

THE **PORTAL**

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THE FRIENDS OF THE CROMFORD CANAL



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FRONT COVER: FCC Chairman Patrick Morriss (left) with FCC Trustee and Grantham Canal Society Life Member Peter Stone (centre) and his brother Mike Stone, Chairman of the Grantham Canal Society, with the name plate and number plate from steam locomotive *Wollaton Hall* outside the actual Wollaton Hall at Nottingham. This was prior to the sale of these items in September by auction in Derby which raised £13,500. Peter very generously divided this magnificent sum equally between the Cromford and the Grantham.

Photo: Hugh Potter

BACK COVER: Peter Stone presenting a cheque for £6,750 to Patrick Morriss at Cromford. This gave a considerable boost to the boat fund. See also page10.

Photo: Chris Stone

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.43

The autumn issue is here again and this marks the end of my fifth year as editor. Once again this has been rather a mixed year for the fortunes of the FCC.

On the plus side, the appeal for funds to purchase, refurbish and operate a trip boat at Cromford is going quite well. Brian Blessed, our president and well known personality has agreed to back the project. See page 8. You will also see from the covers of this issue and page 10 that Peter Stone, one of the FCC Trustees, has very generously donated the proceeds of the sale of steam locomotive name and number plates to the cause. This has made all the difference to the appeal and we are very grateful. There has also been a good response to the appeal for volunteers to become involved with the running of the boat. See page 5 for details of a meeting during the Discovery Days event at Cromford if you would like to help with this exciting project.

Another plus point is that our sales team of Eric and Beryl Singleton have been particularly active this year and, in spite of various cancellations because of the weather, have attended a large number of events in the last few months. Not all of these have been very significant in themselves, but some have been very successful, and taken all together they are providing a steady income. This has included a very pleasing amount donated to the boat fund, apart from the income from sales. Well done both, and thank you for giving up so much of your time. Keep up the good work, it is much appreciated.

A significant income is also being generated by our vice chairman Mike Kelley. He has regularly been giving talks about the FCC to various groups over a wide area. Apart from the income this produces, it is also a very good way of spreading the word and increasing membership.

However, there have also been problems to contend with over the last twelve months. In particular, your committee has had to suffer a great deal of frustration over the difficulties in dealing with various authorities.

For example, the Derbyshire County Council dredging of the length of canal from Cromford to High Peak Junction, a vital pre-requisite to the boat operation, apparently now requires planning permission. Also, no progress has been made with UK Coal regarding developments at the Smotherfly Site on the Pinxton Branch. Similarly at Langley Mill, where the much-talked-about and supposedly imminent opencast coal scheme by Shires Developments, which should result in a length of restored canal and a marina, seems as far away as ever. Another big problem at Langley Mill is the threat to the boatyard by claims that a public footpath should pass through it. Not good for the Canal's future.

So we have all much to occupy our minds at the moment, both good and bad. Even so, have a happy Christmas and a prosperous New Year!

The press date for the New Year 2013 issue will be January 14th.



CHAIRMAN'S NOTES

by Patrick Morriss



It has been a poor summer but amongst the cloud and rain the FCC has been active and a few long-awaited items have come to fruition.

Pressures elsewhere have meant that I have had little input into the Derwent Valley Mills World Heritage Site Discovery Days festival this year. Hugh Potter took up the gauntlet and with the help of a determined band of volunteers, many of them new, the FCC have put together an enhanced weekend of activities, please see the advertisement elsewhere in this edition of *The Portal*. Many thanks to all involved in this.

Susan White has taken up her post as Derbyshire's Waterways Development Project Officer. She is shared between the Cromford and Chesterfield Canals; we very much look forward to working with Susan to take forward the development and restoration of the Cromford Canal. You will find a short 'bio-pic' of Susan elsewhere in this issue.

You will see a report on the Waterway Recovery Group working parties on Derwentside Weir elsewhere in this issue as well. One of the reasons for the demise of the original Cromford Canal Society was the 'over topping' in 1989. The canal did not breach but the overflow capacity was not up to the combination of circumstances on that day. The site of one of those incidents remains unrepaired. As we intend to operate a boat next year, it is essential that we don't get hit by the same problems. WRG's good work at Derwentside should improve overflow capacity. This work was carried out under very difficult conditions and the two WRG groups involved should be applauded for sticking to their task.

That brings us to the question of the boat service we intend to run next year. Due to sterling work by Mike Kelley, Brian Blessed has agreed to head up this campaign. We have also run awareness days on the canal to publicise our campaign to bring back the boat service, and again many new faces were involved. It does not help our campaign when on two separate occasions the Chief Executive of a local wildlife trust and an assistant director with Derbyshire County Council both asked how we intended to make money running a boat service as the Cromford Canal Society never had. I rapidly corrected this misapprehension as the CCS did indeed make money out of the service despite obstacles being placed in their way towards the end of the 1980's. I can only assume that this story of the original boat service being insolvent was being circulated to undermine our campaign to reinstate the boat service.

During the summer I attended a 'photo opportunity' at Wollaton Hall with Peter Stone and his brother Mike of the Grantham Canal Society. See front cover. Peter has decided to live in Lymington and intended to sell one name plate and one cab side number plate of the Great Western Railway locomotive of that name. Peter very generously and selflessly decided to split the sale proceeds 50/50 between the Grantham Canal Society and The Friends of Cromford Canal. At the sale, the final total of the bids was £13,500 so each society will get £6,750 net as the auctioneers kindly agreed to waive their commission. I would like to take this opportunity to thank Peter publicly for this very generous gesture – *Wollaton Hall sold to restore East Midland's canals* was a great headline.



FCC NEWS UPDATE
- so what *is* happening
 from Mike Kelley



With the launch of our Brian Blessed Boat Appeal, a great deal of our efforts have concentrated around raising funds toward obtaining the trip boat on the canal. Unfortunately many of the planned summer events were either postponed or restricted due to the bad weather; however as you will see elsewhere in this magazine, funds are coming in.

- **Monday 9th July** - Our monthly full committee meeting at the Horse & Jockey, Selston
- **Saturday 14th July** - Our Sales Team set their stall out for the annual Ambergate Carnival.
- **Saturday 21st & Sunday 22nd July** - Canal bank repairs were carried out around High Peak Junction by one of our regular Work Parties. Dave Tinkler said, 'I would like to thank all of you who attended the work party this weekend for all the work that was done. A big thanks also from Mark the ranger who was very pleased with what we achieved.'
- **Monday 30th July** - A special meeting of the trustees of the FCC was held at the Horse & Jockey, Selston. The trustees had to make some important decisions in connection with the trip-boat project.
- **Saturday 4th August** - Our Sales Team were at the Heanor Community Fair, and found a great deal of interest there.
- **Saturday 4th to Saturday 18th August** - The Waterway Recovery Group, led by our Webmaster, George Rogers, worked for 15 days rebuilding an overflow weir near Gregory Tunnel. A huge amount of planning goes into to a project like this, which was carried out in co-operation with Derbyshire County Council (DCC). See page 12.
- **Friday 10th August** - Pat Morriss, Steve Mulholland and myself met with DCC, to discuss the dredging of the canal, planned for this coming winter. We also set out our requirements for a boat operation along this same section of canal.
- **Saturday 11th August** - In an effort to raise public awareness of our proposed trip boat for the canal, John Barker organised an Awareness Day at High Peak Junction. Letters and leaflets explaining our campaign were handed out and donations collected. See page 9.
- **Monday 13th August** - Our monthly full committee meeting was held at the Horse & Jockey, Selston. During this meeting one of our Trustees, Peter Stone, announced he would give 50% of the proceeds of a sale of his own valuable steam locomotive nameplate and number plate to the FCC. This is indeed a kind gesture and one we very much appreciate. The other 50% will go to Peter's other great love, the Grantham Canal.



- **Wednesday 22nd August** - Pat Morriss, Steve Mulholland and myself had our second meeting with DCC to discuss the dredging and boat operation. This time representatives from Derbyshire Wildlife Trust and Natural England were in attendance.

- **Saturday 1st September** – Our Sales Team had a stall at an event at Heanor church.

- **Saturday 1st September** - John Barker organised our second Awareness Day, this time at Cromford Wharf. Letters and leaflets explaining our trip boat campaign were handed out and donations collected.

- **Saturday 9th September** - Our Sales Team attended the Brinsley Headstocks Carnival

- **Monday 10th September** - Our monthly full committee meeting was held at the Horse & Jockey, Selston. At this meeting it was announced that the kind and generous offer from Peter Stone (see 13th August) raised a total of £6,750 for the auction of his valuable memorabilia. With Gift Aid, this sum will be increased to £8,400. Many thanks Peter. (A few more like this and we will soon get our boat!). See covers and page 10.

- **Tuesday 11th & Wednesday 12th September** - Derbyshire Wildlife Trust are in the process of obtaining a large grant to develop/improve the Derwent Valley. Several public meetings were organised by the Trust to explain this project and we were happy to attend. Hugh Potter attended the meeting in Belper and John Boucher, Steve Mulholland and myself attended the meeting held near Darley Park, Derby. We are keen to work with the Trust and look forward to seeing the outcome of this project.

- **Monday 17th September** - Our first Social Evening after the summer. A large number turned out to hear a wonderful talk by Nigel Lowey on the subject of Saint Pancras. One of the best ever supported of our social evening talks, with over 100 members and 65 visitors attending

- **Saturday 29th September** - Steve Mulholland and myself drove over to Dudley canal tunnel where we had arranged to meet with the boat operators there to ask many of the technical questions we had concerning their considerable experience in the running of electric trip boats into Dudley tunnel. They could not have been more helpful and not only that we were taken around the Dudley Boat Festival. Many thanks Dudley.

- **Sunday 30th September** - Our third Awareness Day, again run by John Barker, was held at High Peak Junction. More donations were collected this time. Thanks to all our new helpers with this.

- **Monday 15th October** - Our monthly full committee meeting was held at the Horse & Jockey, Selston.

Also during this time I was again happy to deliver talks about the canal to: the Matlock Inner Wheel Club; the Pinxton Porcelain Society; Broomfield Ladies Group; Alfretton Rotary Club and the Belper Adelphic Club.

During the Discovery Days event at Cromford Wharf on Sunday November 4th at 11am, upstairs in the Gothic Warehouse, there will be a meeting of all those who are interested in helping in any way with the acquisition and operation of a trip boat at Cromford. There is now a good prospect of the necessary dredging by Derbyshire County Council going ahead. Much time and effort will be required, and we are hoping that as many of you as possible will come forward to help in any of the many different aspects of this exciting project. As has already been said, now is the time to stand up and be counted. There has already been a promising number of volunteers. Please come along and find out more.



DISCOVERY DAYS 2012

by Hugh Potter

The annual Derwent Valley Mills World Heritage Site Discovery Days event is one of the most important on the calendar for the Friends of the Cromford Canal. It offers a 'showcase' to introduce ourselves to visitors from all over the country. Your support would be much appreciated. The event poster is reproduced opposite and more details of the canal-related activities are shown below.

Sunday 28th October

Talk - 1811 And All That: 200 years on the Cromford Canal - Part One. 7pm - 8.30pm, in the Gothic Warehouse, Cromford Wharf, DE4 3RQ. FREE. Pre-booking recommended. Friends of Cromford Canal Archivist Hugh Potter will take you on a journey along the canal from Cromford to Bullbridge 200 years ago, and compare it with the scene today. This is a repeat of the talk given to a full house last year. Part Two is on Thursday.

Thursday 1st November

Talk - 1811 And All That: 200 years on the Cromford Canal – Part Two. 7pm - 8.30pm, in Sawmills Village Hall, DE56 2JQ . FREE. Pre-booking recommended. Friends of Cromford Canal Archivist Hugh Potter continues his journey along the canal 200 years ago - from Bullbridge to Langley Mill - and compares it with the scene today.

Saturday 3rd November

A Walk Through 200 Years of History. 11am from the Gothic Warehouse, Cromford Wharf, DE4 3RQ. FREE. Pre-booking recommended.

Mike Kelley, Vice-Chair of the Friends of Cromford Canal, will lead a gentle hour's walk along the Cromford Canal to High Peak Junction revealing the reasons for the canal's construction and the plans to restore it once again. At the end you can visit the oldest railway workshops in the world and Leawood Pump which will be in steam.

Sunday 4th November

A Walk Through 200 Years of History. 1pm from the Gothic Warehouse, Cromford Wharf, DE4 3RQ. FREE. Pre-booking recommended. Led by Mike Kelley as above.

All day Saturday 3rd November and Sunday 4th November

Art & Artefacts at the Gothic Warehouse, Cromford Wharf, DE4 3RQ. FREE. No booking - just turn up! Lots to see all weekend at the Cromford Canal Exhibition in the Gothic Warehouse; follow the sound of the street organ! This year we have a lot of 'extra' events to create a lively and colourful scene over the weekend. In addition to our regular sales stand for your presents and locally themed Christmas cards, tombola, historic photographs, slide show, watercolour paintings and street organ, we will once again be welcoming Waterways Craft Guild 'Roses & Castles' painter Jes Inglis, with his wife Lyn demonstrating peg weaving, and rope worker and fender maker Dave Walker.

We also have some special 'Wild over Waterways' activities which offer many hands-on experiences from mask making to brick laying for children of all ages.

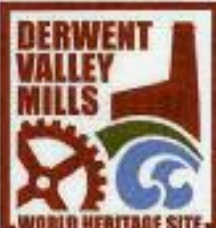
New for this year will be at least half a dozen miniature traction engines chuffing about the wharf and accurately crafted miniature boats from Nottingham Model Boat Club on display on the canal. Focus Activities will provide canoeing demonstrations and an opportunity to experience the sport for those who want to have a go. You will also be able to have a go on their mobile climbing wall. And it's all FREE!

Please come and support the work of the FCC. We look forward to seeing you at any time between 10am and 4pm over the weekend. With your help, if things go to plan, this event next year will include boat trips from Cromford Wharf to Leawood Pump!



World Heritage Site **DISCOVERY DAYS**

October 27 to November 4



Lots to discover by the Cromford Canal on **3rd & 4th November**

Both days

Art and Artefacts

10.00am-4.00pm, Cromford Wharf. FREE. Cromford Canal Exhibition; traditional craft demonstrations and Friends of Cromford Canal stand. Activities for children.

Celebrating the Canal

10.00am-4.00pm at Wheatcroft's Wharf, Cromford. Miniature traction engines plus boats on the canal, canoeing and a mobile climbing wall.

High Peak Junction Railway Workshop

11.00am to 3.00pm on the hour. Learn about some of the oldest railway workshops in the world.

Leawood Pumphouse

11.00am – 4.00pm on the Cromford Canal. Experience the power of this mighty steam engine.

Saturday

A Walk Through 200 Years of History

11.00am from the Gothic Warehouse. Mike Kelley leads a walk along the Cromford Canal.

John Smedley's Mill

7.30pm at the Gothic Warehouse. Talk on the project to catalogue the company's heritage.

Sunday

Woodland Skills

11.00am to 3.00pm at High Peak Junction. Have a go on a Pole lathe, sample some wild cooking or create some willow weaving.

A Walk Through 200 Years of History

1.00pm from the Gothic Warehouse. FREE. Pre-booking recommended. Mike Kelley leads a walk along the Cromford Canal.



To book an event or find out where to pick up a programme ring 01629 536831



TREASURER'S REPORT

The Brian Blessed Boat Appeal

by Robert Bullock



Hi everyone,

This is the first time I have appeared in *The Portal* so that can only mean one thing – I want your money, not all of it of course, just some of it. So if you can spare a few bob towards our trip boat appeal, your donation would be very welcome.

I keep buying a Lottery ticket every week (with my own money of course) and dream of winning the jackpot and being able to donate a large sum to buy the boat. That however is not likely to happen and is not a viable financial plan. The reality is we will only raise the money we need from lots of smaller donations. We have already received many donations from £5 to £500 and a massive £6,750 from Peter Stone and I would like to thank you all for your generosity but we are still a long way short of our target.

The most common question asked by FCC members and the public is “When is the trip boat returning to Cromford” and at every opportunity we have been telling Derbyshire County Council it would be a popular asset to the World Heritage Site. The draw of the horse boat demonstrations in recent years during the Discovery Days Festival has reinforced that message.

To its credit Derbyshire County Council has listened and is supporting our plans by spending £300,000 to dredge the section from Cromford Wharf to Leawood Pump House which is a very welcome decision during these difficult economic times. DCC have already spent a considerable amount restoring the swing bridge at High Peak Junction and a little further down the canal restoring the cast iron aqueduct over the railway to navigable standards.

It is now up to us to deliver and we can't afford to fail. There are opponents who do not wish to see the canal restored or a trip boat back at Cromford despite the obvious tourism and other benefits it would bring, including the benefits to wildlife which would result from dredging the canal and keeping it clear by operating the boat. They would prefer to see the canal remain derelict as a controlled ruin.

If you have been thinking about making a donation but have not got round to it yet, the Trip Boat Appeal letter which was included in the last *Portal* is available to download on the FCC website. If you are paying income tax in the UK and you complete the Gift Aid declaration we can reclaim some of the tax you have paid at no cost to you.

If you want to see the trip boat back at Cromford then please make a donation however small. I have included a list of those who have contributed so far on the opposite page. This will be updated in future issues of the *Portal*. Every penny donated brings us closer to making the dream of a trip boat at Cromford a reality.

Thanks for your support



The Trustees of the Friends of the Cromford Canal would like to thank the following for their generous donations to the Boat Appeal. The names are in no specific order and due to limited space any names not listed will be included in the next *Portal*.

C Morriss, P Sharpe, J Boucher, T Pool, T Robson, J Berry, J Sparham, S March, R Walton, E Byrne, Mr & Mrs Wilkinson, Mr & Mrs Allsop, Mr & Mrs Ankers, D Spence, D Bartrop, D Cordon, G & D Hirst, Eagle Security Ltd, Albion Castle Ltd, P Wood, A Daunt, P Ryder, D Buxton, A Greenwell, P Bonsall, J Atkinson, E Hill, JP & SP Keays, A Gregory, J Sprenger, Mr & Mrs Brackenbury, D Ritchie, B Allsop, P Lloyd, D Skilbeck, M Holland, R & M Brook, G Millhouse, C Taylor, J Walker, Mr & Mrs Daniels, C & S Brewin, P Griffiths, B Ottewell, C Leivers, A Minshull, Mr & Mrs Bradley, Mr & Mrs Daykin, S Broomhead, J & P Collins, D Hardie, T Baker, V Clark, D Fell, C Johnstone, R Broomfield, Mr & Mrs Martin, W Proctor, E Exton, M Lake, J Daniels, M Williamson, P Carlin, B Coppen, Mr & Mrs Slack, J Abrahams, A Chell, R Webb, J Collier, J Ford, M Scott, J Shanley, R Ward, J Fleming, J Woolley, D Ashton, H Liley, M Breen, D Parkinson, D Ratner, J Shwarzenbach, R Pickering, N Quarmby, H Hunt, P Stone, Brown, Harwood, Hansons, and other donors who wished to remain anonymous

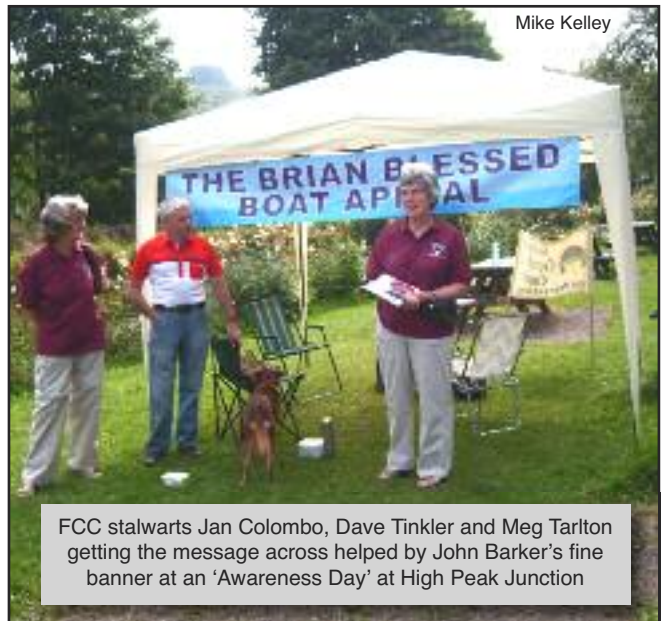
AWARENESS DAYS

by Mike Kelley

John Barker organised three days during August and September to bring to the attention of the public our plans to bring a trip-boat back to the Cromford. Leaflets and a letter from our Chairman were handed out to passers by, most of whom were delighted to hear of our plans. The takings from a collection box added to our funds. Most took the handed out information away with them, but others wanted to express their considerable support for us.

Also, it was good to see a number of new people volunteer to help out; it was very encouraging to have new faces willing to help with our campaign. We are planning the next Awareness Days to run concurrently with the World Heritage Site Discovery Days on Saturday 3rd and Sunday 4th November. Please do come along and see all the activities around Cromford Wharf and High Peak Junction during that weekend.

If we can raise the funds we need, then next year's Discovery Days should see the boat in full operation. SO PLEASE KEEP THE FUNDS COMING IN IF YOU WANT TO SEE A TRIP-BOAT ON THE CROMFORD.



FCC stalwarts Jan Colombo, Dave Tinkler and Meg Tarlton getting the message across helped by John Barker's fine banner at an 'Awareness Day' at High Peak Junction



THE GREAT WESTERN RAILWAY SUPPORTS THE CROMFORD CANAL

by the Editor

Perhaps members could be wondering why Wollaton Hall, a magnificent stately home on the outskirts of Nottingham, should be featured on the front cover, and why the rather confusing headline above.

This is because of the generosity of Peter Stone, who is a trustee of both the Friends of the Cromford Canal and also of the Grantham Canal Society.

In 1962, Peter purchased one of the fine brass nameplates and a cabside number plate from the 1940 ex Great Western Railway 'Hall' class locomotive *Wollaton Hall* from British Railways. These plates are now much sought after and have become valuable collectors items.

Peter decided to put the plates up for sale in an auction of railway items held recently in Derby and that the proceeds should be divided equally between the Friends of the Cromford Canal and the Grantham Canal Society.

This exercise was a great success and the nameplate fetched an astounding £12,000. The cabside number plate raised a further £1,500, making a total of £13,500. The auctioneers, recognising that the proceeds were going to two charities, agreed to waive their fees, meaning that the full amount could be divided between the two canals.

The Friends of the Cromford Canal and Grantham Canal Society were each therefore presented with a cheque for £6,750, see also back cover. Each of the charities is able to claim Gift Aid which brings the total per society to over £8,400. A wonderful result!

It is anticipated that the FCC will put the money towards the introduction of a heritage trip boat at Cromford (see also page 8) and the GCS towards the task of restoring the Woolsthorpe flight of locks.

Both the Cromford and Grantham Canals had a period under railway ownership during which they suffered a severe decline and were closed to traffic. It is ironic that a legacy of a railway company is now contributing to canal restoration.

Thank you Peter!



Wollaton Hall at Taunton in 1951

Peter Triggs



SUSAN WHITE - AN INTRODUCTION

I am delighted to have been appointed as **Waterways Development Project Officer at Derbyshire County Council**. While the posting is only until March 2014, I am sure that there is much that can be achieved in this time.

My role is principally to support two of Derbyshire's waterways – the Chesterfield and the Cromford Canals. Of course a broader strategy to support all the waterways in the county would be fantastic. This is perhaps something to consider in the future.

The Cromford Canal Partnership has brought together the key groups with an interest in the Cromford Canal and it is from this group that my priorities will be set. As I go along I hope that I can contribute to *The Portal* regularly to keep you up to date with my progress.

I come to this job after nearly eight years as an Ecological Consultant in the private sector where I worked on large-scale infrastructure schemes such as urban extensions, factory developments, renewable energy and utilities projects and deep water port developments. I worked in complex multi-disciplinary teams including developers, engineers, planners and archaeologists; it was fast-paced work with sites in Cornwall, Hull and all points between. Before that I was a Reserves Officer for the Scottish Wildlife Trust and a researcher for the Wildfowl and Wetlands Trust.

I moved to England 15 years ago, to Derbyshire in 2007 and I love it here. I couldn't be more pleased to be joining you in working to safeguard and bring back to life the county's canals.



POTS 'N' PIX

An invitation from our Archivist, Hugh Potter

After a pause for what seems like far too long for building work, the annual exhibition of the Cromford Canal Archives at our house at Ambergate returns over the weekend of 8th & 9th December. As usual Liz Tatam will also have a display of her pots for sale, freshly fired in her new studio. You will be very welcome to call in on either day between 11am and 5pm to browse through the extensive archives, watch a slide show of old photographs of the canal, or even do some last-minute Christmas shopping – we'll have the FCC Christmas cards for sale too. Do come and join us for a cup of tea or glass of wine at Bankfield, Chase Road, Ambergate, Belper DE56 2HA. And if there is anything particular from the archives that you would like to see, or if you need directions, do drop me an email or call (details on inside front cover).



WRG

Gemma Bolton



OK, so if you have ever read any edition of any waterways magazine (including this one), you will know that WRG does not, in fact, stand for Weir Replacement Geniuses - but the Waterway Recovery Group could proudly rebrand itself after their marvellous achievements on the Cromford Canal this summer. I have often been guilty of underestimating the sheer tenacity and effort of the average WRG volunteer, and on this project they once again proved their capabilities to be in excess of my expectations. This is the story of how the weir was (re)born...

I was first involved with the project to rebuild the Derwentside weir (which lies between the Leawood Arm and Gregory Tunnel) back in 2010. At that point, we were looking at possible projects for the WRG camp planned in 2011. Past editions of *Portal* have detailed the goings on since then, so I won't go into detail, but it is safe to say that not all went to plan. As such, the project was delayed until this summer - and another fortnight of WRG camps.

The aim was to use the fortnight to remove the existing structure, dig a large hole, fill it with a new, much larger structure, cap it with a substantial new concrete deck and then make the whole site look like we'd never been there. If that sounds rather ambitious, that is because it was - and that is before we consider the logistical headache of getting all materials, equipment and labour down nearly a mile of narrow towpath, and the myriad of other jobs that go into the simple list above! So let's see how WRG got on...

I'm actually going to start the story in the week running up to the camps. At the time I was working on the Lancaster Canal, splitting my time between wading in knee deep puddle clay and finalising the details for the camp. The first bit of bad news came on the Wednesday, when I was informed that the tractor had broken down - the alternator having given up. It would be fixed on Friday. This meant that whilst it would be ready for the WRG volunteers to start work on the Sunday, it wasn't available for the scaffolders to put up the platform needed (unsurprisingly the scaffolders didn't much want to carry all their poles themselves). The next opportunity would thus be 'early the following week'. Secondly, the excavator would only be arriving on Monday, and all the reinforcing steel would be 'middle of the week'. Passing this news to the week 1 leaders was not going to be easy, all of a sudden they had 18 volunteers with very little to do.



So Saturday 4th August arrived. My father and I had an early start to go over to Speedy Hire in Ashbourne to collect the power tools we required (Speedy Hire having very generously agreed to loan them to us free of charge), and then to get back to Crich Scout Hut in time to meet the caretaker and the first of the WRG volunteers, who was leaving his car with us whilst he got on a train to Telford to collect the WRG kit that was in transit from the Lancaster Camp I had vacated two days earlier. I then had a rather long wait in the Scout Hut for the leaders to arrive. Traffic delays up north and some rather keen volunteers from more southerly climes meant I was left greeting the first volunteers and even doing station runs, but in the end the camp was assembled.

Whilst the cook was settling in and preparing the evening meal, the rest of us were then off to do a site visit. It was a bit worrying to see no sign of all the timber, but that would be a problem for the following day.

With all the delays, Sunday ended up being a rather slow day. Firstly, we had to



Collecting the equipment generously provided free of charge from Speedy Hire

George Rogers

find the tractor driver – though at least when we did he was able to tell us where our timber was! Not being able to work on removing the existing structure until the scaffolding was in place, we instead concentrated on site preparation; clearing vegetation from the material storage and welfare areas. As the welfare area sat down the slope, some of the newbies also got stuck into constructing a flight of steps, whilst at the Wharf Shed (the nearest road access, so where all the materials were located) other members of the team were filling the 400 sand bags we needed to dam around the site. These were then loaded onto the tractor and trundled down to site, where they were being built up in a semicircle around the existing weir inlet.



The sand bag dam is taking shape

Squide Scicluna



M o n d a y came with the news that the scaffolding 'early in the week' meant Tuesday, so the amount of demolition that could happen was minimal (though the arrival of the machine did mean that some of the hole was dug). Meanwhile, construction of the large amount of wooden formwork (wooden panels that hold the wet concrete in place until it sets) required for the job began at the Wharf Shed. All the while, the tractor was trundling up and down the towpath building up the stocks of materials at the site – making it increasingly more difficult to turn around in the process!

Alan Lines



Making up the panels of formwork back at the Wharf Shed

Squide Scicluna

The area inside the dam is pumped out and the excavation has started.



Tuesday finally saw the arrival of the scaffolding, though as it took most of the day to erect, the amount of wall then removed was minimal - especially as we found the wall was bound together not by lime mortar, as one would have expected, but by some of the



hardest concrete any of us had ever known! However, at last it seemed like we would be able to really kick on with the main job. This was tempered with news that the steel ‘mid-week’ delivery meant Thursday morning, which would not allow us to pour any concrete until Thursday afternoon at the earliest – compared to the original schedule of pouring today! The lost time had been well spent though, with the sandbag dam completed and leak-proofed (almost) and the formwork well advanced.

Wednesday was, personally, the turning point. The removal of the wall was continuing, the concrete occasionally proving problematic for the Kango hammer (although the main barrier to that actually turned out to be the generator, from which we could only run the pump or Kango at any one time). I spent much of the day driving about Derbyshire in search of additional nails and a suitable sprayer for applying concrete retardant to the formwork, but I returned to a large hole almost ready to accept the ‘toe’ – a large block of concrete that anchors all of the structure into place, and the first concrete pour scheduled to take place. In a late finish, the team poured a layer of blinding concrete in the bottom of the hole to make it easier to work on and ready to set the formwork the following day.

Thursday.Thursday has another name in WRG, one that is probably not repeatable in print, but it is safe to say that things have a habit of going wrong. This week was no exception - we had been assured that all the steel would be arriving at 9am, but at 8.30 I got the call that it would not be arriving until lunchtime. Before the concrete could be poured into the toe, the formwork had to be placed and the steel tied into a large cage to reinforce it. Without the steel, the whole pour was going to be delayed – though this didn’t stop the crew working as hard as they could on the formwork to ensure all was ready to go. When the steel did arrive, it was promptly transported to site and the cage was started, but it was very apparent that no concrete was going to be poured that day. In the end, most of the group went back to the accommodation a bit earlier than normal, whilst the leaders, me and one of the volunteers stayed behind to continue tying the cage together – at least this way we could complete the concrete pour on the Friday. At 9.30pm, we decided that we were struggling to see what we were doing and left, but there was not much left to do before pouring commenced...



The formwork and reinforcing mesh in place ready to pour the toe

Squide Scicluna



So Friday finally saw the first true element of construction happen. The steel cage was lowered in and then something in the region of 1.8 cubic metres of concrete was mixed and poured (which weighs over 4 tonnes and kept the mixing team busy for over 4 hours). Meanwhile, at the Wharf Shed the formwork crew started building the next sections ready for the following week – in fact at the end of the day they all took a walk down to the main site as a few of them hadn't seen it since the beginning!

And with that ended week 1 - the end of camp barbecue kindly hosted by my parents rounding off what was a rather busy, hectic week. For some of us though, that was only half way through...

Saturday was thus changeover day. Half of the group left to be replaced by a new team (the other half staying on for a second week of torture). A couple of us went down to site a bit earlier than the rest in order to track the excavator back to the site (it being a 45 minute journey when moving only slightly faster than 1 mph...).

Work restarted with a vengeance on the Sunday. I set the leaders an ambitious target for the day - finish excavating the main hole, put a layer of hardcore in, tie a steel mesh, erect formwork and pour the concrete wall footings. Doing this would allow brickwork to start the following day. The excavator driver and I started the day early to complete the removal of material, and so by the time the main group arrived the bulk of the digging was complete (though finishing it would still take much of the morning). The group split into breaking up the removed concrete into rubble and also cleaning the stone ready for eventually rebuilding the wall. By the time the hole was starting to look even close to having concrete poured, it was getting on for 5pm – but that didn't stop the WRGies! A group of 7 of us stayed on to finish tying the steel and erecting the formwork, with the concrete being poured on one side whilst the prep work was being finished on the other. Eventually, at well past 9pm, the foundations were poured.

Alan Lines



The footings cast late on Sunday night

With the sterling work of Sunday, Monday finally saw the commencement of bricklaying, and with it something of a lessening of my intellectual load! We had specifically recruited a few specialist brick layers for the second week, and so once they were told



where the walls needed to go all I had to do was sit back and watch (and occasionally provide the odd bit of 'expert' advice into how the corners should be bonded together).

Tuesday and Wednesday were very much more of the same, although we did also start on building the next set of formwork (in preparation for the deck concrete pour). John Baylis visited the site and provided us with his expertise (no inverted commas needed this time!), advising us on how to move the sections of railway line that form the main



Colin Hobbs

A start is made on the brickwork



Gemma Bolton



No shortage of bricklayers

structural component of the deck. We had been hoping that we would pour the sloping invert slab on Wednesday, but rain in the afternoon put this idea to bed and an early finish was instead the order of the day.

On Thursday we poured the concrete invert – another very large concrete pour. All of the main brickwork was completed (with only a small amount to do on the front of the weir) and much of the stonework on the outlet was also finished. With the concrete poured, the weir finally started to look like the finished thing.



George Rogers

The concrete invert poured and brickwork largely complete



And so the last day arrived – WRG spent the day tidying up little jobs and making the site ready for handing back to Derbyshire County Council. The project was not complete (and still isn't – see later), but WRG had done a fantastic job against the odds. They all deserve a huge thank you.

Now you'd be forgiven for thinking that is the end of the story. However, it is not quite. Work actually continued over the weekend, with a small group from your committee working on the Saturday (where they completed more of the brickwork along the front of the weir, backfilled behind the brick walls with concrete and also started on the puddle clay behind the front wall) and a group of WRG volunteers working on the Sunday (removing the formwork and backfilling behind all of the walls, as well as continuing the brickwork) - they were all volunteers on the Chesterfield Canal Camp that followed the Cromford (and which I was leading...), but the local society was kind enough to lend them to us for the day!



So that is the current state of progress. The deck has still to be installed, and so anyone walking along the towpath at the moment will find it scaffolded over awaiting finishing by Derbyshire County Council's team. Last time I was informed, this was due to happen before Christmas, although this was dependent on a number of other factors.

A huge, huge, huge thank you to everyone who was involved in this project – to the WRG volunteers who between them gave just over 2000 hours (I've made a point of not mentioning names, but a special mention to the leaders Becky Parr & Tom Rawlings, week 1, and Tom Rawlings & Gemma Bolton, week 2; the cooks Kath Mortimer, week 1, and Andy Ramsay, week 2), to the council team for their support throughout, to the committee of the FCC for all their help when needed, to Speedy Hire for the free tools, to the Erewash Canal Preservation & Development Association for loan of equipment, to the Chesterfield Canal Trust for lending us some volunteers, to Crich Scout Hut for letting us sleep there, to Ripley Leisure Centre for letting us use their showers, to my parents for hosting the barbecues and to everyone else who supported the project. We could not have done it without every single one of you.



NEWS FROM THE NORTH

Cromford Canal - Cromford to Ambergate

Update - October 2012

from Rick Jillings - Assistant Area Manager
Derbyshire County Council Countryside Service

Most of the practical management work on Cromford Canal is carried out over the winter when there is less disturbance to its rich wildlife. However, several projects have taken place this summer.

Derwentside Spillway

Our thanks go out to all involved, especially George Rogers who co-ordinated The Waterways Recovery Group volunteers. Two weeks or 1730 hours were spent reconstructing, extending and improving the canal overspill weir at Derwentside. This is located between High Peak Junction and Gregory Tunnel. Along with further time from George and The Friends of Cromford Canal there were over 2045 volunteer hours on this scheme. The extended weir should help to maintain water levels on this section of canal and protect the banks here that have previously overtopped and breached.

The canal towpath will be closed to the public from November 5th when DCC Allroads will reconstruct the towpath and boundary wall above the new weir outfall. The towpath will reopen before the end of November.

Canal Dredging Scheme Cromford to High Peak Junction

A lot of preparatory work has been carried out prior to this proposed dredging scheme. An ecological survey has been carried out on the section, silt sampling has taken place and advice has been sought from the Environment Agency regarding disposal of the sediment. Planning permission and Natural England consent is required before the scheme can start. It is hoped that a contractor can be appointed to enable dredging to take place between mid January and the end of March 2013.

Canal Bank Protection

Work has been carried out to try and curb erosion to sections of eroded canal bank. We ask visitors to keep dogs out of the canal, they not only disturb wildlife but also cause sections of the towpath to be severely eroded. Over a metre of towpath width was lost in several places between Cromford Wharf and High Peak Junction. The Parkwood Day Centre Volunteers have filled sand bags with clay and reconstructed canal bank edges.

Leak and Paddle repairs, Simms Bridge

A clay bund has been constructed to try and prevent canal leaks from below the eastern abutment of the bridge carrying the footpath over the canal between Robin Hood and Whatstandwell. Further work is still required, hence the low water levels. The ground paddle here has been replaced and the mechanism improved.

Planned towpath improvements

Work scheduled for this winter is to continue the improved towpath surfacing around Whatstandwell.

For further information please feel free to contact me at
Middleton Top Visitor Centre on 01629 823204.



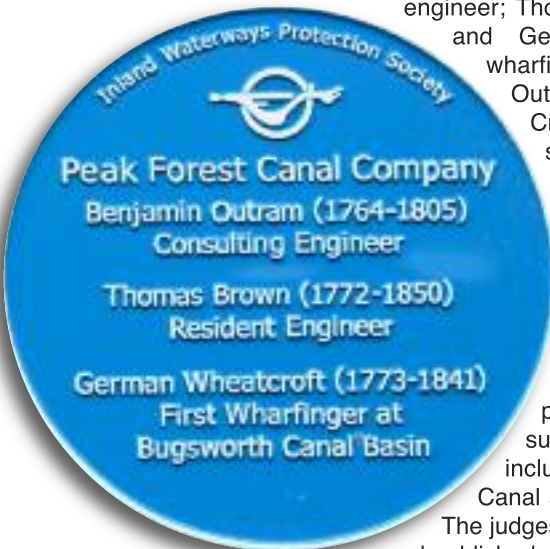
THE BLUE PLAQUE SCHEME

by Hugh Potter

Members may be familiar with the blue plaques which have been fitted on certain significant buildings around the country. This scheme was started in London in 1866 by the Society of Arts with the intention of drawing attention to and thereby helping to preserve buildings with notable historical associations. The scheme continued to expand and there are at present over 850 plaques in Greater London.

From 1998, English Heritage extended the scheme across the country, but since 2007 have taken an advisory role and it was decided that schemes are better proposed by locals. This is where you come in!

On the wall of Canal House at Bugsworth Basin (which of course had a direct connection with the Cromford Canal via the Cromford and High Peak Railway) is the blue plaque shown below. This was erected by the Inland Waterways Protection Society and celebrates the lives of three important people associated with the construction and operation of the Peak Forest Canal and Tramway. Benjamin Outram was the consulting engineer; Thomas Brown was resident engineer; and German Wheatcroft was the first wharfinger at Bugsworth Basin. Of course Outram was also engineer to the Cromford Canal and Wheatcroft moved south from the Peak Forest to start his important carrying operation on the Cromford Canal.



Since then there has been a revival of the scheme in Derbyshire. The County Council have asked the public to nominate Derbyshire people or places they think deserve to be honoured with one of their prestigious blue plaque awards. Many suggestions have been received, including one nominating the Cromford Canal sent in by our chairman Pat Morriss. The judges have now considered all the entries and published a shortlist from which the winners will be decided and the canal has made it through to this stage. Now it's over to you to cast your vote and decide who or what should get the recognition. There are six plaques to be awarded and it is important that as many people as possible vote for the Cromford Canal. If successful, we shall get a fine Blue Plaque fixed to the warehouse at Cromford Wharf and hopefully some good publicity. Please visit:

www.derbyshire.gov.uk/blueplaques

You will then be able to read a summary of each of the nominations on the shortlist and follow the instructions to vote on line. Alternatively, details of the nominations, including an entry form which can be completed and posted off, have been published in the DCC newspaper *Derbyshire First*. The closing date for voting is **Friday 16th November**. The winners will be announced on the above website and in the newspaper shortly afterwards.



MEMBERSHIP MATTERS

from Yvonne Shattower



The Summer is over, and the Autumn days are upon us, bringing the lovely colours of the turning leaves. It also brings the annual World Heritage Site Discovery Days throughout the Derwent Valley with the culmination at Cromford on Saturday 3rd November and Sunday 4th November, so put the dates in your diaries and come along and see us at the Gothic Warehouse. As usual we will have the Sales Stand with some new stock and Christmas cards, and plenty to see and do, including 'Wild over Waterways', a new display especially for the children, which should be an opportunity for them to try their hands at lots of different skills and competitions.

I understand that several new volunteers have appeared at the 'Awareness Days' held to publicise our efforts to raise the money for the purchase of a boat to give short trips on the Canal at the Cromford end. We welcome these Members and thank them for their time and effort. We also thank all those Members - and non-Members - who have volunteered to help with the Discovery Days. It's not too late to offer your services if you can spare us a few hours on either of the days. Hugh Potter, our Archivist, is co-ordinating the event for us and will be pleased to hear from you. His contact details are on the inside front cover of this magazine.

We had a record turn out of Members and visitors for our recent talk on St Pancras, given by Nigel Lowey. His knowledge of the subject is vast, covering both the railway terminus and the wonderful architecture of the hotel, and was excellently delivered. We have to thank our Trustee, Steve Mulholland, for personally covering Nigel's fee. On 19th November our speaker will be our Chairman, Patrick Morriss who will be telling us about Sir Arthur Heywood's Duffield Bank Railway, and then on Monday 3rd December we have our Christmas Pie and Pea Supper with music by the Red Lion Folk Band. Come along and join in the fun and sample an excellent steak or vegetable pie! Dancing is not compulsory, but makes the evening go with a swing! This is a ticket only event, so make sure of yours soon. Price £6, available from Mike Kelley (details inside front cover) or at a FCC meeting. See the panel opposite. Please note that this event is two weeks earlier than our usual meeting.

Reluctantly we have had to increase the admission fee for our meetings at Ironville to £2 per person. Most speakers are now charging a minimum of £40 - £50, and we have to find the cost of the hall as well. The talks have to be self financing unless they are directly concerned with the restoration of the Canal, so we have to make sure that our expenses are covered, so we hope you will understand this increase is necessary.

It seems far too early to be saying 'Happy Christmas', but there will not be another edition of 'Portal' until 2013, so I will end with best wishes to you all for the season, and hope that we will see lots of you at the Discovery Days next month.

For the latest list of new members, see the opposite page.



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

Mr & Mrs B Naylor, Belper
Mr J Darvell, Chesham
Mr C Hallett, Lymington
Mr & Mrs J Martin, Burton on Trent
Mr & Mrs G Thompson, Belper
Mr & Mrs J Weaving, Belper

Mr & Mrs M D Higham, Mansfield
Mr & Mrs A J Taperell, Morden
Dr D Parkinson, Matlock
Mr C Beard, Selston
Mr & Mrs J Shaw, Selston

MEMBERS' SOCIAL MEETINGS 2012/13

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 next summer

There is a bar and raffle available at all meetings. Admission is £2.00.

- **November 19th** - SIR ARTHUR HEYWOOD'S DUFFIELD BANK RAILWAY
- Pat Morriss
- **December 3rd** - ANNUAL CHRISTMAS SOCIAL see below
- **January 21st** - THE A1 STEAM LOCOMOTIVE - Alexa Stott
- **February 18th** - THE DERBY CANAL - Doug Flack and Chris Madge
- **March 18th** - BUTTERLEY COMPANY - Gwilyn Roberts ***Note this meeting is being held at The Hayes Conference Centre, Swanwick***
- **April 15th** - ANNUAL GENERAL MEETING (free admission)
- **May 20th** - THE FUTURE OF THE CROMFORD CANAL - Matthew Rogers
- **June 17th** - THE CHESTERFIELD CANAL - Dr Geraint Coles

THE FCC CHRISTMAS SOCIAL

and Pie & Pea Supper

will be held on

MONDAY 3rd DECEMBER

at Ironville Church Hall 7:30pm

Tickets for this event are limited and cost £6 each

This price includes one hot meat pie and
a portion of mushy peas

**THE RED LION FOLK BAND WILL BE
PERFORMING**

Tickets from Mike Kelley - contact details inside front cover - or collect
from our November Social Meeting



WEBMASTER'S REPORT

from George Rogers

As you'll be reading my extensive report on the work done by WRG this summer elsewhere in this edition of *Portal*, I'll keep my other bits short – so below are a few words on my other responsibilities:

1. The Website

Being away for almost 3 months of WRG camps has meant I haven't really done much with the website since the last issue, so there is nothing to report. I'd just like to remind you all that you can sign up for receiving the various mailing lists (they link through from the membership pages) and you can now receive *The Portal* by email – just drop me a message and I'll add you to the list. Oh, and the new event calendar for 2013 is online, as are details of the upcoming work party season.

2. WRG in the future

As we go to press, we are waiting on news of whether we are granted any WRG Canal Camps in 2013, with news expected by the middle of November. We have submitted our bid for two weeks of camps to complete the offside wall at the Gauging Narrows, Sawmills. This would see the offside finished and give a decent footing for a diversion footpath when we come to do the towpath side.

WRG NW, our local regional group, are coming back in January. They'll be finishing off the tree felling at Sawmills. We get the honour as they like the accommodation so much, with the big cooker being excellent for their New Year's meal!

3. A Canal Lock for the Future

Readers will remember I wrote an article about my final year university project in the last edition. I am very grateful to all who responded – everybody has provided me with valuable insights and different perceptions. In order to get the views of as many people as possible, I have now condensed everybody's responses into a survey, which is online. I would be grateful if as many of you as possible could complete it, and encourage as many interested parties as you know to do the same! The survey is linked from the website, so just visit the home page at www.cromfordcanal.org.uk

4. And finally...

I look forward to seeing you all at the Discovery Days festival. It'll actually be the first time I've got to the event, and this year I'm involved with the WoW activities that Hugh Potter has no doubt told you about elsewhere in this issue. I'm running the bricklaying activity, and I'll be bringing some of the WRG kit and doing some publicity at the same time, so any help will be very much appreciated.



WORK PARTY REPORT

from Dave Tinkler

work@cromfordcanal.org.uk



Autumn is now upon us and that means Work Parties can restart on and around the Codnor Park locks. Meet at Jacksdale Community Hall car park at 10.00am each day. These will again be under the charge of Warren Searle and will be held on the following weekends:

November 24th & 25th
January 12th & 13th March 9th & 10th

I will also be holding Work Parties assisting Derbyshire County Council on their section of the canal as follows:

November 10th & 11th December 8th & 9th
February 16th & 17th

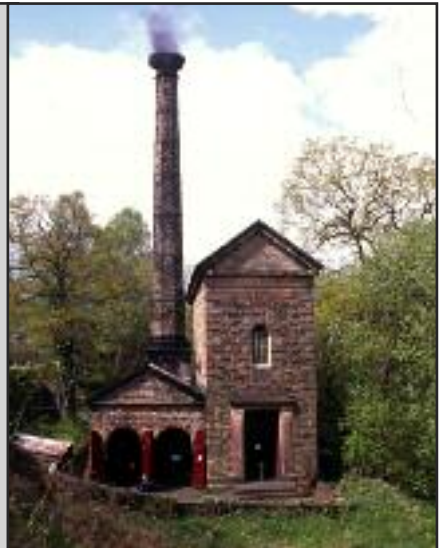
The time for these is also 10am each day, but the work sites have not yet been finalised. Please contact me for details if you wish to attend. In all cases, please wear suitable clothes, bring saws or loppers if you have them, and don't forget your packed lunch and a hot drink.

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

FINAL LEAWOOD PUMP STEAMING WEEKEND 2012

November 3rd & 4th

This impressive machine, maintained and operated by volunteers, will be in motion from 11.00am until 4.00pm each day for the last time this year on the Discovery Days weekend. Certainly well worth a seeing. Why not combine a visit to the exhibitions at Cromford Wharf with a walk along the towpath of our fine canal to see High Peak Junction Workshops and the Leawood Pump House.





LETTERS TO THE EDITOR

Dear Sir

I've been an avid reader of *The Portal* for a long time and usually read it cover to cover within a few hours. I do walk along parts of the Cromford Canal occasionally and study *The Cromford Canal* by Hugh Potter. I do have one problem however you might like to consider.

Quite often an article written in *The Portal* mentions a place along the Cromford Canal, but I cannot find its location (in the above book). For example in the latest issue George writes about the gauging narrows at Sawmills. In this example I guess that gauging narrows is (as it says) is at Sawmills. But what is the gauging narrows?

Another of George's articles mentions Derwentside. I cannot find that on the canal map. I believe that what happens is that authors assume that readers know locations being written about.

Could I request that to help keep all readers interested and feel more involved (particularly those living many miles away) that more information be provided. The location could be qualified by adding 'between bridge Nos. x & y' for example.

Thanks for all the work that you do

Michael Holland

Hello Michael

Thank you very much for your kind words, and your comments have been noted. It is always very satisfying to get feedback from readers. It at least shows that people read the mag!

The gauging narrows at Sawmills is about 100 yards west of Sawmills bridge no. 26. (This is the three-arched bridge adjacent to the entrance to Lockwoods Transport).

A gauging narrows, sometimes called a 'stop', is a narrow place built in a canal where boats were stopped and gauged to ascertain the weight of cargo on board and hence the toll payable. The toll keeper either lived in an adjacent cottage (long since demolished at Sawmills) or worked in a small toll office alongside the narrows. With the boat in the narrows, the toll keeper could measure the 'dry inches', ie. the distance from the top of the hull to the water, using a gauging rod. Four measurements were taken, one at each end of the boat on both sides and an average figure calculated. This figure was then looked up for that particular boat in the gauging tables kept in the toll office and the tonnage arrived at. This figure was then multiplied by the rate per ton, which differed for the various cargoes, and then multiplied by the mileage the boat would be travelling on the particular company's canal. This was a vital part of the canal company's operations since it was the tolls which provided the income. At Sawmills, there used to be a chain across the narrows which was raised when the canal was closed to prevent boats passing and evading the toll. The deep groove in the stonework caused by this can still be seen.

The FCC has a large number of books of toll tickets in the archives acquired by Hugh Potter from various sources. See Portal 35 p.14-19, Portal 37 p. 21 and Portal 41 p.12. These have been issued from the toll office at Langley Mill but Sawmills toll office would have issued similar tickets, although none of these are known to survive.

The Derwentside referred to by George is an overflow weir north of Gregory Tunnel. The canal here is close to the River Derwent and the weir is to allow excess water to escape into the river at times of heavy rain. George led a two week Waterway Recovery Group work camp at this site in August. This was to completely break out and rebuild the weir. This is to safeguard against the canal breaching during heavy rainfall. See page 12.

Editor



Dear Sir

How about Derbyshire County Council (or a private company) rebuilding the canal from the Erewash basin to Ironville and create a marina there? This in turn would attract outlets built around said marina and provide jobs and boost the local economy. Other examples (modern ones) are Shardlow marina and Barton-under-Needwood marina, so its not a pie-in-the-sky idea. It would also provide a reservoir 3 miles long x 20 feet wide x 6 feet deep. It could also be used to generate green power by fitting turbines in the out falls of any locks and by using an Archimedes screw, water could be collected and returned to the canal summit. The canal would also provide wonderful walks and natural habitats for birds, fish, insects and all sorts water loving wildlife. As a by-product our communities would have a lovely amenity to enjoy (as would any visitors). Not all regeneration requires the building of vast nondescript housing estates. Or am I just a dreamer? It all makes sense to me. I might also add the boats could form an alternative style of affordable accommodation. Alternative energy sources are the future and water is going to play a big part in that future. We (all of us) need to look at how we manage our water resources and start putting some infrastructures in place now, while its still relatively cheap to do so.

Martyn Taylor-Cockayne

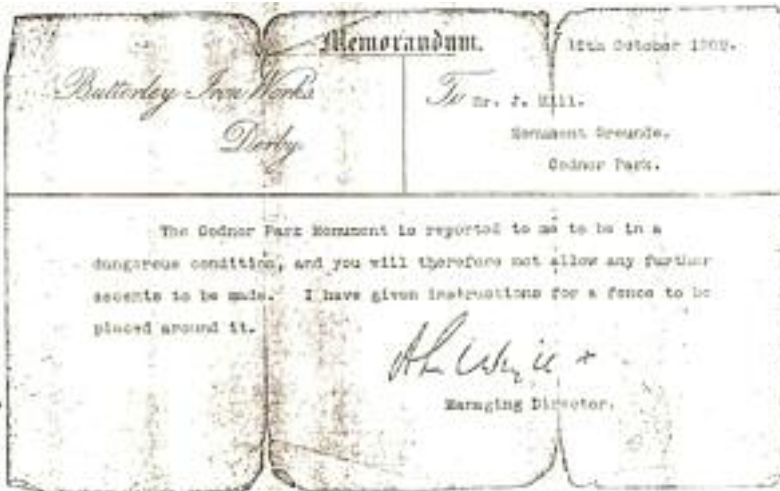
Dear Sir

Further to the article on the Jessop Monument by Bevan Parr in the last issue, I have some information that may be of interest to you. In the 60's /70's I used to enjoy a pint in the now closed Gate Inn at Westwood. I would sometimes sit with a Mr Hill who I would think at that time would be in his late sixties/early seventies.

One night in 1974 he asked me where I worked (at the time it was Bonser Engineering at Giltbrook) but I told him I had served my apprenticeship in the Bridge Yard at Butterley. He said he had something in his wallet that would be of interest me.

He told me his father Mr J Hill had been responsible for the Monument Grounds and he took out of his wallet the original memorandum from the then Managing Director of the Butterley Company, Mr Albert Leslie Wright (1862 to 1938), Managing Director (1902 to 1938) instructing his father, Mr J Hill not to allow any further ascents of the Monument due to its dangerous condition. (*see below - Ed*) He also had a copy of the Monument Hall and Grounds, Rules and Regulations. (*omitted this time through lack of space! - Ed*)

John W Chambers life member





ANTHONY DARBYSHIRE 1945- 2012

by John Boucher

We were saddened in August to learn of the premature death from cancer of Anthony Darbyshire, a Chartered Landscape Architect, who gave us considerable help with our negotiations with various planning authorities. This resulted in the successful planning application to restore the Pinxton Arm of the canal through Smotherfly, and in finding a practical diversion route for the canal around the Codnor Park Reservoir. Unfortunately, the Smotherfly scheme has not yet materialised due to inertia from the site owners, UK Coal, and the Golden Valley application, although recommended for approval by Amber Valley Council, was withdrawn at the last minute following the failure of the developer in the current financial climate. Notwithstanding these setbacks, Anthony's input has guided us and established important principles which will be extremely useful in our future dealings with planning and landscaping bodies.

Anthony trained in Landscape Architecture and had a diploma in Horticulture from Kew, and worked for the Property Services Agency for many years. He moved to Derbyshire in 1989 when his wife Fiona, a leading Geoscientist at the British Geological Survey, was transferred to their new headquarters at Keyworth, and he worked for a number of years for Derek Latham Associates. After 1993 he had his own practice and handled a number of major projects, the best known one being the National Memorial Arboretum at Alrewas where he was the Project Lead Designer and Site Manager from initial concept to completion.



He became involved with the Golden Valley project in 2006, and was kindly seconded by the promoter Tom Griffiths to advise us on a specific aspect at Smotherfly. From there it developed into a mutually beneficial relationship, and when Tom and Anthony were keen to include a canal element in their proposals we were able to assist them on canal engineering issues. After Fiona retired, they returned to live in London, and following the termination of the Golden Valley project he had more time to devote to church activities and in particular to the De Beauvoir Association, a community group based on the north side of the Regents Canal in Hackney, currently chaired by Fiona.

In view of Anthony's enthusiasm to incorporate a trip boat into his proposals, your committee felt they would like to sponsor a seat in the Cromford boat in Anthony's name, as a small token of our appreciation of his work for us. Fiona has expressed her delight at this and feels that Anthony would have been very touched by the gesture.

If you feel able to contribute towards Anthony's seat please contact our Treasurer.

Friends of the Cromford Canal Christmas Cards

These designs and alternative packs from previous years will be on the sales stand in the Gothic Warehouse, Cromford Wharf at the Derwent Valley Mills Discovery Days

3rd and 4th November 2012

Save on the postage by buying them there, when the whole range of FCC goods will also be displayed for sale. You may get some ideas for Christmas presents too!

Greeting inside all cards is:

With Best Wishes for Christmas and the New Year

No. 1 The Gauging Stop and Former Toll House at Sawmills
from a painting by Chris Jacklin



No. 2 Cromford Canal in Winter



Mixed packs also available

No. 3 Poysers Bridge No 16 Cromford Canal

All cards may be seen in colour on our website

www.cromfordcanal.org.uk



Packs of 10 cards and envelopes £3.00 per pack.

from the sales stand or by post from the Sales Address, add £1.10p&p per pack.

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