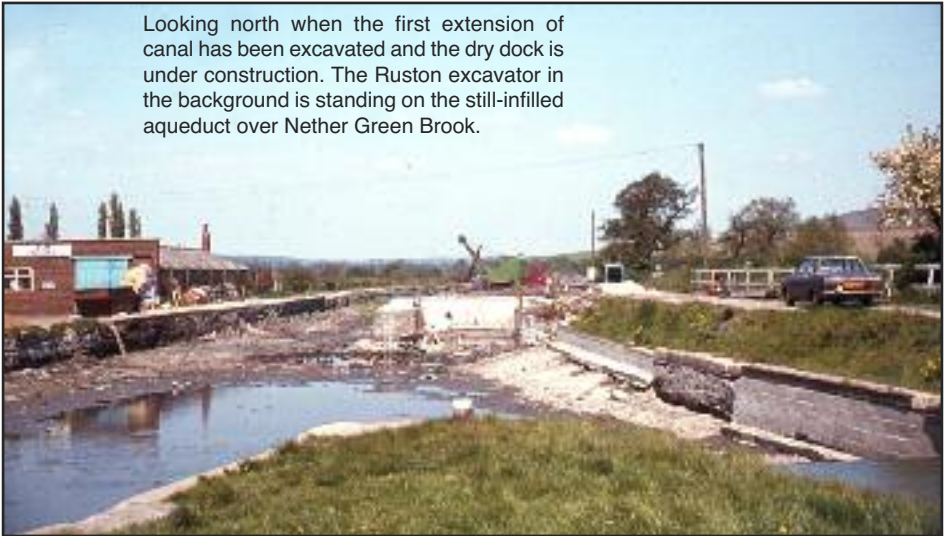
After the reopening, in spite of the water limitations, boats came to Langley Mill regularly. The wide beam hotel boat *Tranquil Rose* is shown entering the lock at Easter 1974.





After the initial reopening, the ECPDA volunteers were keen to carry on and restore some more canal, but British Waterways would not allow this unless a commercial rent was paid. A group of us therefore formed Langley Mill Boat Company and excavated the first extension northwards of the canal, built a dry dock and slipway and provided moorings. This went almost to the aqueduct over the Nether Green Brook.

Looking north when the first extension of canal has been excavated and the dry dock is under construction. The Ruston excavator in the background is standing on the still-in-filled aqueduct over Nether Green Brook.



Looking south with the dry dock nearing completion



This section, together with the dry dock, was opened in May 1977, hence the name Jubilee Dock. The second extension was delayed by opencast coal workings which involved a very deep hole where the canal had once been and also because British



Waterways would not allow LMBC to cross the Nether Green aqueduct until they could prove its strength. When we dug a hole in the infill nine feet deep we had still not reached the brickwork. BW also drained the length of the brook under the aqueduct to expose the brick arches and carried out their inspection. They were then satisfied and agreed to the second extension. The following pictures show this phase.

Looking north over the moonscape left by the opencast coal workings with the wing wall of the aqueduct having just survived in the foreground.



The second extension from the same spot shortly before the water was let in. The first boats tied here in April 1987. Circled is the former railway bridge under the A610 which will one day be used for the canal...





As time went on, LMBC wanted more moorings and in 1992 were again contemplating excavations. It was decided to restore a further 100 metres. The trouble was that mining subsidence, always a major factor in this area, was more pronounced the further up we went. To restore the canal to the required level would mean building up the banks. The offside (east) wall was tackled first. Because of the subsidence and the fact that the top of the wall was missing, we had to dig down some distance to find what was left of the brickwork. This was then built up with reinforced concrete and capped with reclaimed coping stones. Contractors were then brought in to pile the towpath side with 3 metre steel piles where the original wall had been destroyed and then excavate the canal, using the considerable amount of material to build up the bank behind the piles. This phase takes us up to the present head of navigation, opened to boats in late 1993.



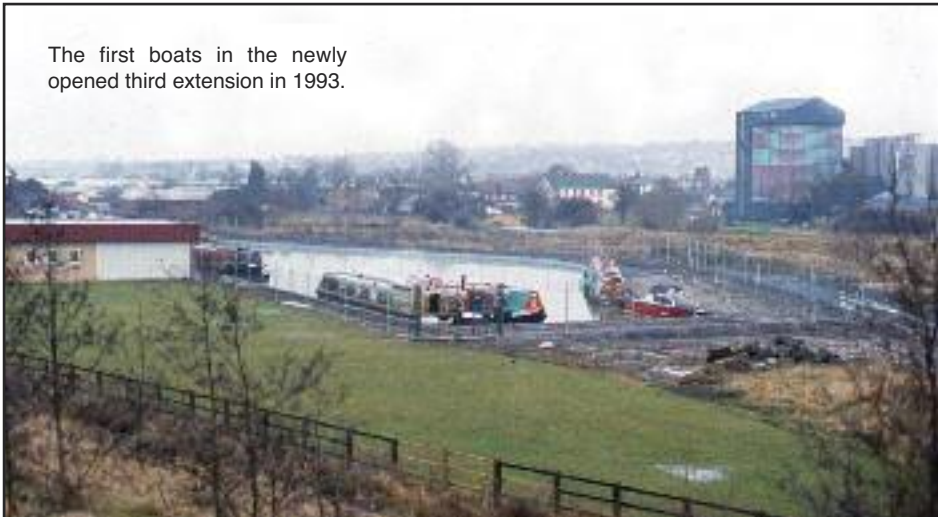
Fixing shuttering prior to pouring concrete to build up the offside wall



Steel piling on the towpath side nearing completion

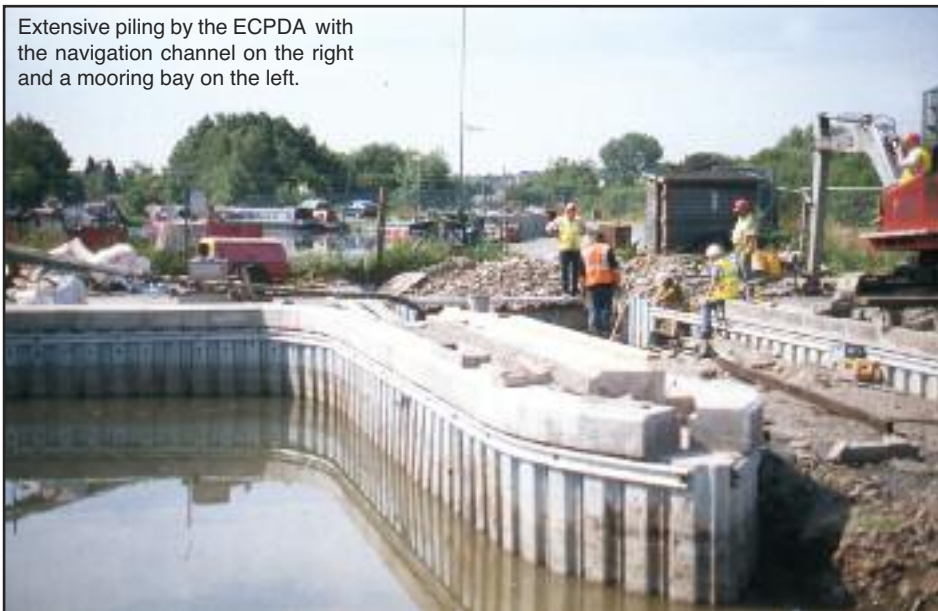


The first boats in the newly opened third extension in 1993.



The picture above shows the present limit of the LMBC moorings. In 2003, the ECPDA volunteers started further work beyond the boatyard fence. Another 60 metres of the east wall was excavated, built up with concrete and capped with stone. More steel piling was done, including building a narrows with stop plank grooves. This will eventually be crossed by a movable bridge to give access for vehicles to the towpath side.

Extensive piling by the ECPDA with the navigation channel on the right and a mooring bay on the left.



Any further work at Langley Mill depends on the proposed opencast coal workings which are planned to include restoration of the next length of canal including the building of a marina. All concerned have been waiting for this for over 12 years.



Now is the Time to STAND UP AND BE COUNTED

by Mike Kelley, Vice Chair

As a member of the 'Friends' we are in need of your help. Yes this means YOU. We have worked hard for more than ten years to get the restoration of the Cromford Canal underway, overcoming many severe obstacles along the way. Well, now we are at a turning point, on the threshold of getting our first trip-boat back onto the northern section of the canal. This boat will be a historic narrow boat, built in the 1930's, able to seat up to 50 passengers, and also to act as a floating classroom for children, but we cannot do this without YOU. There are several ways you can help:

FUNDS

Along with this magazine, you will see a letter from our Chairman requesting donations. Please send a cheque, no matter how small to our Treasurer, made out to FCC and marked Boat Fund. (Address on inside front cover) We must raise £50,000 as soon as possible. If you have no money to spare, then can YOU raise funds for us? Organise a car-boot sale, sell something on Ebay for us, climb a mountain for us; whatever it is, please try and get some money flowing.

Maybe you can sponsor a seat? There will be 50 seats on this boat, so why not sponsor a seat at say, £100 each. Each sponsor would have a commemorative plaque (Could even be for a loved one) and as an extra incentive, the sponsors could ride the inaugural runs. Or sponsor a cushion for £25; sponsor a battery to power the motor or some of the rope-work such as fenders.

Do you know a Company who will sponsor us? If so, please get in touch.

CREW

We will need people to crew the boat and act as ushers or guides and for administration. There will also be a galley on board from which refreshments could be served. Maybe the catering department is your forte. Any of this may only be for a couple of hours a month, whatever you can spare, but if we have enough volunteers it will spread the workload out. Can you see yourself on a historic narrow boat, helping the world to see our great historical heritage? If so please get in touch with me. (Address on inside front cover). Masters of the boat will be required to undergo training. Just think how this will help tourism in the area and get people to see what amazing work our forefathers achieved.

Please do not put this off until later; we need to know if you can help NOW.

All we need at this time is your name(s).

So there you have it: THE REST IS UP TO YOU

TRUSTEES

Due to people leaving the district we will be requiring two new Trustees soon. Charity Trustees are the people legally responsible for the overall management and decision-making in a charity, making sure the money is spent in a correct manner. Trustees need to be able - and willing - to give time to the efficient administration of the charity and the fulfillment of its trusts.



Whilst your committee have not yet purchased a suitable boat, the following pictures are to give members some idea what we had in mind. This is an ex working historic narrow boat, originally horse drawn, 72 feet long, which has been converted into a 50 seater passenger carrying vessel. The boatman's cabin has been retained but extended to provide catering facilities. The hold has seats and tables and a fixed steel roof with side curtains which are rolled up in fine weather. There is a toilet at the front end.

The idea is that the boat could be powered by electricity via the propeller mounted in the original rudder or possibly horsedrawn when required.



TOP: The traditionally decorated horsedrawn narrow boat stern is retained.
BOTTOM: A view of the passenger accommodation looking aft.





THOUGHTS ON A TUNNEL

by Pat Morriss

1. Introduction

The Butterley tunnel remains our largest challenge, largest liability and possibly our greatest asset. I will leave others to apply an out dated SWOT analysis to the issue.

I would estimate that anything like a full survey for the entire tunnel would be in the region of £400,000 and even if we could get 95% funding that would leave us with a bill of £20,000. At the moment there is no pressing need to address the tunnel issue and even if we were at our imaginative best it is unlikely that the HLF would take much notice of 'may we have £380,000 so we can have a nosey inside our tunnel to see just what an obstacle to restoration it is, as if it is really bad we may have to do something else.' No matter how we dress that message up that is what it will read like.

In the waterways restoration world, restoring canal tunnels essentially untouched for 100 years is a bit 'bleeding edge' and it is received wisdom that it is difficult to see how we can apply an incremental approach to it all.

2. The Western approach

Attempting to use the tunnel from the west portal offers what at least initially appears to be the best chance of making some use of the tunnel as it would open up the 'wide hole' to interpretation. Ranged against this are many downside risks.

- a) A hostile, probably the most hostile, landowner immediately adjacent to the west portal.
- b) The 'Armco' culvert installed in 1976 under the A38
- c) Very difficult access
- d) No infrastructure close by

3. The Eastern approach

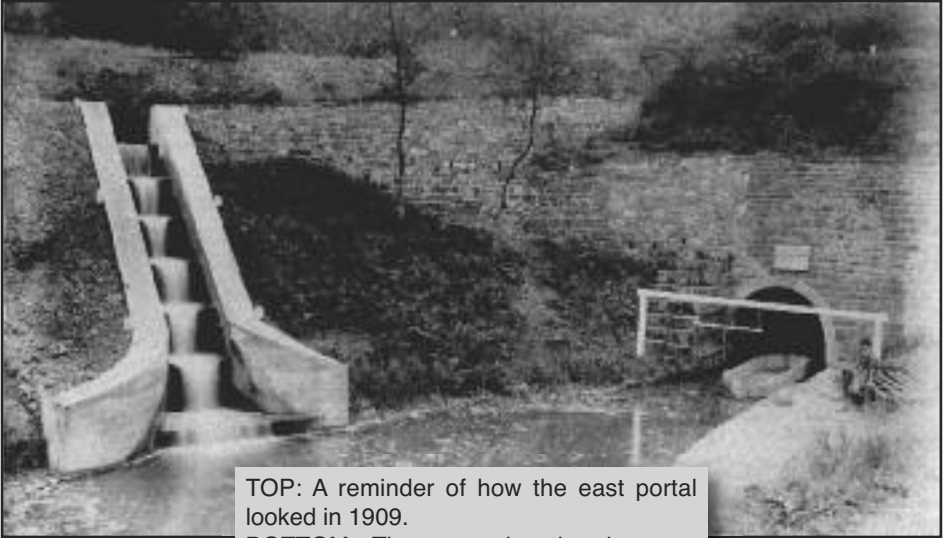
Much disregarded in the past, attempting to use the tunnel from the east portal does have slightly less disadvantages but lacks the attraction of the 'wide hole'.

- a) A more friendly landowner between the Newlands bridge and the east portal
- b) Original 'as built' look
- c) Slightly easier access
- d) Golden Valley Light Railway nearby and road access not too far away

4. Rationale

Bear with me while I make this leap of imagination and faith! We form a consortium/partnership with BW/CRT, Midland Railway Centre, Golden Valley Light Railway, the 'developers' of the Newlands Inn and possibly the camp site and establish a case for a partial tunnel survey for perhaps 440 yards or even 880 yards with a view to running an in/out trip boat to give people a feel for 'tunnel navigation' and a 'legging experience' electric motor in, legging out. Linked by a short Funicular railway operated by Butterley Park reservoir water to the GVLr and drawing on 'transport anoraks' visiting the railway it might just work. This would present a restored canal to the east of the tunnel with a 'destination' that with all the good will in the world, Pinxton will not deliver.

Acquiring the canal owned by the Midland Railway might open up possibilities of providing WRG with some meaningful work sites in an area where we can play the 'regeneration card' and become a riparian owner to the troublesome DCC culvert under Newlands Road. The landowner to the south of the canal is friendly and has offered assistance with access etc. I realise that this may appear far-fetched but it may present a 'roadmap' to incremental tunnel restoration. We all know that the tunnel will cost about half the total of restoring the complete canal and will be our Achilles heel and provide our opponents with arguments against complete restoration.



TOP: A reminder of how the east portal looked in 1909.
BOTTOM: The same location in more recent times. Overgrown and full of silt, but still with the greater potential?



Michael Golds

The purpose of this brief document is to float a few ideas as to how to proceed with the tunnel and attempt to package it up into more reasonable, albeit still expensive 'chunks'. I also suggest that an application to the HLF for an amount of money to survey a section of the tunnel with a view to navigation and providing a more 'integrated' visitor experience with an established transport attraction may stand a better chance. Please bear in mind that applications up to £2 million are now decided in Nottingham, I know that would still leave us looking for £100,000!

Please do not respond by saying we have enough on. We need to stir the public imagination to attract both money and attention, the thought of Brian Blessed's voice booming out of the tunnel should help!

Also please do not point out we are over stretched, only inferior continental organisations like the Wehrmacht fear fighting on more than one front.



LOCK GATES COULD BE A LOAD OF RUBBISH

by Dave Ratner

Whether we like it or not, Plastics are an integral part of our lives. They are part of a multi-million pound packaging industry, and the end products are all too evident in the gutters and hedgerows around us. And it seems we can do very little about it, or can we?

Plastics are recycled but surely there is a limit to the uses to which recycled plastic can be put. Some of us will remember an advert that told us that "This school ruler was made from 14 coffee cups." The double glazing industry made some impact on demand as does the supply of pseudo-plastic wooden skirting boards and architraves etc. in the building industry.

Even more impact on the vast quantities of available plastic waste was made when someone had the bright idea of making outdoor furniture from it. First on the scene were benches and tables which, at first glance, had the look and feel of real wood. They were dark brown, grainy and have a slightly weathered look about them. But unlike wood they are rot proof, acid resistant, waterproof, don't absorb water, are inert and fairly vandal resistant. Further developments in the plastic waste sorting process mean that newer, brightly coloured versions can be found in parks and school play-grounds.

It was whilst sitting at one of these benches by the canal at High Peak Junction I thought why don't we use this material to replace wooden structures on the canal? My own experience with plastics was Severn Trent's use of plastic stop logs to close off river intakes. These were more in the way of galvanised steel box sections covered in plastic, but the principle was the same. Inside reservoirs, there are plastic ladders and cat-walks which replaced the old steel ones. The plastic version is completely unaffected by constant immersion in heavily chlorinated water.

So what about making lock gates and other canal structures out of this material?

Let's look at the possible objections to using waste plastic:

1. "It's not traditional". Well, neither was wood 230 years ago. It just so happened to be the most convenient material to use at that time.
2. "The cost". Certainly currently, the developing waste plastics industry has to recoup development costs, so it will be a while before demand and competition lowers the price.
3. "It's not proven". Certainly it's not proven in connection with canals – yet - but elsewhere in comparable locations it certainly is.

The advantages.

1. The grain effect of the extruded material is so similar to wood that few people coming across it would be aware that it is not wood.
2. It can be worked with most known traditional tools.
3. It is inert, does not absorb water and is not affected by outside temperature changes.
4. It has a density between oak & sycamore.
5. It has a higher wear resistance since the fibres are longer than real timber, and is less likely to splinter.
6. On wearing surfaces it is self-lubricating to a degree (useful where the bottom of the pivot post rests on its socket and the top where the hinge strap rubs).
7. The places of high wear rate such as the edges of the gates where the boats pass through could be bolt-on sections, replaceable without removing the gate.
8. It could be used as a buffer to protect aged stonework.



Exact life expectancy cannot be fully determined at the moment. However, in an experimental situation in Japan, the latest report on deterioration on a sluice gate made from plastic, and erected 35 years ago, listed 'Slight discolouration and some algal growth!'

There are already some coastal defence gates in use in England which are made from plastic to take advantage of their resistance to salt water. In sewage works plastic shuttles are used to control the flow of raw sewage and require little maintenance. Set against this, the last gates to be replaced on the Erewash are already showing signs of some deterioration after only a short time.

Canals with significant structures such as The Falkirk Wheel, The Anderton Boat Lift, Dudley Tunnel, Foxton Locks, the new Derby Swing-lift etc, will always attract both boaters and visitors. The completed Cromford Canal will be no less attractive for its features, so why not plastic gates?

What a publicity scoop this could be! The potential for waste plastics manufacturing would be greatly enhanced, if it could be proved to be a viable alternative to expensive wooden gates, both in terms of cost and longevity.

In case you may harbour doubts about the strength of such plastics in engineering construction, take a look at :

<http://news.discovery.com/tech/recycled-plastic-bridge-tank.html>

<http://www.youtube.com/watch?v=3ETQ52gVRJI>

<http://www.britishrecycledproducts.co.uk/>

STEAM AND THE CANAL - A RESULT!

In the last issue of Portal, mention was made of a photo opportunity when the Britannia Class steam locomotive 'Oliver Cromwell' would be hauling the Peak Forester special train from Kings Cross to Rowsley on May 27th. This of course includes the section of line up the Derwent Valley alongside the Cromford Canal. The hope was to be able to get the train and the canal in the same shot. Our archivist and intrepid photographer Hugh Potter managed to achieve this, as shown below. The train is heading north just beyond Chase Bridge, halfway between Ambergate and Cromford. Hugh mentioned a photo competition for this, so I think he should award himself the prize!





A CANAL LOCK FOR THE FUTURE

by George Rogers

'A Canal Lock for the Future' is the title of my upcoming fourth year project at university. I proposed the title back in January, and as I managed to find a fellow of my college to supervise it, I wasn't forced to choose from the long list of standard projects with such titles as 'the aeroacoustics of the steam kettle'...

So what does the title actually mean? Well the aim of the project is to bring some new thinking to the standard canal lock. Now by this, I don't mean developing a mini Falkirk Wheel or Anderton Lift – these engineering marvels are unique items on the canal system and would lose their charm if used everywhere (though the idea of a series of mini Falkirk Wheels from Langley Mill to Ironville is a rather interesting one!). Instead, this project is to look into the redevelopment of the standard lock – basically to see whether it can be built more quickly and cheaply than at present.

In order to achieve this, I am looking into a precast concrete design – where a series of concrete units are made in a factory, and then brought to site and joined together. Overall this reduces the time spent on site dramatically, and since quality control in a factory is much tighter, it also means that less material can be used and thus makes the whole project cheaper (the transportation cost typically being outweighed by the reduction in materials and in time on site). In this part of the project I am being supported by Kijlstra, a precast concrete company based in Holland, but also doing extensive work in the UK.

In the process of re-designing a lock, I am also intending to try and design out some of the problems. For example, I am looking into ways to reduce the turbulence inside the lock when it is filled (other than just filling very slowly!) and into possible water saving measures. I am also going to be looking at whether any power can be extracted from the water as it passes through the lock, and then if this can be used to power active management systems – basically the lock looking after itself.

Although the eventual aim of a precast concrete scheme would be that it is adaptable for any lock of any fall, I am going to start by considering a specific site – that of Lock One on the Cromford [*Completely destroyed as part of an ill-conceived flood relief scheme in the 1970's - Ed.*]. The hope is that, even if the project doesn't conclude with the final answer to our problems, it has covered a significant amount of the groundwork.

I'd be very interested to hear from any members who have any views on this project. I'm not going to ask specific questions at this point, though I will keep you updated on the project's progress over the next year and may ask questions later on.

LEAWOOD PUMP STEAMING WEEKENDS 2012

The engine will be in motion from noon to 5.00pm on each of the following days.

MONTH	SAT	SUN	MON	PERIOD
AUGUST	4th	5th		First Weekend
		26th	27th	August Bank Holiday
OCTOBER	6th	7th		First Weekend
NOVEMBER	3rd	4th		Discovery Weekend



NIGHT VISION

CROMFORD CANAL WALK - 12/13th May 2012

by Matthew Rogers

As part of an Arts Council venture Charles Monkhouse was looking for volunteers to 'trace the line of the canal using light'. To achieve the desired results required about a dozen people walking the entire length of the canal overnight, each wearing two head-torches. Cameramen were strategically sited and by using long exposure shutter settings the route was mapped following the line of the torches as they traversed the route. The head-torches were angled to permit one for seeing your feet and the other facing the cameramen. The positions of the cameras had been predetermined so that sometimes we wore them to the right, the left or behind as instructed by our leader. The group was varied in both interests and age with people from their early twenties to over seventy. Four FCC members jumped at the opportunity to join in the fun! Having walked the canal a number of times during the day it was likely to be a unique and probably once in a life time experience for us all.

We left Cromford Wharf for a coach journey to Langley Mill, setting off on the walk at around 10pm. With regular stops at Codnor Park reservoir, (I don't know who provided the cocoa and biscuits but many thanks anyway!), Butterley tunnel, The Excavator pub (unfortunately not open at 2.30am!!), Grattens Bridge and Whatstandwell we finally arrived back at Cromford for an early breakfast and a cuppa around 5.30am. It was surprising how

quickly the night went and a fabulous experience to see the dawn arrive and hear the birds singing. We had the canal completely to ourselves! The only downside for me was that our final stop at Whatstandwell was right outside my house, I had a freshly baked cake sitting on a cooling rack and my door key was at Cromford but I didn't fancy waking my wife to get in!!

The results of our walk go on display



later this year but for anyone interested in the work of Charles, I recommend that you visit his website: www.charlesmonkhouse.co.uk and see his work – it is quite stunning. The photo is taken as we passed Whatstandwell railway station. [*If you say so Matt! - Ed.*]

The images are now processed and being turned into a Japanese style screen, 34" x 96" for exhibition (possibly at the Arkwright Centre in the summer).



THE JESSOP MONUMENT – A FAMILY MEMORIAL?

by Bevan Parr

The villages of Codnor Park and Ironville in the west of Nottinghamshire, are overlooked by a remarkable 70ft high grit-stone cenotaph known locally as ‘The Monument’; built in the mid 1850’s and set in its own grounds, a small park with gardens. Ostensibly the Monument commemorates the passing of William Jessop II who had controlled the local Butterley Engineering Company (the founder, principal employer and benefactor of the villages) for 46 years until his death in 1852.

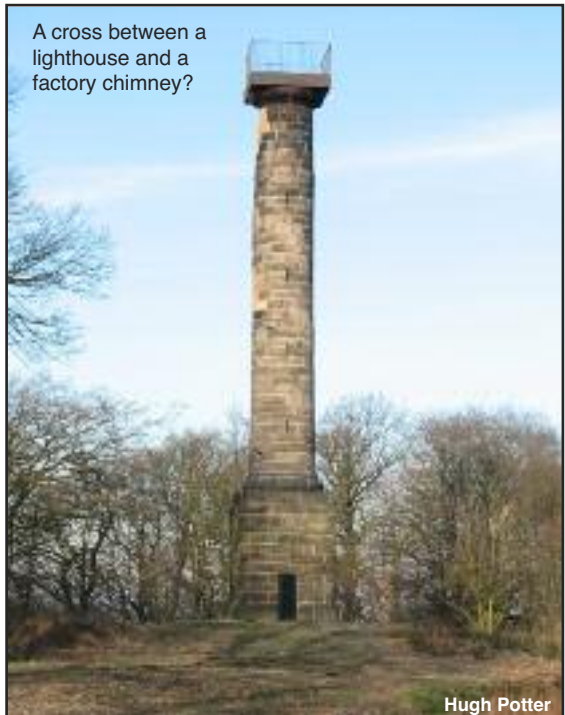
It was not universally popular and has undergone a somewhat beleaguered history, but it is rewarding to see that the Monument and its accompanying “Monument Hall” have been renovated recently (in 2007). It might be even more rewarding to see the grounds restored to their former splendours and thus reopened, because this Monument may have been intended to commemorate more than just the specific (albeit outstanding) life achievement it is currently accredited with.

I was born locally, have visited the area many times and have occasionally wondered why the Monument was built in the position it occupies. I should have loved to have been present at that committee meeting in 1853 and have heard details of the plans for its location and construction.

Apparently many people were greatly displeased by the design and were not slow to say so. Some likened it (unfavourably) to a “cross between a lighthouse and a factory chimney”. It was nonetheless built and became a well known and popular attraction; thus most of the objections must have been overcome. Perhaps there were other considerations which won over the dissenters.

Just how much say the villagers had in matters is not known. They would presumably ask that it be within reasonable walking distance of their village and provide a place to hold fetes and picnics whilst admiring the views. That it should dominate the landscape and gloriously advertise the locations of Ironville and Codnor Park, from all directions local to the Codnor Park estate, would also seem to have been uppermost in many minds. So why not just put it at the top of the hill?

The Butterley Company controlled this swathe of land and the track, now called Monument Lane, was in existence as a route to both Codnor and its castle, so theoretically they could have allotted any number of suitable sites in this general area. Why then did they choose this relatively small



A cross between a lighthouse and a factory chimney?

Hugh Potter



strip, essentially of woodland set in the location of steepest slope and most difficult terrain? An obvious answer is that this particular parcel of land was probably not much use for anything else and the company didn't stand to lose much by allocating it, but conversely it might be that it was actually the perfect location for the memorial they had in mind and deliberately chosen.

While carrying out works of research involving measurement and line-plots to establish accurate placement for the various surface features of the nearby Butterley Tunnel and Cromford Canal, I noted several intriguing, un-chronicled 'alignments and offsets' relative to the Monument.

Call me 'a romantic' if you choose, but there seemed to be several definite links which might not be coincidental and which might add significantly to the social history and sentimentality of the area. I needed to make these known and felt prompted to do so by way of the following short, fanciful but hopefully entertaining account, seasoned with (perhaps) a little poetic licence:-

Imagine for a moment that it is the summer of 1855; that you are a member of a small group of dignitaries and Jessop family members who have walked from Ironville, up the Monument Lane to arrive at the Gatehouse Lodge and entrance leading into the newly created Monument Grounds.

It is the opening ceremony for a Memorial designed and erected in tribute to and to the memory of the late William Jessop II, a family friend and work colleague. There is to be a guided tour of the grounds and buildings followed by a short service of remembrance. The guide, a Butterley Company employee, greets you and leads your group in a south-westerly direction up a flowering bush-lined pathway; through trees which are currently obscuring all views of what lies ahead.

The guide stops after about seventy five yards, where the tree line is coming to an end and asks you and the group to gather behind him. He leads on for five more yards and with a sweep of his arm motions towards the vista now opening before you; your first real view of a neat little park, flowered gardens, a mighty stone 'Monument' and a stone building he calls 'The Monument Hall'.

The path continues southwards up the hill, through flower and shrub lined parkland towards, and subsequently between, the two buildings. The large rectangular Hall is to the left and the square built, stone 'Monument Plinth' lies to its right. Mounted at the centre of the twenty foot high plinth is a seventy foot high stone pillar with a large, square viewing platform (with railing) built into the top. Almost in unison the group gasps in surprise and appreciation. The guide explains that there is a doorway provided in the far side of the plinth, with steps leading up onto this viewing platform.

"Before we continue" says the guide "the Butterley Company, in association with the Village Memorial Committee has arranged an additional and surprise tribute to Mr Jessop and his family. Would you all please face to the right which is in a westerly direction. From this elevated position through gaps between trees, you can see and follow both the Butterley Company rail track and the Cromford Canal running westward side by side along the valley towards the village of Golden Valley."

"In Golden Valley you can see a canal bridge. The village buildings lie to the north of this bridge and the rail track runs to the south. Beyond the bridge you can see the canal cutting for the Butterley tunnel. The Eastern Portal of the tunnel is the wall with a dark semi circular opening, seen deep at the far south-west end of the cutting. Those of you with long sight might like to see if you can spot the boatman who has been asked to wave a flag from his boat stationed in the portal opening. Otherwise if you so wish, please take turns to view



and locate him through this spyglass.”

“Ladies and gentlemen, although at face value this exercise seems to serve no useful purpose to this opening ceremony; you will I am sure, be happy to learn that this entire group of people is currently standing at a point which succinctly connects two locally esteemed generations of the Jessop family and the two principal gentlemen it has been my privilege to serve. As you are aware, the Butterley Tunnel, constructed by Mr. William Jessop in 1794, is perfectly straight and level throughout its length. If for further illustration, you would turn your attention to this ordnance map of the locality; the tunnel centreline is represented by this straight dotted line from the West Portal over at Hammersmith to the East Portal you have just observed. Pencilled accurately onto the map is an illustrative extension of this centreline running eastwards in our direction and with a Marker Arrow placed at the exact distance of three quarters of a mile measured from the East Portal of the tunnel. In terms upholding the engineering traditions universally favoured by Mr Jessop and his father, this measure is exactly sixty chains.”

“You will note that the line cuts into this spur of land and thus into this memorial park. It reaches precisely to the spot we are now gathered. The spot is indicated on the map by the Marker Arrow which has been inscribed with the words YOU ARE HERE! This spot is of course at a ground elevation one hundred and sixty feet higher than the tunnel centreline, but is directly above it.”

“Thank you ladies and gentlemen, would you please all feel free to make your way along the path rising in front of you and gather with me beside the Monument Plinth.”

“Welcome again ladies and gentlemen, you will all be pleased to know that you have now moved a distance of precisely six chains from the previous congregation point, which itself was sixty chains from the East Portal. Thus one distance is a factor of the other and symbolically emphasises the family connection of father to son. The father representing the history of the family, can be seen to the west while the son representing life and light for the villagers, lies to the south and the sun. Furthermore, the height to the top surface of the stone plinth we are now standing beside is exactly three chains higher than the tunnel centreline previously described. This distance measure is once more a significant factor of both of the two previous measures and thus the connection between family generations is maintained, highlighted and strengthened.”

“Finally, to proclaim and emphasise the continued upward progress of the Jessop family and by association The Butterley Company, the whole is topped by a memorial column which propels the visitor symbolically, a further chain and more (unending) up towards the stars.”

“When later on, we move into the Monument itself and mount the steps to the viewing platform we will be able to repeat the earlier exercise and see that the flag, being waved once more in the tunnel portal opening, can still be seen. However, due to the adverse shape of the cutting around the portal basin, the flag will only just remain visible being now deep at the tip of and adjacent to the south slope of the cutting. This serves to indicate that the Monument and its Hall have been purposefully positioned at the ‘most southerly point’ on this spur of land that will allow them to remain wholly visible from the portal entrance and conversely the portal wholly seen from the Monument buildings.”

“Thus as each and every boat emerges from the Butterley Tunnel - constructed by and representing perhaps the major and most impressive achievement of Mr William Jessop Senior - the first and most dominant feature to strike the eye of any crew member directly in front of him, will be the Monument to the memory and impressive achievements of his son William Jessop II.”



“The Butterley Company in association with the Village Committee has pledged to maintain the sides of the cutting and canal banks in Golden Valley to remain free of vegetation and tree growth, sufficient to preserve this historic vista, while ever the canal and rail track remain in use.”

“Similarly, at the Company’s request, the authoritative council undertakes to withhold permission on all applications for building planning permission where the proposed building would obscure the line of sight from Portal to Monument.”

“You will appreciate and understand, dear ladies and gentlemen, that it would not be fitting or practical to include reference to such an extensive family connection on the Commemorative Plaque which is to be positioned on the Monument as part of this opening ceremony. It is therefore the wish of the villagers that this Memorial park and Monument should be dedicated solely to the memory of William Jessop II who was so universally known and revered by all in the village. However, it is fitting that in placing the plinth at this particular point and constructing the pillar to a total height of ninety feet, the Company and Village Committee has palpably achieved the twin aims of providing a Monument which is visible from all directions local to the Butterley estate, while simultaneously linking it strongly to the memory of the father and founder of the Company.”

“On entering the park one turns to the south (and the sun) and encounters the memorial to the man who did most to improve the lot of the villagers below. When turning west, in a symbolic manner, one encounters the historic legacy of the man (his father) who made it all possible.”

“Ladies and gentlemen may I ask you now to continue the tour. Those of you who wish to enter the tower and ascend to the viewing platform will find a further spyglass for re-viewing the portal or for general sightseeing. Following this please all make your way into the Monument Hall where there will be a short memorial service beginning in thirty minutes time. This will be followed by the ceremonial fitting of the Memorial Plaque to the Monument. Thank you to everyone for your attendance and attention during my part of the tour and I trust you will enjoy the rest of the proceedings. Thank you and good day to you all” – (The guide leaves to momentous applause)

Of course this little story probably never happened and these alignments and measures are maybe just coincidence, but the romantic thoughts contained remain very possible. I hope it has been entertaining in the telling. It certainly could have happened because the facts are pretty much as I have described them and I am confident the ‘Company’ engineers would have recognised them. It is of course conceivable (but less romantic) that they knew and so set out to ‘sell’ this plot to the villagers.

Due to the uncertainties of measures and plotting, I cannot of course definitively say what the precise position for the intersection point (centreline and park) would be, or claim that all measures described are indisputably precise. However, they are certainly very close. At worst I would estimate the intersection point to lie within a very few yards of the point indicated in my little story. That the Monument could be just seen from the portal and vice versa is reasonably demonstrable but difficult to prove nowadays due to the heavy tree growths, both in the cutting and alongside the canal and Coach Road further east. Whether the placement of the Monument was quite as deliberate as I have suggested, is moot and boils down to perhaps a question of faith or persuasion.

Working class people of Victorian England probably had little notion of romance during their days of toil and strife. Perhaps they were able to find some romance in their hearts whilst planning and constructing this unusual and poignant memorial to a man and family to whom they owed so much. I’m persuaded to hope that they might have. I hope you are too.



WEBSITE & WRG MATTERS

from George Rogers

You'll probably be reading enough of my words elsewhere in this issue of *Portal* so I'll keep this brief – not that it's that difficult! My university exams have rather taken over my life in the last 3 months, so not much has happened on the website. Thus, just two pieces of news for you:

1. Electronic *Portal* : Having had several people asking me in the last few months whether it would possible for *Portal* to be sent out by email rather than post, I have set up a mailing list to do this. A bonus is that the electronic version is in colour. If you would rather not receive a paper edition of *Portal* in future, send me an email and I will add you to the electronic distribution list for the next issue. This will save on the now significant cost of postage, but you will of course still be able to receive a paper copy as well if you wish.

2. The list of next year's meetings is now on the website, and will shortly follow on the FCC Facebook group.

WATERWAY RECOVERY GROUP – On the Cromford and elsewhere

Regular readers will no doubt remember that the Cromford Canal is once again playing host to members of the Waterway Recovery Group over the summer, this year with two weeks of 'canal camps'. The main aim for the week is to rebuild the side weir at Derwentside – this is going to quadruple in size which will therefore increase the discharge capacity in storm events (let's just hope we don't need the extra capacity in August...). I'm pleased to say that the planning is going well and we look almost set for their arrival!

Some work will also be going on at the Sawmills Gauging Narrows, where WRG NW concreted the next section of base in March. I am hopeful that this section will be at full height by the end of the fortnight, and we may even have time to start on the next section! FCC volunteers will be able to join in with this section of the works (unfortunately the Derwentside site is a little too small for any additional people there), although if you do want to join us please give me a ring before turning up so that I can ensure you have the necessary information. Note also that, unlike a normal FCC site, you will require steel toe capped footwear to work on a WRG controlled site. Work will be carried out between Sunday 5th August and Friday 17th August (with no work on the middle Saturday).

Elsewhere around the country, the normal WRG summer programme continues. Most camps are now full up, but there might still be a few spaces left. I myself am heading off to a week on the Manchester, Bolton & Bury, two weeks on the Lancaster, then back here for the two weeks at Cromford and finishing off leading and assisting two weeks on the Chesterfield Canal. The other circuit sees visits to Inglesham Lock, the Chelmer & Blackwater, the Monmouth & Brecon, the Montgomery, the Wey & Arun and the Basingstoke. A good mix of work and locations, so I hope some of you find a little bit of time to escape the Olympics and enjoy some time in the sun(?).



MEMBERSHIP MATTERS

from Yvonne Shattower



One of the main talking points of this 'summer' has been the weather. Whilst some parts of the English canal system have been flooded, other parts have been struggling for water. This has led to some of the most perverse problems as boaters try to work out how to get from one place to another, tackling closures because of no water or too much of the same.

Banks are also in the news, and we seem to be experiencing problems with some of the amended Standing Order payments that have been set up for the new Membership fees, in as much as some payments are being made for both the old and new amounts. This is, I am afraid, totally up to the Bank making the payment, and not the Friends. The form submitted for the new amounts clearly asks the paying bank to cancel any existing orders in our favour, but it would seem that in a few cases, the person entering the amendment has not bothered to read that particular section, and has set up a new order thereby causing a double payment. We will, of course, monitor this, but if you find this has happened to you, please contact your bank to make sure they have cancelled the original order, and see if they can refund the overpayment. If this is not possible, please contact me or the Treasurer, and we will make a cheque payment, although this may take a few days as we have to have two signatures on the cheque. I tried to make the change as simple as possible for the Members, but it seems that I have not had total success with this, and we apologise for any inconvenience.

We held the last of the current session of Monday evening talks at Ironville in June, with a rather 'spooky' evening of Derbyshire ghosts. We will start again in September with a real treat as we will have Nigel Lowey to speak to us about St Pancras Station, which of course has the wonderful ironwork from Butterley. It is a very different station to what it was a few years ago, with the impressive new section for the trains to the Midlands, the platforms for the Euro Star trains, and the shops and boutiques, a world away from a W H Smith's paper stand and the station buffet! I personally think the hotel is one of the most impressive buildings in London. See our programme of talks for the next few months elsewhere in this magazine. All talks will be at Ironville Church Hall as usual.

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

Mr & Mrs D I Stone, Nottingham
Mr & Mrs D Ellison, Ilkeston
Mr & Mrs S Bullock, Nottingham
Mr & Mrs J O'Byrne, Nottingham

Mr S Broomhead, Nottingham
Mr M Irving, Alfreton
Mr D Gilbert, Alfreton
Ms L Hardy, Alfreton



WORK PARTIES

- What do the members want?

by George Rogers

Readers of the last *Portal* will remember that I organised two weekend work parties to continue work on the gauging narrows at Sawmills. In the end I had to cancel both of them due to lack of volunteers. Now, I can understand that it has been a big summer - the Jubilee, the Olympics looming, Euro 2012 and much more, but I was still a little surprised that there weren't a couple more people like me who find the time to give that little something back. And before you all write in and moan at me, I do understand that you all lead very busy lives (and so do I - that's the very reason the weekends fell when they did).

I thus figured that we must be doing something wrong - I cannot believe that nobody is interested in helping us to restore the Cromford Canal, and so we must be offering the wrong things. As such, I have written the questionnaire below, and I would be very grateful if as many of you as possible could take the time to complete it and return it to me (details on the inside cover). This includes those who already attend work parties - I'd still like to know if we could do anything better.

WORK PARTY QUESTIONNAIRE

I am interested in attending work parties Yes / No (If Yes, please continue)

I would be able to attend the following each year:

1-4	5-8	9-12	13-16	17-20
21-24	25+			

I would be more interested in:

Regular dates - weekly / bi-weekly / monthly / bi-monthly / quarterly
Irregular dates

I would prefer to work (indicate any that apply):

weekdays / evenings / weekends

I would mainly be interested in the following sort of work (indicate any that apply):

Scrub clearance	Towpath repair	Stone walling	Bricklaying
Canal lining	Bank protection	Other (please indicate)	

I would be interested in being trained to drive machinery (e.g. dumpers / excavators) Y / N

I would be prepared to work in the following areas (indicate any that apply):

Eastern Section (Langley Mill - Butterley Tunnel)	Pinxton Arm
Central Section (Butterley Tunnel - Ambergate)	Derwent Valley (Ambergate - Cromford)

I would like to hear more information about work parties through:

Work Party Email List (please include email address)

Phone Contact (please include daytime and evening phone numbers)

Thank you for taking the time to complete this. I hope as a result we can offer something more suited to our volunteers. Send me a copy this if you do not wish to cut the magazine.



WORK PARTY REPORT

from Dave Tinkler



We have one more work party booked with Derbyshire County Council. This will be on:

Saturday 21st and Sunday 22nd July

We will meet at the High Peak Junction car park at 10.00am. Parking is free to all volunteers; you will be given a parking pass. We will be carrying out canal bank repairs. This will involve filling sand bags and filling in the eroded gaps that have been created by dogs swimming in the canal and then scrambling out cutting the bank away.

Come and enjoy a day out by the canal. No need to over do it, just work at your own pace. Please let me know if you wish to attend as I need to give DCC the number of volunteers for each day. I promise we will have great weather!

Give me a call on: **01159 635113** or email **dtink@supanet.com**

DISCOVERY DAYS - WE NEED YOUR HELP

Every year FCC puts on a big display in the Gothic Warehouse at Cromford Wharf for the Derwent Valley Mills World Heritage Site Discovery Days. This generates not only a good income for FCC but brings us new members and an increased awareness of what a restored Cromford Canal could offer. This year the event is on **3rd and 4th November**, and it is more important than ever that we put on a 'good show' in view of the dredging that has been promised to enable a trip boat to run again between Cromford and Leawood, and our need to raise funds for the boat.

We are expanding the activities to offer more for children and are using some of the "Wild Over Waterways" activities that are supplied by the Inland Waterways Association. The Discovery Days week end is also one of the important events of the year for our ever expanding sales department and extra help on the stall would be much appreciated. In addition, we are looking for 'stewards' to welcome visitors, to direct them to the displays in the warehouse, and to let them know what other activities are taking place.

If you might be interested in helping out in these or other ways, please get in touch with our archivist Hugh Potter (contact details inside the front cover).

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