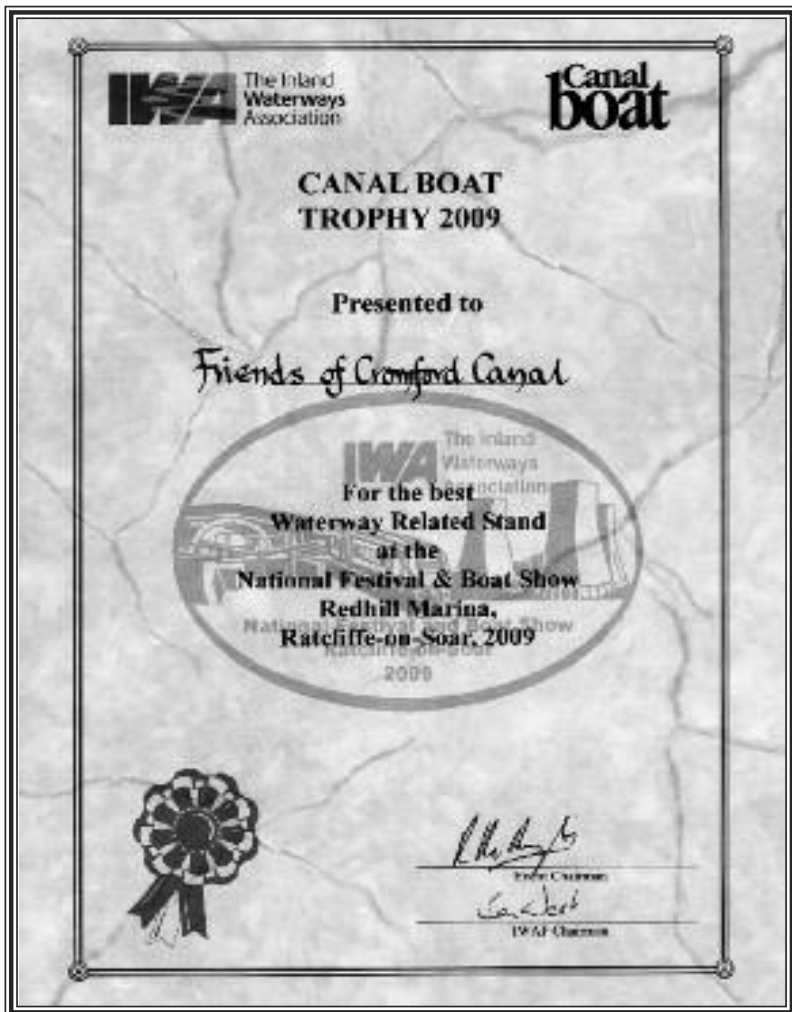


THE PORTAL



THE JOURNAL OF THE FRIENDS OF THE CROMFORD CANAL

Registered Charity Number 1100700



Free To Members £1 When Sold

NUMBER 31

AUTUMN 2009



CONTENTS

Editorial	2
Chairman's Notes	3
Situation Vacant - Publicity Officer	4
Derwent Valley Mills World Heritage Site Discovery Days	5
FCC News Update	6
Members' Meetings	7
National Waterways Festival	8
Why We Joined the FCC	10
News From The North	11
Northern Canals Association Meeting	12
Christmas Cards	13
Ironville Locks in 1976	14
Cromford Canal Inspection 1907	19
Codnor Park Pottery	22
Letter - Sims Bridge	24
Book Review	25
Work Party Report	26
Membership Matters	27
Leawood Pump Outlet	28



FRONT COVER: The sales team had a good time at the National Waterways Festival at Ratcliffe on Soar in August. The FCC won the prize given by Canal Boat Magazine for the best non - commercial stall, including this certificate. See the festival report on page 8.

BACK COVER (TOP): The festival sales team looking pleased. The display trailer was one of the things which impressed the judges. Photo: Hugh Potter

(BOTTOM): Don't miss the Derwent Valley Mills World Heritage Site Discovery Days at Cromford Wharf. The FCC will again be operating a horsedrawn boat between Cromford and Leawood, as seen here on a previous occasion. See full details of these events on page 5. 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.31

Here we are again at the Autumn issue, the last one in 2009. With this I will have completed my second year as editor of *The Portal*. It has been rather a mixed period in terms of the progress of the Friends of the Cromford Canal.

In the Spring 2008 issue, the big news was that planning permission had been granted for the Smotherfly project. We were all looking forward to some exciting progress with our plan to create a length of new canal using the River Erewash diversion channel on the former opencast coal site. The problems with this, to a layman like myself, have been unbelievable. The delays have been such that we have had to apply for the planning permission to be extended. This is an ongoing expensive situation which is being very ably pursued by our Honorary Consultant Engineer John Boucher. The FCC were recently hosts to the Northern Canals Association meeting held at Pinxton village hall and delegates were able to see the nearby Smotherfly site and appreciated the potential for rebuilding this part of the Pinxton Branch of the canal. See page 12.

I was very gratified to discover that some members actually read the magazine! The advert last time for the post of minutes secretary, to fill the vacancy as a result of Jan and Meg stepping down, brought an instant result. On behalf of all the committee, I would like to welcome Judy Berry who responded to the ad and has proved at her first committee meeting to be very capable at this important job.

Talking of situations vacant, you will notice on page 4 that this time I have included a request for anyone who could take on the task of publicity officer. This is another important job and I hope that one (or two) of you will consider it.

This is also the time of year when the FCC plays a major part in the annual Derwent Valley Mills World Heritage Site Discovery Days. This is the week-long series of events which take place in the Derwent Valley between Derby and Cromford. I would like to congratulate our chairman Pat Morriss who has recently been elected Vice Chairman of the Derwent Valley Mills Partnership. This will certainly help Pat to raise the profile of the FCC in the Derwent Valley. Again this year, we will be organising a horse drawn boat on the canal from Cromford Wharf to Leawood as well as our sales stall, slide show and other attractions in the Gothic Warehouse. This will be on the weekend of October 31st and November 1st. See also page 5. We will be using a new firm to supply the horse this time and they will also be offering horse drawn dray rides around Cromford. I would like to make it clear, however, that as in previous years, **the horse boat will be running for demonstration only and will unfortunately not be able to carry passengers.** This is a situation which the FCC would dearly like to see rectified, and if anyone feels that they could restart the very popular horsedrawn boat trips from Cromford, we would be delighted.

Please note the press date for the New Year issue will be January 5th 2010



CHAIRMAN'S NOTES

by Patrick Morriss



I have promised myself not to mention the economy or its prospects this quarter! It might be difficult but I will try.

It is amazing how you can go away for two weeks and slightly loose track of things especially when abroad. Going away less than 48 hours after the end of the Cromford Steam Fair at Tansley, having been very busy all through September, was perhaps not the best move I have ever made. Of course the Cromford Steam Fair should have been the first weekend of August, but the great British climate meant that for the second time in three years it had to be postponed – at least it meant we had the leaflets available for the Derwent Valley Mills Discovery Days Weekend (31st October and 1st November at Cromford Wharf) and these proved popular. While I am on the subject of the World Heritage Site, I was surprised and honoured in equal measure to be elected as Vice Chair of the Derwent Valley Mills Partnership that 'looks after' the World Heritage Site while I was away on holiday. Given that the Cromford Canal is the longest length of canal in a World Heritage Site in England and the canal was a driver for much of the industrial development after the mills opened in the Derwent Valley between Ambergate and Cromford, it is perhaps time to make more of the Cromford Canal's legacy in the World Heritage Site. Of course, until a few months ago we could say that it was the longest length of canal in a World Heritage Site in the UK, but the Pontcysyllte section of the Llangollen Canal was recently designated a World Heritage Site.

Some of you may have noticed a certain amount of press comment over the summer. It is essential to keep the canal and our efforts to restore it in the public eye and to remind local and national politicians as to the validity of our campaign to restore the Cromford Canal. Our sales teams and individuals alike have been out spreading the message at local events, waterway events, festivals, talks and library events all summer and it is often easy to overlook all their efforts. Due recognition was paid to the FCC stand and its personnel at the Inland Waterways Association National Festival at Redhill on the River Soar over the August Bank Holiday weekend when the FCC stand won the award for the best non-commercial stand. For once the weather was relatively benign, a windy set up day but at least a dry weekend and Bank Holiday. *See page 8.*

On the day between the Cromford Steam Fair and going away on holiday I also managed to squeeze in a morning's filming for BBC East Midlands Television. There are to be four, two minute slots for the Cromford, Derby & Sandiacre, Ashby and Grantham Canals on the BBC East Midlands Inside Out series followed by individual slots for each canal on BBC East Midlands Today in the evening during the same week. I was also interviewed by BBC Radio Nottingham at the same time. All of this was around the Leawood Pump, an iconic backdrop to any such filming. During the World Heritage



Weekend the Leawood Pump is due to have both boilers in steam for the first time in a number of years. It should be a very impressive sight during an autumn weekend. As we go to press the broadcast dates have not been announced by the BBC, but as soon as we know them they will be on the FCC Yahoo group site.

The FCC is assured that there will be a 'Cromford Canal Partnership' in place by the end of the year. An early priority of any such Partnership should be in my opinion to commission a full feasibility study for the whole of the Cromford Canal and attempt to quantify the cost/benefit calculations for a restored canal. As I have said before, a Partnership seems to be an essential prerequisite for any canal restoration scheme in this day and age, it cannot come soon enough!

ARE YOU A PUBLICITY SEEKER?

In August, the FCC received a significant boost by the excellent publicity to our cause in the Derby Evening Telegraph, on Radio Derby and elsewhere. This was based on the undertaking given by the new Conservative administration at Derbyshire County Council to support the formation of a Cromford Canal Partnership. Our chairman Pat Morriss also mentioned the need to attract grants to finance the estimated £57 million cost of full restoration of the canal over the next 30 years. This is the kind of publicity which has often been lacking in the past and which we need to give increasing emphasis to in the future. It also again draws attention to the fact that the FCC is sadly lacking someone to take on the job of publicity officer. We need an enthusiastic person who can communicate regularly with all classes of the media to raise the profile of the FCC in as many ways as possible and continue to get the message across both locally and nationally.

If you have contacts with local newspapers, radio or television or are able to establish these, and supply them with press releases of FCC activities, then the committee would dearly like to hear from you. This is certainly one of the most important aspects of the FCC's activities at this important phase in our campaign and something which the FCC has needed to get better organised for some time. Any offers of help will be much appreciated.

Closely tied in with this is the need for fundraising. The sums of money which will need to be involved when the project takes off will certainly be on a large scale. Such funds are, however, still available as grants if one has the right contacts and the ability to obtain, fill in and send off the appropriate forms.

Both publicity and fundraising are therefore critical to the future of the FCC. The right people are now needed to take on these aspects of the FCC campaign and build on the publicity obtained so far. If either of these jobs appeals to you, please get in touch with any committee member.

**Remember the World Heritage Site Discovery Days
at Cromford Wharf
October 31st and November 1st
See Opposite Page**



World Heritage Site **DISCOVERY DAYS**

Saturday 24th October to
Sunday 1st November

Special events planned for the closing weekend of
Saturday 31st October and Sunday 1st November



Cromford Canal events

Both days 10am to 4pm

- Horse-drawn Narrowboat on the canal between Cromford Wharf and High Peak Junction .
- Rope-making, traditional narrowboat-painting demonstrations, street organ, exhibition and Friends of Cromford Canal sales stand at Cromford Wharf.
- Forge lit at High Peak Junction Workshops, free entry.
- Leawood Pumphouse in steam. Victorian steam-powered beam engine in action.
- Dray Rides from Cromford Wharf. £1 per person.

Saturday only

10am Family art workshop upstairs in the Gothic Warehouse, Cromford Wharf with artist Tan Draig. Free for adults and children aged 5 upwards.

7pm The Private Diaries of Alison Uttley: talk on the Cromford author by Denis Judd in the Gothic Warehouse, Cromford Wharf.

Both days

10.30am Walk to Lea Mills via the Cromford Canal towpath from High Peak Junction, passing Leawood Pumphouse on way to John Smedley's Mill.

2pm Guided Walk along Cromford Canal. Meet outside Gothic Warehouse.

There are over 100 events taking place between October 24 and November 1 in World Heritage Site Discovery Days Festival Week. To find out more visit www.derwentvalleymills.org or ring 08456 058 058 .



World Heritage Site **DISCOVERY DAYS**



FCC NEWS UPDATE - so what *is* happening?

from Mike Kelley



- **Sunday 9th August** - A car boot sale was held at Pinxton Village Hall, the proceeds of which went to the FCC. Many thanks to Councillor Anne Wright. Our sales team had a stall there.
- **Monday 10th August** - Our monthly full committee meeting, held in the Derwent Hotel at Whatstandwell.
- **Sunday 23rd August** - I was asked to deliver a talk to Stafford Boat Club. They had organised a fun weekend with some of the proceeds being donated to the FCC. Many thanks to Brian Dominic for arranging this. Our sales team had a stall there also.
- **Saturday 29th to Monday 31st August** - This was the IWA National Festival bank holiday weekend at Redhill Marina, on the River Soar. This was a great weekend in which our sales stand was awarded first prize for the best non - commercial stand of the show. Well done Eric, Beryl, Val and Mike. Our Chairman, Pat Morriss, delivered talks there on the Sunday and Monday. This show did a lot to raise our profile.
- **Sunday 6th September** - Our sales team went along to Long Eaton library where they also had our photographic display boards on show.
- **Thursday 10th September** - I was invited to give a talk on the canal to Ripley and District Probus Club, where my wife and I were treated to a very nice lunch. Many thanks to Probus for their kind donations.
- **Sunday 13th September** - Eric and Beryl took the display stand to Brinsley Headstocks for the day.
- **Monday 14th September** - Our monthly full committee meeting, held for the first time at the Poet and Castle Inn at Codnor.
- **Thursday 17th September** - I met with two representatives from Rolls-Royce at High Peak Junction. They are looking for projects for their graduates to undertake as a training exercise. Ideas around the canal were offered to them.
- **Saturday 19th & Sunday 20th September** - Our full sales team put on a very good show at the Cromford Steam Rally. Our Chairman Pat Morriss and myself were also there. A very good weekend.
- **Monday 21st September** - Our monthly social evening had Chris Stone delivering a talk to us at Ironville Church Hall, which was called 'Canals and Railways of Derbyshire'.
- **Wednesday 23rd September** - My wife and I attended the East Midlands Funding Forum at Friar Gate in Derby.
- **Monday 28th September** - I held a meeting in the Clock Inn at South Normanton for the marshals who will officiate on the forthcoming sponsored walk on the 18th October.
- **Wednesday 30th September** - Representing the FCC, I attended a committee meeting of the 'Derwent Valley Mills Partnership'. This was chaired by the leader of



Derbyshire County Council, Andrew Lewer. Our own Chairman, Pat Morriss, was elected as Vice Chair of this partnership. This is good for the FCC as it will help in many aspects of our progressing the canal.

- **Sunday 4th October** - The FCC were hosts to the Northern Canals Association. A full day meeting was held in the village hall at Pinxton. Our sales team put on their usual good display. I gave a presentation on the Cromford Canal and details of the Smotherfly project were presented by our honorary consultant engineer John Boucher. After the meeting a visit was made to the Smotherfly site and some of the group later went on the see the Leawood pump in steam. *See also page 12.*

- **Tuesday 6th October** - I attended a Derbyshire County Council Cromford Canal Liaison meeting at Cromford Wharf. Here the DCC informed us of their activities on and around the canal, and what their plans are for the immediate future.

Following on from the prize winning display at the National Waterways Festival, the boat trailer was also used to good effect at Cromford Steam Rally



Eric Singleton

FORTHCOMING MEMBERS' MEETINGS

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

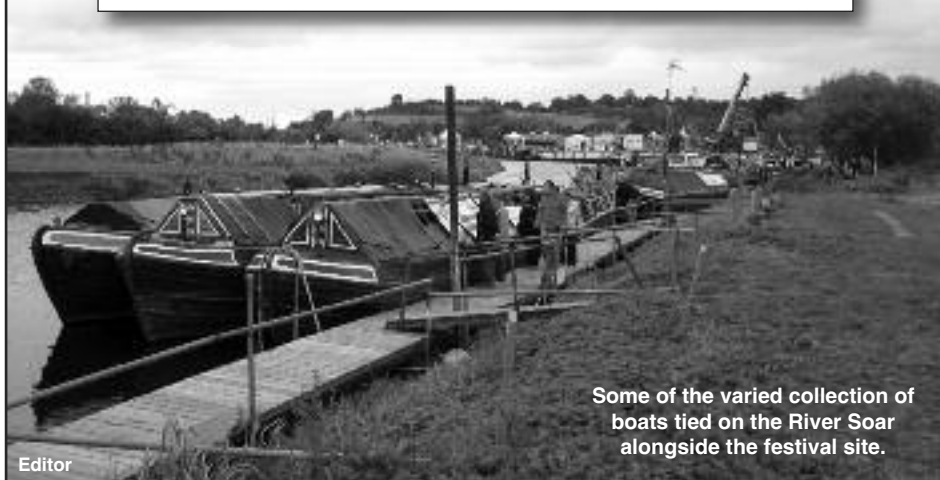
All will be held at **Ironville Church Hall at 7.30pm.**

- **Monday 19th October** - Our Chairman Pat Morriss will be speaking on Butterley Company's Crich Tramway.
- **Monday 16th November** - Our Vice Chairman Mike Kelley will be giving us an account of his extensive travels in Yemen and Sudan.
- **Monday 14th December** - Christmas Social featuring the return of the Red Lion Band. Please come along, bring seasonal goodies to share and meet your committee and fellow members for a jolly social evening.



IWA NATIONAL WATERWAYS FESTIVAL RED HILL MARINA

August 29th - 31st



Some of the varied collection of boats tied on the River Soar alongside the festival site.

Editor

When the Inland Waterways Association first announced that their annual National Waterways Festival was to be held at Red Hill Marina at Ratcliffe on Soar, a number of people, including myself, had rather mixed feelings about the choice of venue. On the one hand, this would be a good opportunity for the FCC and other East Midland canal restoration groups to attract publicity and promote their cause. However, with the site being on the River Soar with its susceptibility to flooding and remembering the mud baths at St. Ives and Atherley Junction, we were rather apprehensive.

As it turned out, these fears were unfounded. The river was almost at normal summer level and the site was dry and hard in spite of quite a lot of rain beforehand. This was no doubt helped by the good drainage provided by the gravelly nature of the ground



The award winning FCC Sales Stall

Editor



in this area. The weather over the bank holiday weekend was also fine and sunny, albeit very windy. This caused some exciting moments during the erection and dismantling of the marquee, but all agreed we were very lucky with the weather. There was also plenty of space, giving a large site (there were even mutterings about it being too large) with an excellent large campsite adjoining and plenty of space for the car park. Access was also good via the new junction on the A453 just down the road from the M1. The adjacent new East Midlands Parkway railway station also came in very handy. Total visitor attendance over the three days was almost 20,000.

The FCC sales team pulled out all the stops for this occasion and managed to win the award for the best canal society stall (see front and back covers), much to our surprise and delight. The judges were apparently impressed by the display material, especially the large map and the boat trailer as well as the quality of the items for sale. Also, the team were able to give knowledgeable information about the canal to the many visitors. Sales were quite brisk and altogether we had a very satisfying weekend. I would like to thank Val Roberts who has organised the sales department since the FCC was formed and was largely responsible for producing the sales items and arranging the stall. Over the last year, Val has been very ably supported by Eric and Beryl Singleton who also played an important part in the success of this event, helped by Mike Kelley and Eric's sister Ann Else.



Hugh Potter

The rather shell-shocked sales team receiving the award from Martin Ludgate, editor of Canal Boat magazine.

Another welcome surprise came from the Waterway Recovery Group Boat Club who kindly decided to give their annual donation to a waterways charity to the FCC. In addition to the sales stall, our chairman Patrick Morris gave a presentation about the canal and the aims of the FCC on both the Sunday and the Monday in the festival theatre which was well received. Altogether this was a very pleasing and enjoyable weekend which has helped to raise the profile of the Cromford Canal on the national waterways scene.



Editor

Editor

Editor



As mentioned elsewhere in this issue, the FCC sales department has been very ably supported over the past year by Eric and Beryl Singleton. Not only have Val and I been very pleased to welcome them on the stall on various occasions, but they have also made arrangements and attended several events on their own. We have been wondering how it was that they first became involved and asked Eric to give us his thoughts, see below. This is a good illustration of the fact that you do not necessarily need to be a canal enthusiast to help the FCC. If you feel able to help in any way, please get in touch with any committee member.

THE REASON WHY WE JOINED THE FCC

It all started when a talk about the visit of The Time Team to Codnor Castle was being given at Ironville and we decided to go along. In the interval we were talking to Jan Columbo and Meg Tarlton about the Friends of the Cromford Canal and what they were trying to achieve. At the time we were not sure whether to join Codnor Castle or the FCC but Jan and Meg were so friendly and made us feel so welcome that we thought more about joining the Cromford.

Towards the end of the Castle talk, it was announced that there was some scrub bashing work being done, I think in January, so on the Saturday morning we had a walk down the canal to see for ourselves what was happening. We had a chat with, would you believe, Jan and Meg! We went home to have some food and then I went back in the afternoon to do some work. When I got home we had a chat and as there was a meeting at Ironville on the Monday night we went along and once again we were made so welcome it made our minds up to join The Friends of Cromford Canal.

Later on in the year there was a meeting at Pinxton Village Hall. After the meeting Pat was asking for volunteers and we put our names down to help Val & Mike on the sales stall. We have not regretted this for one moment. It was the one of the best moves we have made in years.

Eric Singleton

Winter Draws On!



Why not treat yourself to one of our popular fleeces
- or even buy your friend one for Christmas

Modelled here by our former minute secretary Meg,
who is impressed by the warmth and
quality of the garment

The fleeces are in Burgundy with the Leggers logo
embroidered on the left breast

£19.50 plus £3.00p&p

or collect from one of the meetings

Sizes: M, L, XL up to 5XL

Please state size and send your order with cheque
made payable to the FCC to the sales address

These items are not carried in stock - allow 2 - 3 weeks delivery



NEWS FROM THE NORTH

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

Cromford Canal – Cromford to Ambergate

The Cromford Canal is rich in wildlife and is designated as a Site of Special Scientific Interest (SSSI) between Cromford and Ambergate. Much of the management carried out on the canal has to be approved by Natural England. Activity for wildlife peaks in the spring and summer with the breeding season of water voles, water shrews, water fowl, dragonflies and hoverflies. Consequently most maintenance and improvement work can only be carried out in winter, when it causes less disturbance to wildlife but it is colder, wetter and the canal has higher water levels. With the onset of autumn a new canal work programme is about to start.

Now that most of the canal side flowers have set seed, the tall vegetation of the verges is cut and removed. Derbyshire Wildlife Trust cut the verge in blocks, ensuring some patches of vegetation are left for over wintering invertebrates. Without this cut nettles, thistles, brambles then saplings soon start to take hold.

Two stretches of collapsing retaining wall are being rebuilt at Cromford Meadows by Allroads, the County Highways team. The Derby British Trust for Conservation Volunteers group are due to re-open a clear water channel by removing reeds at Chase Road, Ambergate.

Work parties with volunteers from the Friends of Cromford Canal have been very successful. This year three weekends are planned with the Friends, to clear water channels and carry out tree removal. *See page 26.*

The canal around Whatstandwell is shallow and has a lot of silt deltas; the water channel is blocked by reeds in several places. Last winter work started to remove overhanging trees and branches. This work will continue. The tree work should reduce shading and leaf drop. It is hoped that a silt removal contract will be let this winter, however this is subject to a number of approvals. Silt can be considered a waste product, so a licence or exemption is required from the Environment Agency. The canal at Whatstandwell is home to several water voles, with new legislation to protect the species, ecologists will advise on mitigation within this contract.

Work to improve the surface of the towpath is being planned, as is a scheme to provide a ramp to access Leawood Pump near High Peak Junction. Following the recommendations of a structural report, trees and saplings will be removed from the base of canal bridges, the Derwent aqueduct and Gregory tunnel.

Hopefully the swing bridge at High Peak Junction will be repaired and a canal overflow can be constructed adjacent to the ground paddle near Sims Bridge just north of Whatstandwell. This should reduce the chance of the canal over topping its banks in storm conditions.

A scheme is also being drawn up to strengthen the canal aqueduct over the railway near Lea Wood. The cast iron trough and the towpath both need additional support. The repair work will have to be co-ordinated through English Heritage and Network Rail, the timescale for repair is not yet known.

If any members require additional information, please contact:

Middleton Top Visitor Centre Tel (01629) 823204



NORTHERN CANALS ASSOCIATION MEETING

by Hugh Potter

On Sunday 4th October, FCC played host to the Northern Canals Association at Pinxton Village Hall. NCA is a group of canal restoration societies that meets three or four times a year to exchange ideas and news on restoration and to take a closer look at the individual restoration projects.

Our vice chairman Mike Kelley gave a general introduction to the canal and honorary consultant engineer John Boucher outlined in detail the work already done, and still to be done, on the Smotherfly project.

There was then a talk by the Environment Agency about their plans for the next stage of the Fens Link. The first phase of the link, a new lock from the tidal River Witham at Boston, was opened earlier this year. Next comes a tidal barrier at Boston and an extension of the Black Sluice Navigation.

Don Baines of the Inland Waterways Protection Society then explained how they had achieved 'self-supervising' status for health and safety aspects of voluntary work at Bugsworth Basin, something that all canal societies who want to work on British Waterways property are having to come to terms with.



NCA delegates inspecting the site of Palmerston Swing Bridge which was being cleared of trees and undergrowth by an FCC work party

Hugh Potter

With Pinxton as a venue, we had hoped that there would be work taking place on the Smotherfly site to show the visitors. Unfortunately this was not the case, owing to on-going delays to the start of the project. However, Dave Tinkler had organised a work party to uncover the remains of Palmerston Swing Bridge 13 on that day instead. John Boucher had been very keen to find out whether this was an original structure. However, it turned out that the metal beams supporting the decking were not part of the original bridge, but the stonework below, although badly disturbed, was substantial enough to have come from the original abutments. Local enquiries suggested this rebuild was carried out before world war two, but certainly after 1907 when a sketch showed the swing bridge intact.

The visitors were then taken to the top of the mound of earth to overlook the river diversion channel through the former opencast site. All were impressed with the wonderful view across the Erewash valley, and the prospect for a restored canal.



Friends of the Cromford Canal
introduce 2 new designs of
Christmas Cards for 2009



No.1
Features the
Leawood Pumping
Station and
Wigwell Aqueduct

**Greeting inside all
cards is:**
With best wishes for
Christmas
and the New Year

These new cards together with alternative packs from previous years will be available on the sales stand in the Gothic Warehouse at the Derwent Valley Mills Discovery days on **31st October and 1st November 2009**

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

No. 2
Bullbridge
Aqueduct
with steam train
passing below
taken from an oil painting
by Harley Crossley

Both cards are in full colour
which may be viewed on
the website:
www.cromfordcanal.org.uk



Packs of 10 cards and envelopes £3.00 plus 75p per pack p&p
Owing to popular demand, packs of mixed cards are also available at the same price.

Please forward cheque with order to the sales address
Cheques made payable to FCC



IRONVILLE LOCKS IN 1976

by The Editor - All Photos by Michael Golds

During the intensive work by the Erewash Canal Preservation and Development Association leading up to the re-opening of Langley Bridge Lock and the Great Northern Basin at Langley Mill in 1973, work party organiser Michael Golds had built up a strong group of enthusiastic and capable volunteers. This group were then rather frustrated by British Waterways' refusal to allow voluntary restoration work to continue above Langley Bridge Lock unless a commercial rent was paid. This subsequently led to the formation of Langley Mill Boat Company, but that is another story.

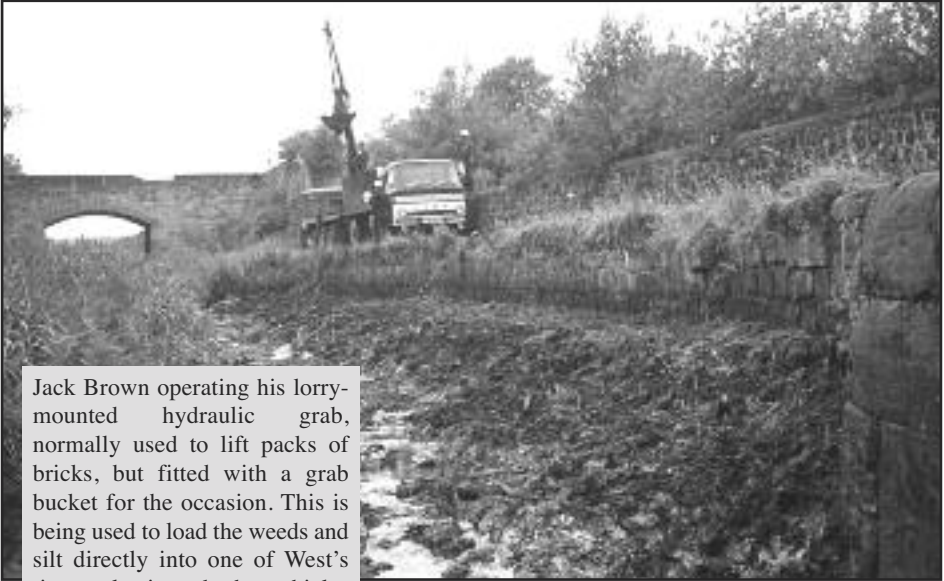
What Michael decided to do was to take the ECP&DA group to help on various other canal projects around the country. These included the Basingstoke, Droitwich, Dudley, Peak Forest and Stratford Canals, among others, but one project which received particular attention in 1976 was the flight of locks at Ironville on the Cromford Canal. The reason for the rather cumbersome name of the ECP&DA was that the intention from the outset was that the aims of the Association would include development as well as preservation. This was taken to include continuing up the Erewash Valley along the Cromford Canal from Langley Mill.



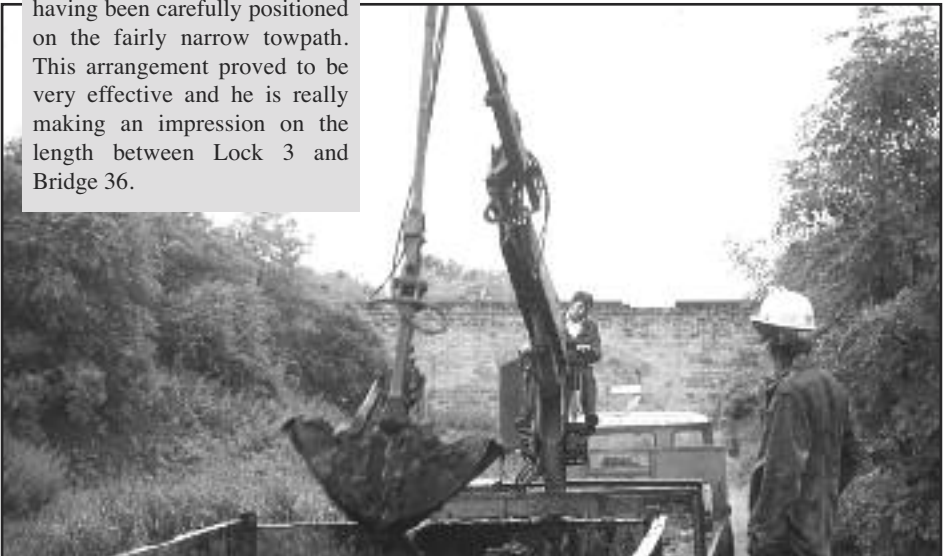
Some of the rubbish of all types removed from the canal and stacked on Ironville Bridge No.37 about to be loaded by hand on to one of West Transport's lorries. Note the 'No Unauthorised Tipping' sign among the collection! This scene was repeated using skips in 2003 at one of the first FCC work parties, although King William Street and one of the Butterley Company terraces in Ironville shown in the background in this view had by then disappeared.



Before this work started, the Ironville Locks were choked with weed and all kinds of domestic and industrial rubbish. Good turnouts of volunteers enabled large quantities of this to be removed and taken away by lorries. These had been provided free of charge by West Transport, who had already given much support at Langley Mill. Another big supporter, then as now, was local councillor Jack Brown, whose well known transport firm is based by the canal at Ironville. Jack specially extended and modified the hydraulic grab on one of his vehicles which he then drove along the towpath and was able to reach into the canal and load the rubbish and silt directly into the tipper lorries.



Jack Brown operating his lorry-mounted hydraulic grab, normally used to lift packs of bricks, but fitted with a grab bucket for the occasion. This is being used to load the weeds and silt directly into one of West's tipper lorries, both vehicles having been carefully positioned on the fairly narrow towpath. This arrangement proved to be very effective and he is really making an impression on the length between Lock 3 and Bridge 36.





ABOVE: A good turnout of volunteers, both local and visiting, are attacking the area in and around Lock 2. A considerable amount of debris of all types was removed in this way.

BELOW: Carting rubbish from the pound below the top lock using the small ECP&DA dumper. This venerable vehicle, which is ideal for such jobs, is still in regular use at Langley Mill to this day. However, the top lock, seen in the background, disappeared shortly after this picture was taken in the alleged need to convert the canal into a flood relief channel.





The ECP&DA stall and many young locals around Pottery Lock No. 3, together with still more rubbish. Much interest was created during this short period and it was a great pity that the momentum being generated had to be cut short. It is a bit sobering to realise that all these kids are now middle aged and may not be quite so keen! Our work party organiser Dave Tinkler, who will be arranging some work party dates on the lower part of the lock flight over the next six months, would love to see such a good attendance nowadays.





This all went very well and was successful enough for some stop planks to then be fitted on top of the existing concrete stanks in the head of the locks. We were then able to raise a ground paddle at the top lock and fill the first three pounds with water. As the above photo shows, this greatly improved the appearance of the top part of the flight and was very pleasing both to the volunteers and the locals after many years of living next to a rubbish filled eyesore.

Unfortunately, this effort all came to nothing shortly afterwards when the powers that be decided that, to comply with the 1975 Reservoir Act, the water level in Codnor Park Reservoir should be lowered by a metre and the canal must provide a flood relief channel. This led to the total destruction of the top lock and the removal of the concrete stanks and top cills in the other locks, to cope with a flood of biblical proportions. This act of legalised vandalism would be funny if it wasn't so tragic. Any reasonable person could see that these measures were very much over the top and the flood risk had been grossly overstated. As a result, the prospect of restoration of the locks at that time was abandoned and as residents of Ironville know only too well, this length of canal fairly quickly returned to being a smelly linear rubbish tip. Needless to say, it has now been decided that the people concerned did indeed get their sums wrong and the top lock need never have been lost.

However, the FCC must now face up to the existing situation and act accordingly. There is no doubt that restoration of the locks has been made more difficult by this ill conceived destruction over thirty years ago, but other factors are influencing this area nowadays. If the Golden Valley Project comes to fruition, the restored canal may pass to the north of Codnor Park reservoir and the new top lock may need to be in a different position in any case. As they say, watch this space.



CROMFORD CANAL INSPECTION 1907

Following on from the reports in the last two issues of the 1959 inspection of the canal by members of the Inland Waterway Protection Society, Dave Ratner has extracted the following report from the British Waterways Archives. This relates to an inspection and report on the state of the canal carried out in 1907 by Sir William Matthews for the Midland Railway Company, at that time owners of the canal. This was to support their attempt to close Butterley Tunnel.

Memo' of Inspection by Sir William Matthews K.C.M.G.

June 6 & 7. 1907.

The party left Derby on Thursday June 6th by special Saloon at 9.05 a.m. calling at Sheffield for Mr Worthington, and being met on arrival at Cromford by Permanent Way Superintendent Mr H.C.Johnson, who stayed until a departure was made from Cromford.

Sir William Matthews inspected Cromford Bridge, the Shuttles &c in the Mill Yard, and noted stacks of coal on the wharf.

The Traders had loaded a barge with 26 tons of coal and she drew 3ft 1in. The coal was reduced till the draught was 3ft (load about 25 tons). The party walked along the towing path observing the passage of this loaded barge which grazed the bottom at Lawn Bridge (No.1) but depth immediately adjoining was 3ft 9ins; and grounded for a few moments at Carr Wood.

It may be stated that this boat was subsequently left at Gregory Tunnel, no one desiring it to travel any further, its speed over a measured distance viz, between Cromford and Lea Wood pump, 1 mile 31 chains being done in 30 minutes, being about 1¾ miles (1 mile 53 chains) an hour with two horses. Canal ganger Allen steered it and Wheatcroft's boatman German Key was also on board.

Sir William Matthews examined the Lea Wood Overflow where water was running "over the top of the timber strip". He then made an inspection of the pump house &c expressing admiration for it.

Passing the Derwent aqueduct he walked a few yards up the Lea Wood Cut in order to get a view of it, and classed it as "nothing wrong with that". He stated he had no desire to examine the Lea Wood Cut.

From Gregory Tunnel forward the journey was continued in our Ice boat. Mr Rayner called our attention to "leaky" places at Lea Wood Bend, Winson stating he has done much work there but failed to stop the leaky appearance of the field below. The strata on the off side (coal measure grits) were pointed out and Sir William agreed that it was quite possible the water in the field below might be natural drainage entirely apart from the Canal.

From this point for some distance nothing of note transpired. Sir William asked to be, and was shewn the shoals at Whatstandwell which he was surprised to find were only a matter of a few chains each. Mr Worthington pointed out that but for his visit a stoppage would now have been in progress for the purpose of cleaning out one of these shallow places.

Between Whatstandwell and Ambergate nothing of note occurred but on passing the Lime Kilns, Sir William had a look at them also the disused wharf on the off side, the inclined plane from quarries &c. Passing through Hag tunnel he examined the state of the masonry &c. Passing Wheatcroft's dry dock a boat was seen to be on the stocks for repairs.



At the bend for the Bull Bridge Aqueduct Sir William noticed the stack of coal which Mr Tatlow stated had been there for many years, and would probably never be used for the Kilns. It was pointed out that the Kilns had been raised and system altered (they were originally level with and fed from Canal) and that Canal Carriage was of no use to them now. Sir William disembarked at the Aqueduct and going below examined the bank and various openings.

Continuing he was shewn the portion which was diverted at Saw Mills at the time the line was made about 1872 and when passing through Buckland Hollow Tunnel examined the masonry of that also.

On passing Hartshay Weir Sir William had it measured. The water was running over about 1½" deep. He also noticed Hartshay and Pentrich Wharves with interest, also the sewage outlet from the Ripley Sewage Farm. The smell was sufficient to cause comment from all the "strangers" present but nothing like as bad as it had been known. Arriving at the West Face of the Tunnel, the inspection of the Tunnel commenced.

A somewhat larger party than usual being present, and the Canal men fearing the "little" boat would draw too much to get over the place where a temporary stank had been, asked that a long boat might be used stating they had taken it to 60 chains two days previously without trouble. This was agreed to but the cabin catching the roof at 14 chains Sir William desired a small boat might be used. The large one was therefore taken back and the party changed to the small boat which travelled alright, and got over the puddle stank with little difficulty. (the large boat caught the roof because the pond was 1½" above full pond.)

Sir William noted down various mileages, alterations in section, bad places &c and particularly the effects of the coal workings as evidenced in the roof. The party went forward till stopped by debris at shaft No.2. Returning, several widths and depths were taken. Sir William did not desire to explore the headings &c leading out of the wide hole but expressed astonishment on hearing about their original use.

On arriving at daylight again the programme was departed from, Sir William desiring to do the East end of the Tunnel that afternoon, also, in order that there might not be any underground work for the second day's inspection.

This was therefore carried out (the collapsed shaft No:3 being inspected en route) and we went in at the East end as far as the debris from the collapsed shaft No. 3. On the return journey a number of heights were taken, the lowest being 4ft 6ins at 41chs 27ft.

On emerging from the Tunnel again the party drove to Butterley Station returning to Derby by Special saloon arriving about 7.30.p.m.

On Friday June 7th the Saloon left Derby about 9.10.a.m., running to Butterley where Sir William Matthews had a private interview with Complainants, and afterwards one with Mr Worthington.

An inspection of the weir and head of Butterley Reservoir was made, the party afterwards driving to Butterley Park Reservoir. Sir William inspected the Butterley Park Reservoir, its head, overflow, and subsequently the inlet end, Mr Rayner having alleged that the Reservoir had decreased in area.

At about 12 noon the party boarded the M.R. "little" boat and were towed to the Codnor Park Reservoir subsequently walking along the towpath to Top Lock.

Mr Rayner pointed out the ancient heap of dredgings overgrown with weeds and small trees, and agreed with Sir William and others that this was not a recent deposit, but Sir William thought some of the weed at the top end might be removed when opportunity arrived.



At Top Lock the four Fellows Morton & Clayton boats, and the Trent Flat were seen which had been waiting here since about May 17th for the arrival of the Officer appointed by the Board of Trade. The Trent Flat, which had 41 tons 19cwt of coal on board, and drew 3ft according to the draught marks on stem & stern, was then examined. At 12.30.p.m. this was started for Pinxton drawn by one horse (a rather poor animal) which travelled very slowly, Mr Rayner being on board taking soundings. The flat did not ground anywhere but passed over depths slightly less than the draught, but not till Kempson's Works were reached was any mud brought up. The flat was towed to the end of Kempson's Wharf and Sir William said he thought it quite unnecessary to take it further.

Sir William did not seem to agree with this load being towed by one horse, but Mr Morton said that these were the usual conditions. The flat was abandoned about 2 o'clock and the party then returned by Midland Barge to Top Lock.

The journey from Top Lock to Langley Mill was made on foot, Sir William inspecting the locks, gates and works generally. On arrival at lock 4 one of the four Fellows Morton & Clayton boats which had started down some time previously was found to be aground just outside Lock 4. This pond was about 13" down and Inspector Winson, who states positively that it was full at 8 o'clock that morning, could only account for this extraordinary deficit by assuming that the Bargees of one of the two boats which had previously passed (one up and one down) had left the paddle foul, or that some mischievous person had been tampering with the paddles causing the water to waste. In this pond there are two 5" pipes supplying the Loco' tanks at Codnor Park Station, and it was suggested that the lack of water was due to Loco' pumping operations. This was not the cause however, though it certainly assisted. Recent experiment shews that the pump lowered the pond in a day of 10 hours by 5". As it was only about 2.30.p.m. when the inspection was made, the pump would only have had time to lower the pond about 4".

This reach is a very short one, and one lock lowers it about 6". The next pond below was also down somewhat for which no adequate explanation could be offered, but lock 6 which had been left half full was due to one of F.M. & C's boys in advance of the boats aground leaving it in this state apparently when he saw the boats were aground.

In this pond is a grid on the remote side and it was suggested that there might be a pipe here drawing water off. This is not the case, there is an earthenware pipe behind the grating taking overflow water into a culvert which comes in again below Lock 6.

Sir William noted various small matters on his journey down the locks, and looked at the disused Portland Basin, Prestwiches's and Messrs Barber & Walker's wharves, Lock leading to G.N.Co's Canal &c &c, but nothing of any particular note occurred.

A short distance West of Lock 13, Mr Guy Granet and Mr John F. Beale met Messrs Worthington and Tatlow, Sir William subsequently having various private interviews at Langley Mill Gauge House.

The party returned by Special via Trent (where Messrs J.F.Beale F.Rayner, & Lewin left) arriving Derby 5.05p.m.

It may be added that the F.M.&C. boats got off the same afternoon by letting water out of Summit level, and the four of them cleared Langley Mill without any further grounding so far as we know.

The Trent Flat returned from Pye Bridge stern first without any trouble. It left Top Lock at 3.45 p.m. the same day and passed Langley Mill at 7.00 p.m. i.e. 3m 32chs in 3¹/₂ hours or rather better than one mile per hour.



MEN AT WORK

Archivist Hugh Potter ponders on the numerous ways that the FCC Archive acquires photographs, and on what the latest one depicts.

Back in 1983, waterway photographer Hugh McKnight published a book entitled *Waterways Postcards 1900–1930*. This is an excellent 96-page A4 softback depicting just what can be found on postcards – something close to my heart as Archivist. The quality of ‘Real Photographic’ cards from the turn of the century (19th to 20th that is!) can be nothing short of stunning.

On page 71 of that book is a photograph of some thirty men posing for the photographer in a drained canal bed with a wide lock in the distance. The caption does not identify the location and I had many times passed this by. However, when I lent the book to our far more astute chairman Pat Morriss, he said “Isn’t that the Pottery on the Ironville lock flight?” And of course it is! See below.



A pleading email to Hugh McKnight in France was sympathetically received and resulted in the loan of the postcard for scanning. Sadly the image is fading in the background, almost certainly due to the photographer wanting to get details of the bridge in the foreground, but much can still be made out, particularly the men’s faces. What they are doing, however, remains something of a mystery. If they are digging the canal bed out, where are they putting the spoil? And anyway, it looks reasonably deep! There seems to be a foreman wandering amongst the workers (7th from right, with obligatory bowler) and Pat thinks that the more dapper man on the towpath could well be the Butterley Company’s Eustace Mitton.

The writing on the card is unusually informative. It was posted on 3rd December 1908 to Mrs Bastin of Devonport and reads (there is no punctuation): “Dear Sister Just a



few lines hoping this will find you quite as it leaves at present I am sending you this post card can you tell me on it I am going down to Exmouth Christmas I may slip down and see you this summer I am still working on the Railway I will close with love from Will.”

So, who was Will, and which one of the thirty was he? Interestingly, he says he is working on the railway, yet when the photograph was taken he was blatantly working on the canal. Of course the canal was owned by the Midland Railway and it seems likely that workers were drafted from the railway to the canal when necessary.

The date is significant, for around 1907 a large amount of work was being done on the canal by the MR, in support of its efforts to get its Bill through Parliament to officially abandon Butterley Tunnel. Obviously work has been going on in the canal bed – some straight-sided sections have been dug out beneath the bridge and in the forebay of the lock. But this does hint very much of a publicity picture. There is no publisher’s name on the card, but the suspicion is that it was taken by the local photographer Sharplin.

If any Friends have any further ideas on the card, particularly if you can identify any of the workers shown, then I should be delighted to hear from you.



The same scene 100 years later, with the pottery building still surviving, but the canal rather more neglected

Hugh Potter

Pat Morriss adds some information on Codnor Park Pottery:

Clearly visible on the right of the photograph on the offside of the canal is the building that once served as the Codnor Park Pottery. W. Burton produced salt-glazed stoneware products here similar to the workaday output of Brampton’s in Chesterfield, Lovatt’s at Langley Mill and of course Bourne’s at Denby. It is generally thought that production started on this site in 1821 but Burton got into difficulties in 1832 when he was declared bankrupt, but production continued and the pottery was purchased by Bourne’s of Denby in 1833. Production continued on site until 1861. During last year’s archaeological dig as part of 2008 WHS Discovery Days at the site of the former intermediate engine house on Sheep Pasture incline, fragments of Codnor Park pottery were discovered, indicating that the canal may have been used as a corridor for the shipment of bottles, if not bottles and contents! Codnor Park items often turn up for sale on ebay.



AN INTERESTING LETTER

The Committee have recently received the following enquiry:

Yesterday I visited the exhibition and shop at the bottom of Sheep Pasture Incline, near the Pump House and I purchased your 'Walker's Guide to the Cromford Canal' booklet.

I was interested and surprised to see that bridge no 12, illustrated in the guide, is called Sims bridge. I had no idea. My grandfather and his brother, Albert and John Anthony Sims, and their parents before them, and their descendants after them had the quarries known as Duke's Quarries, at Robin Hood (the Duke of Devonshire was, and still is, the freeholder). Ten quarries in all. Their registered offices were the buildings photographed and given a brief write-up by Hugh Potter on your website. The Derwent Hotel stands in front of them now. I'm not sure about then. They are still intact and I think they are holiday cottages at present.

In the nineteenth century most of the male population of Crich worked in the quarries. The stone masons worked the stone on the wharf, then it was transported by canal and maybe by road. Some was taken to Manchester via the Cromford and High Peak Railway, and exported. Sims's stone was used in the construction of Euston Station and Waterloo bridge, and other important London buildings, including prisons! It was recognised as being of exceptional quality. It was taken to the wharf, from the quarries, by horse and cart. The horses were kept at Coddington Farm, where John Anthony lived. In those days that area was alive and very industrious. I would guess that its existence must have been a contributory reason for the canal in the first place. They donated the land, and the stone, to build the Methodist Chapel at Crich Carr. The Sims's, the Hurts, the Bowers and the Saxtons all inter-married.

Nobody knows how the dynasty came to an end after more than a century. I am currently trying to find the answers. John Anthony was killed by a train whilst walking the line. The reports say he was 'cut to pieces'. My father always maintained that he would never have made such an error. His brother expired in, quote, 'a melancholy fashion' and fell backwards out of his carriage. Two of the children 'died' within a few days of each other, both aged twenty three.

Do you have any information about the history and the origin of the name of Sims bridge please? It must be more than a coincidence that it is so named.

Regards

John Anthony Sims

Our archivist Hugh Potter adds the following comments:

This information sounds very interesting. I had heard that the gritstone from the quarries was used in important London buildings but have never had this confirmed. I'll reply to Mr Sims when I've had chance to see what I have in the records on the name or the bridge. If this gentleman has documentary evidence of the use of the Crich gritstone in London or details of how it was transported, this will be a very useful contact. Needless to say, if any readers can throw any further light on this matter, so much the better.



The Records of the Cromford & High Peak Railway Company

by David Hodgkins

published by Derbyshire Record Society,
9 Owen Falls Avenue, Chesterfield S41 0FR

395 pages. £35 post paid (£20 to DRS members). ISBN 978-0-946324-31-6

Notice of the publication of this book was given in Portal 29. Our Archivist Hugh Potter has now had chance to see a copy and sends the following review:

In the height of the canal mania, there were many attempts to connect the Cromford Canal to the waterways linking to Manchester and the industrial North West. These were studied in detail with the help of current Ordnance Survey maps by cartographer Richard Dean in the Winter 2008 and Spring 2009 issues of *NarrowBoat* magazine (www.narrowboatmagazine.com).

The only one of those proposals that came to anything was for the canal to link the Cromford and Peak Forest canals – the main detail of difference being that it was built as a railway! If it was too much of a challenge for a canal to be built across the high limestone plateau, it was an equal challenge for a fledgling railway, in an era when the method and type of railway construction was still very much under debate.

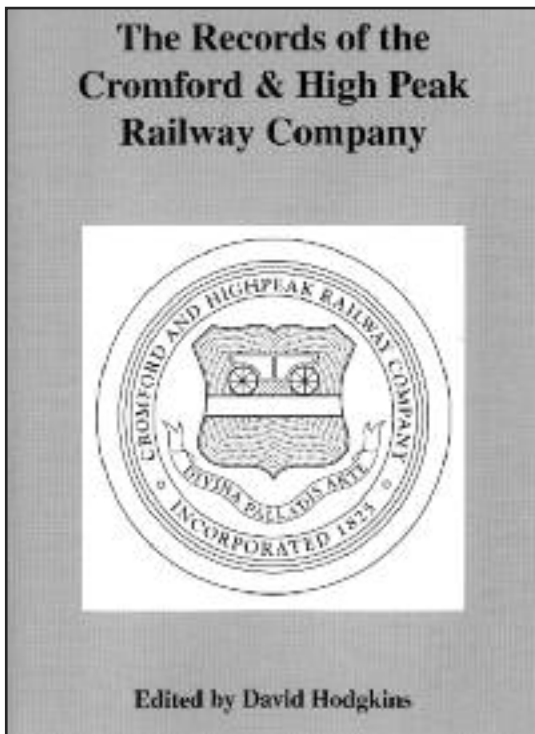
The technique chosen was based on canal principles and surveys, with long levels where wagons could be pulled by horse, linked by steep inclines lifting wagons by steam power.

It was a daring experiment that was not seriously emulated elsewhere. The remarkable thing is that it survived, in parts in basically its original form, until 1967!

Unlike most railway schemes, it initially increased the traffic on both the linked canals, for it effectively converted them from dead-ends into a through route between the Trent ports and the industrial North West.

This highly detailed book looks at the known, but incomplete, records of the CHPR in its independent days from its promotion in the mid-1820s through to its takeover in 1852. A full transcription of all the records is included with a lengthy and informative introduction to each set by this very knowledgeable author. Fully referenced and indexed, this has to be the definitive book on this already well-researched 'canal' project, that was so important to the development of our own canal.

Hugh Potter





WORK PARTY REPORT

from Dave Tinkler



We had our first work party of the season on Sunday 4th October at Pinxton. It was very short notice as I was awaiting permission from Derbyshire County Council who own that stretch of canal. Permission was given about a week before the event so I could only announce it by email. We had picked that date as the Northern Canals Association were having a meeting at Pinxton on the same day and they came by where we were working. There were five of us attending and the task we had was to clear the swing bridge near to the Boat Inn. This we did only to find that the swing bridge had been removed, some time in the past, and a temporary bridge had been installed. *See page 12.*

Now that Autumn is with us, the young birds have had time to vacate the nests and the wildlife activity in general has settled down, work parties can start again. There will be two different sets of work parties in the next six months, and I have a list of dates for each, as shown below:

Work parties with DCC on the Cromford to Ambergate stretch of Canal.

Sat/Sun 14/15th November. Sat/Sun 12/13th December. Sat/Sun 6/7th March.

The exact location I am waiting for so if you can attend then could you please let me know and I will phone/email you when I have been informed.

Work parties with FCC.

**Sunday 8th November. Sat/Sun 5/6th December with the WRG attending.
Sun 10th January. Sun 14th February. Sat/Sun 13/14th March.**

Again the exact location has not been determined yet so I will let you know when it has been arranged. We hope to go back to Lockwoods for the WRG weekend.

Looking forward to meeting you all again so see you soon.



Scrub clearance in progress near the site of the swing bridge at Pinxton

Judy Berry



MEMBERSHIP MATTERS

from Yvonne Shattower



We have had another bumper quarter for new memberships, thanks once again to Eric and Beryl Singleton of our Sales Team. I think I shall appoint Eric as Recruitment Officer – he really seems to have the knack!

I enjoyed reading Robin and Sally Ward's story of their wedding reception on the 'John Gray', published in the Spring issue of *Portal*. They are, as they say, our most Northern members, (but only by a short distance), and I have often wondered why some of our more far-away Members joined us; are they Derbyshire 'ex pats', or have they been on holiday in the area and fallen in love with the canal? Are they canal enthusiasts who would dearly love to see another waterway open for them to explore? Some of our members come from areas where, as far as I am aware, there isn't a canal for miles. Do you have a happy memory which led you to join us? Your Editor would love you to share it with us in a future edition of the *Portal*.

The Inland Waterways Festival at Ratcliffe-on-Soar was a great weekend for the 'Friends' (I am sure there will be a proper write up elsewhere in the magazine); congratulations to all who worked so hard that weekend. I was on site, but wearing a different hat for a change, and I have to say that the FCC stand looked really good.

Don't forget our regular Members Meetings at Ironville Church Hall. We are very much looking forward to our Christmas Social evening on 14 December, when we shall have the Red Lion Band back to entertain us and get us up on our feet to their Folk Music. Why not come and join us? Our meetings will continue in the New Year, we still have one or two vacant dates to fill, so if you know of a really interesting speaker, do let us know.

Talking of Christmas, a year's FCC membership would make a nice present for a friend or relative - only £6 or £9 for a couple

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

Mr D Bishop, Belper
Ms A McKernan, Matlock
Ms E Bradshaw, London
Mr & Mrs J Whitman, Derby
Mr D A Glue, Nottingham
Mr & Mrs B G Watson, Nottingham
Mr D Hunt, Matlock
Mr & Mrs J Singleton, Sheffield
Mr & Mrs J Sparham, Nottingham
Mr & Mrs T M Jones, Nottingham
Mr E Redfern, Ripley

Mr & Mrs M Hill, Matlock
Mr D P Goodman, Nottingham
Mr & Mrs P Bittner, Derby
Mr & Mrs D Fell, Buxton
Mrs S Marson, Nottingham
Mr P Windridge & Ms S Smith, Derby
Ms S Roseby & Mrs M Smith, Heanor
Mr & Mrs W Searle, Nottingham
Mr & Mrs B Brown, Ripley
Mr & Mrs N Doe, Lowestoft



LEAWOOD PUMP OUTLET

by Ian Yates

The end of the steaming season for 2009 is approaching fast. It seems no time at all since it started at Easter. Everything was ready in time, the boilers passed their tests and have a ticket to next May. The air pump was finished, a source of copper wire was found and the correct size obtained. A good tidy and clean up followed and the pumphouse opened on time.

The pump has worked fine but still leaks badly back to the river. A new set of blocks for the outlet valve will need to be made and fitted. The problem has been sourcing some elm but hopefully a phone call to our tame joiner friend has come up with some. They are also prepared to help us make the blocks if we can come up with some dimensions. At the end of the steaming season the outlet pump will be dismantled and some accurate measurements taken. Work can then progress with the new blocks and hopefully affect a good repair this time. It is a matter of relearning the old skills in making this type of sealing ring.

The main problem this year has been weed in the canal. There has been a lot of blanket weed and this has a very good braking effect on the boat with the coal on board. Pulling the boat from the towpath has been resorted to several times as using the poles has proved too difficult. The weed has also again entered the boiler feed water system and blocked it. This becomes a bit of a concern when the feed tank to the feed pump goes empty in the middle of the afternoon with a pumphouse full of people. A feed can be taken off the engine as well so a switch over takes place whilst the inlet is cleared. Some of the weed is like a fine thread and this is really tough to clear out of the filter which is now in place to keep the inlet pipe clear, Five minutes in the boiler firebox usually does the trick!

Visitor numbers have been better this year and donations have been good, but the high price of coal has somewhat negated this. For the first time in years a steaming day had to be abandoned when a tree brought down the power lines in July. Whilst the engine needs no power to operate, it was too dark in the engine house due to the rain, to allow the public in and it was closed on safety grounds. Eon repaired the cables during the Saturday afternoon and it re-opened on the Sunday. Everything is now nearly ready for the Discovery Days Weekend which hopefully will be good as two boilers will be in use, hence nearly doubling the cost.



**Don't miss the last chance in 2009 to see
LEAWOOD PUMP IN STEAM
as part of the
World Heritage Site Discovery Days Weekend
October 31st and November 1st
12 noon - 5.00pm**

**Quality Clothing with the 'Leggers' Logo
embroidered on the left breast
All items Burgundy colour**



Sweat Shirts

Sizes: M, L, XL, XXL,
£17.50 plus £2.50 p&p



Polo Shirts

(with collar) Sizes: S, M, L, XL, XXL,
£13.50 plus £2.20 p&p



Tee Shirts

Sizes: S, M, L, XL, XXL
£9.50 plus £1.50 p&p



Printed Tee Shirts

with the 'Leggers' logo printed across the chest

Sizes: S, M, L, XL, XXL
£7.00 plus £1.50 p&p



Thinking about Christmas presents?

Save the postage!

The whole range of FCC clothing and items for sale together with the new Key Rings, Fridge Magnets and Coasters will be on display in the Gothic Warehouse at Cromford Wharf on 31st October and 1st November 2009

Unless specifically stated any opinions expressed in this newsletter are those of the author and do not necessarily reflect the formal policy of the Friends of the Cromford Canal. The FCC accepts no liability for any matter printed in this newsletter nor any advertising that may be included. Reproduction of extracts from this newsletter welcomed provided that a full acknowledgment is given.

