

THE PORTAL



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FRONT COVER: DCC Councillor Juliette Blake (left) unveiling the interpretation board at the site of Bullbridge Aqueduct assisted by FCC Vice Chair Mike Kelley, Chairman of Derbyshire County Council Cllr Robin Baldry and the Mayor of Ripley Cllr Angela Ward. See page14. Photo: Hugh Potter

BACK COVER (TOP): A horse drawn narrow boat which carries passengers on the River Wey. This is the type of vessel which could operate at Cromford. See page 10 for some new thinking on this. Photo: Jenny Roberts

BACK COVER (BOTTOM): A happy band of Waterway Recovery Group volunteers unloading their equipment at Sawmills. A week's WRG Work Camp is being organised this summer on the Cromford by our Webmaster (and committed WRGie) George Rogers. See page 25. Photo: Ron Amner

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.37

Here we are at the Spring of another year and things are starting to revive after the hard winter. This applies to the Cromford Canal as well as to life in general.

One of the most surprising things is that there has at last been some apparent progress with the opencast coal project at Langley Mill. It was well before the FCC was formed that Shires Developments started talking to the Langley Mill boating fraternity about this scheme. When completed (we have now reverted to saying 'when' not 'if'), a new marina will be constructed and a length of the Cromford Canal restored as part of the making good of the site after the coal extraction. After having to jump through many hoops, incurring considerable expense, Shires Developments have now been granted planning permission and the scheme will go ahead at Easter 2012. I hope!

Another scheme which has been ongoing since the early days of the FCC is the restoration of a length of the Pinxton Branch of the Cromford Canal utilising the diversion channel which was used temporarily for the River Erewash past the Smotherfly opencast site. Again this has been severely delayed by planning matters and the difficulty of getting any satisfactory dialogue with UK Coal. However, our honorary consultant engineer John Boucher has recently been on site and marked out the position of the replacement bridge at the site of Colliery Office Bridge No.11. This is at the boundary of Broxtowe and Amber Valley and the intention is that this work will be seen as a start to the project, again to satisfy planning conditions. See pages 12-13.

Some sort of passenger boat on the canal at Cromford is another thing which could see progress in 2011. Ever since the horse drawn boat *John Gray* ceased operations some years ago, the most common comment by the public who attend our various events is that a trip boat operation should be re-established at Cromford. See the Chairman's Notes for details of our petition to support this. University graduates from Rolls Royce have now taken this idea on board and are investigating the possibilities of a type of eco friendly propulsion system to supplement the horse. Whilst this could be seen as a bit over-technical for a canal boat, we await their ideas with great interest. See pages 10-11.

Please try to attend the

ANNUAL GENERAL MEETING

April 18th Ironville Church Hall 7.30 pm

After the formal business, our chairman Pat Morriss will be bringing us up to date with what the FCC have achieved and where we are going in the future.

There will also be a photographic archive display by Hugh Potter.

Please note the press date for the Summer 2011 issue will be July 11th



CHAIRMAN'S NOTES

by Patrick Morriss



Spring has sprung, and I am writing this during a spell of quite warm weather, which is most agreeable.

Firstly many thanks to all of you who took the trouble to collect signatures for our petition calling on Derbyshire County Council to dredge the canal from Leawood to Cromford so that the FCC could reinstate the trip boat on this section. Over 2300 signatures have been collected and we are amazed at the wide range of individuals, organisations and age groups who involved themselves in the collecting of names from a wide range of locations at both home and abroad. Please accept this public thank you for your efforts as we will be unable to thank you all personally. We will be making arrangements to present this document to Derbyshire County Council shortly. Elsewhere in this edition readers will see that we have a team of new Rolls Royce employees looking at how best cutting edge technology might help the FCC with its ambitions with the minimum impact on this sensitive and popular section of the canal. With the proposed visitor centre at Cromford Mill and the proposed access improvements to the Leawood Pump House this would appear to offer an expanded visitor attraction to the World Heritage Site and the Cromford Canal in particular.

The FCC look forward to working with the newly appointed World Heritage Site Director. He is Mark Suggitt, who will be starting in post on Friday 1st April 2011. See Adrian Farmer's report on page 5. The FCC welcome this strengthening of the World Heritage Site team as the canal forms an essential part of the WHS from Ambergate to Cromford and is the longest length of canal in a WHS in England and is currently the only WHS in the East Midlands.

The FCC have had a strong working party events calendar over the winter, the work done at Jacksdale in conjunction with Derbyshire Wildlife Trust is particularly impressive and the area looks like a canal again. Sterling work has also been carried out on the DCC owned Derwent Valley section of the canal and it is possible that a few summer working parties may be organised by Dave Tinkler and DCC for the first time, many thanks to all involved. See page 26. The only time I have picked up a shovel was helping to install the two new interpretation boards at Sawmills as I tend to work weekends! Well worth a look and also featured elsewhere in this Portal.

Also in this issue you will find an article by Hugh Potter on the Butterley Tunnel. English Heritage has been trying to gain access but this has been denied by British Waterways on health and safety grounds. EH wished to gain access to assist in the decision making process so that they could decide if and at what level the tunnel and or underground wharf should attract official protection. The FCC is assured that EH's 'intention is to make a recommendation for designation in the near future.' As far as we are aware there is no immediate threat to the site but if you know otherwise please do not hesitate to let us know. As with all the Cromford Canal, often the committee are unable to be in all places at once. If



any of our readers see anything being proposed or work being carried out on or adjacent to the canal, please let us know as the more pairs of eyes and ears looking out for such incursions the better.

Following this report you will find an update on the Scoping study being carried out by Atkins on behalf of DCC to report on what form the Feasibility Study should take. It is essential that the Cromford Canal should be viewed holistically including the section in Nottinghamshire. For too long the Cromford Canal has suffered from being considered as a hotchpotch of small sections to the detriment of the overall vision.

CROMFORD CANAL SCOPING STUDY

On Friday 18th February 2011 Atkins organised a consultation workshop for all stakeholders who have an interest in the Cromford Canal. Atkins made the comment that 'In undertaking this study it is important that we (Atkins) make reference to the aspirations of the key groups whose area of interest may include the canal and who may have a preference for one line of development over another'. Atkins' study 'is to assess the current condition of the various sections of canal and to identify options for future use, varying from full restoration of the canal to navigation to do-nothing.'

A very strong turnout from local groups and individuals ensued. Local Councillors, Council Officers, Civic groups, the Friends of Cromford Canal, Inland Waterways Association, Derbyshire Wildlife Trust, Erewash Canal Preservation and Development Association, Derbyshire Bat Group, Midland Railway Centre and representatives from Amber Valley Borough Council, Bolsover District Council, Derbyshire Dales District Council and Derbyshire County Council attended. Sadly no representative of Nottinghamshire County Council nor Broxtowe District Council was in attendance, possibly due to an unfortunate error in DCC's position statement to Atkins prior to the meeting, 'Whilst wholly within the County Council's administrative area the canal does run through the area administered by three separate district (local planning) authorities.' However, DCC were supportive of the principle of exploring the case for restoring the Cromford Canal, making the following introduction in their position statement, 'The County Council supports the principle of exploring the restoration of the Cromford Canal between Cromford and Langley Mill and the economic case for doing so, particularly with regard to the wider tourism potential in the Derwent Valley World Heritage Site (and with a particular emphasis on increasing overnight staying visitors). This would be subject to the necessary resources being found and that any resulting proposal addressed the issue of conflicting demands between heritage and ecological conservation, recreation and economic development. The Authority would be concerned if the proposal to restore the canal led to a dilution of resources to meet the main goal of developing the World Heritage Site (WHS).'

On the whole the vast majority of individuals and the representatives of groups present at the meeting strongly supported the principle of restoring the Cromford Canal to navigation and indicated that a full feasibility study examining the restoration of the canal would be the desired outcome. Readers will recall that DCC had made available £75,000 to fund such a study during this financial year. This was delayed when a much smaller range of representatives was unable to agree on the parameters of such a study – ironic really given the level of support at the meeting on 18th February. The FCC hope and believe that the funding will be carried forward to the 2011/12 financial year and have pledged £10,000 towards the cost of any full feasibility study commissioned by the Cromford Canal Partnership.

A Cromford Canal Partnership meeting has been arranged for Thursday 12th May 2011 when the FCC anticipates the finalised report from Atkins will be published. Assuming that this is in the public domain the FCC will make sure a copy is available to members.

Patrick



A NEW DIRECTOR FOR THE DERWENT VALLEY MILLS WORLD HERITAGE SITE

by Adrian Farmer, Co-ordinator, DVMWHS

A Director has now been appointed for the Derwent Valley Mills World Heritage Site. He is Mark Suggitt, who will be starting in post on Friday 1st April.

Mark has worked in the cultural and heritage sector since 1977. He was recently a consultant working with museums, galleries, development organisations and lottery projects. He has developed and managed a wide range of projects including large scale capital works and change management.

From 2002 to 2010 Mark was Head of Museums, Galleries and Heritage in Bradford, one of the most culturally diverse cities in the UK. He was responsible for a major programme of change management, re-structuring the Service for the needs of the 21st century and led a programme of gallery renewal, including the acclaimed Connect galleries at Cartwright Hall Art Gallery. He also worked on the partnership which produced the new Impressions and Bradford One galleries in the city centre.

As Museums Director in St Albans, he was responsible for the £1.7m capital redevelopment of the Verulamium Museum. This led to the £1m Hypocaust project which placed an innovative contemporary structure over an original Roman heating system. Before that he was Assistant Director of Yorkshire and Humberside Museums Council, responsible for curatorial advice and touring exhibitions. He was previously Keeper of Social History at York Castle Museum, curating one of the major collections of Social History within the UK. He was also Assistant Keeper of Social History at Salford Museums and Galleries after graduating from Leicester Department of Museum Studies. His first museum post was as a cataloguer at Derby Museum.

Mark has served as Chair of both the Museum Professionals Group and the Social History Curators Group. He has also been a member of the Museums Association Council and the Board of ICOM UK. He has written and lectured widely on museum and cultural issues and has lectured on cultural management in the UK and Eastern Europe.

Mark is 54 years old. He was born in Nottingham read History at Sheffield University and has an MA in Museum Studies from Leicester University. He is a Fellow of the Museums Association. He is married and has two sons.

Mark wishes me to pass on his comments: "I am excited to be working within such an important and fascinating area. The World Heritage Site offers many challenges and opportunities for all the partners and I look forward to working with them to develop and promote it further."

I'm sure Mark will be keen to speak to all partners and stakeholders along the valley in the coming months. If you have anything specific and urgent you wish to speak to him about, please e-mail me: Adrian.Farmer@Derbyshire.gov.uk





FCC NEWS UPDATE - so what *is* happening?

from Mike Kelley



- **Wednesday 12th January** - Pat Morriss and myself met with Rolls Royce graduate students at RR site in Sinfin, Derby to discuss a Cromford boat project. The intention was to design a motive power for boats in an environmentally sensitive area. See pages 10-11.
- **Thursday 13th January** - Pat Morriss attended the first meeting of World Heritage Site (WHS) Board at the University of Derby.
- **Monday 17th January** - Pat Morriss attended a WHS meeting concerning the development of the 'Cromford Cluster'.
- **Tuesday 18th January** - Pat Morriss attended a meeting with Derbyshire County Council, regarding Waterway Recovery Group (WRG) summer camp in the Derwent Valley.
- **Wednesday 19th January** - I gave a talk on the Cromford Canal to the Hospitals of Bakewell Support Group.
- **Friday 4th February** - Pat Morriss gave a talk to Derbyshire Archaeological Society at Derby.
- **Friday 11th February** - Pat Morriss attended a meeting regarding the WRG summer camp.
- **Saturday 12th & Sunday 13th February** - A work party this weekend at Jacksdale. If you take a walk down this section of the canal you will see what a great deal of work has been carried out here by Dave Tinkler's Work Parties. Well done all.
- **Monday 14th February** - Our monthly Committee Meeting held at the Poet and Castle, Codnor.
- **Friday 18th February** - Pat Morriss attended an all day meeting at Matlock regarding the Atkins scoping study for the Cromford Canal feasibility.
- **Monday 21st February** - I attended a planning meeting of Derbyshire County Council (DCC) officers at Matlock. This meeting approved the planning application for Langley Mill coal extraction north of the current canal terminus. The good news is a length of the canal will be restored and a marina constructed by Shires Development Limited as a key part of the agreement to extract the coal there.
- **Monday 21st February** - Our monthly social evening at Ironville Church Hall. Over 100 came along to hear Howard Sprenger deliver a talk on his book 'Rails to Ripley'.
- **Tuesday 22nd February** - I gave a talk to the Allestree Retired Group, on the subject of the Cromford Canal.
- **Thursday 24th February** - Pat Morriss attended a presentation from the Arkwright Society regarding plans for Cromford Mill.
- **Thursday 24th February** - Under the guidance of our consultant engineer, John Boucher, several of us marked out the junction of the Pinxton Canal with the Smotherfly section. See John's article on pages 12-13.



- **Tuesday 1st March** - Pat Morriss and myself returned to Rolls Royce to discuss progress on the boat motive power project.
- **Wednesday 2nd March** - Several of us were active in installing the two Interpretation Boards at Sawmills.
- **Saturday 5th March** - A good turnout to see the unveiling of the Interpretation Boards at Sawmills. See pages 14-16.
- **Sunday 6th March** - The FCC hosted the 'Northern Canals Association' for a full day meeting at Cromford. There was a very good turn out and a lot of valuable information from British Waterways, IWA and restoration groups. See page 24.
- **Tuesday 8th March** - Pat Morriss travelled to the Manchester Bolton & Bury Canal Society to give a talk on the Cromford. Meanwhile I went to Stanton-in-the-Peak to talk to the Women's Institute there.
- **Wednesday 9th March** - Pat Morriss attended a World Heritage Site Technical Panel meeting.
- **Thursday 10th March** - I gave a talk to the Ripley Women's Institute group, on the Cromford Canal.
- **Monday 14th March** - Our monthly Committee Meeting held at the Poet and Castle, Codnor.
- **Saturday 19th & Sunday 20th March** - Dave Tinkler ran a Work Party on the canal at High Peak Junction, working alongside DCC Rangers. Dave said, 'A great deal of work was done so give those who attended a pat on the back.'
- **Monday 21st March** - Over 80 attended our monthly social evening to hear an illustrated talk on Wingfield Manor by Clive Holiday.
- **Saturday 26th & Sunday 27th March** - A Work Party on the Jacksdale part of the canal. Why not come along to one of these, even if you can't do much you could hand out leaflets to people passing by.

SPRINGTIME WOODLAND WANDER

The FCC walk this year will be starting from the Derwent Hotel at Whatstandwell, and will be a guided circular walk of approx 5 miles, via the canal towpath to Ambergate and returning via the woods around Crich Chase

SUNDAY 10TH OF APRIL 2011 STARTING AT 10.30AM

More details from John Barker on 01773 760358

MEMBERS' SOCIAL MEETINGS 2011

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.**

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

- **April 18th - ANNUAL GENERAL MEETING** Your input will be welcomed.
- **May 16th - FLORENCE NIGHTINGALE** - Her life and story - by Clive Tougher
- **June 20th - THE BUTTERLEY TUNNEL** - From someone who has actually been into and through this tunnel - by Tina Cordon
- **September 19th - ENGINEERING ON THE BRITISH CANAL SYSTEM** - by George Rogers
- **October 17th - CANAL BOAT PEOPLE** - by Wendy Freer
- **November 21st - THE HIGH PEAK TRAIL** - by Andy Pollock
- **December 19th - OUR CHRISTMAS SOCIAL** - Do come along its great fun.



NEWS FROM THE NORTH

Cromford Canal - Cromford to Ambergate

Spring 2011 Update

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

Whatstandwell Dredging - Over the winter a further 326m of canal dredging has been completed between the canal car park at Whatstandwell and the sewage works just south of Whatstandwell Station. The banded silt lagoons that were in the field adjacent to the canal have been landscaped and levelled and will shortly be sown with a wild flower meadow seed mix. *See below and article in the last issue - Ed.*



Dredgings being transferred from the floating hopper to the silt lagoons last year. This material has now dried out and been spread over the field to form a very fertile base for sowing with wild flower seeds.

Editor

Brown's Bridge - The swing bridge at High Peak Junction Workshops will be repaired this spring. Whitehouse Construction will lift off the existing bridge and construct a new wooden structure to the same specification. However, the original metalwork will be repaired and retained. It is hoped that a temporary bridge can be installed to maintain public access across the canal while the works take place.

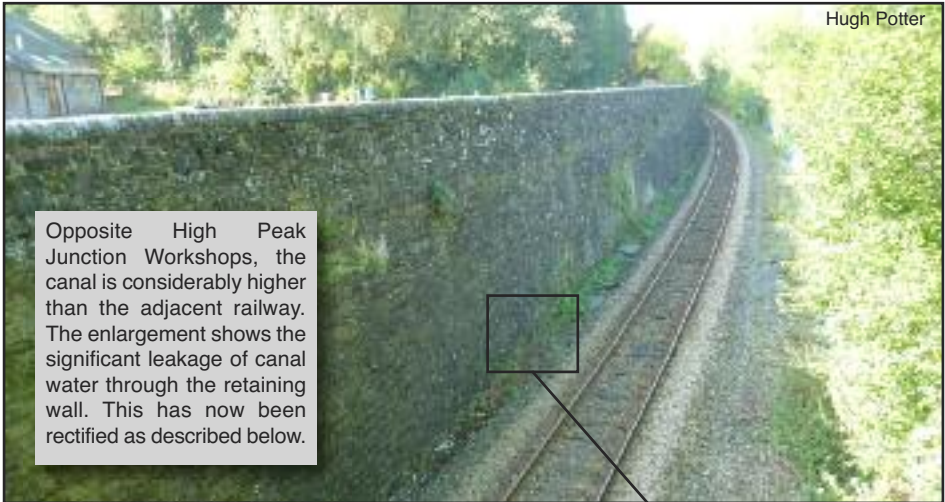
Tree work - Tree felling and pruning has taken place from High Peak Junction through to Gregory tunnel at Lea Wood to preserve structures, heritage features, views and to help improve the plants and wildlife of the canal. This is being carried out by DCC Countryside staff with great support from volunteers including The Friends of the Cromford Canal and the British Trust for Conservation Volunteers.

Leawood Pumphouse Access Ramp - A planning application has been submitted to enable a ramp to be constructed from the canal towpath down to the northern perimeter of Leawood Pump, to enable less mobile visitors to avoid the existing steep steps. This route would be over land owned by Severn Trent Water from whom a licence agreement is being sought.



Canal Leak Repairs - A work team has repaired leaks on the canal throughout January, February and March. Work has been carried out to seal a considerable leak that flowed from the canal directly opposite High Peak Junction Workshops onto the railway below, as shown here.

Hugh Potter



Opposite High Peak Junction Workshops, the canal is considerably higher than the adjacent railway. The enlargement shows the significant leakage of canal water through the retaining wall. This has now been rectified as described below.

A trench was excavated behind the stone canal wharf; this was filled with compacted puddle clay to provide a waterproof seal. There was evidence of water vole activity around the leak site, so work was drawn up with advice from Derbyshire Wildlife Trust to cause as little disturbance as possible to water voles. The ecology of the canal margin was improved by creating a new sloping bank; this has been planted with reed. This will provide both food and shelter for wildlife. Leak repairs have also been carried out at Cromford Meadows and at Simms Bridge and at the Old Saw Mill, Robin Hood, Whatstandwell.



Railway Aqueduct - Preparation work has started in advance of a longer term repair on the railway aqueduct at Lea Wood. A temporary dam has been constructed to the south of the aqueduct and the canal has been drained to allow for future access and to ensure wildlife is not harmed later on in the breeding season. Tenders have been received to repair the aqueduct but the full budget required to fund the works is still being sought. When the repair work begins it will be necessary to close the towpath between Gregory Tunnel and the Wharf Shed at High Peak Junction for up to a 6 month period.

For further information contact Middleton Top Visitor Centre on 01629 823204



A HIGH TEC. SOLUTION?

In the past the Friends of Cromford Canal have attempted to get the involvement of Rolls Royce in our project, but the FCC has struggled to find a suitable project. With the possible introduction of a replacement, or should it perhaps be new, trip boat at Cromford as part of an augmented World Heritage Site becoming a possibility, the design and powering of a possible seven day a week service seemed appropriate.

Hamish Rudram is one of a team of graduates from Rolls Royce who are working with Patrick Morriss and Mike Kelley from the FCC on developing a sustainable canal boat for use on the Cromford Canal. Hamish and Alex Meecham have written the following article, outlining progress to date. The FCC look forward to a continuing relationship with Rolls Royce and to receiving an update for our summer 'Portal' and a final report for either autumn or winter.

Pat Morriss

A SUSTAINABLE BOAT FOR THE CROMFORD CANAL

By Hamish Rudram and Alex Meecham

Nine recent university graduates and new employees of Rolls Royce have teamed up with the Friends of the Cromford Canal to embark on a project that hopes to provide designs for the next generation of sustainable inland waterways transport.

Their aim is to deliver designs for a canal boat that meets and exceeds all of the environmental standards associated with operating in a world heritage site and site of special scientific interest. The team also hopes to keep the boat looking traditional and ensure that it can be horse-drawn, all within time and budgeting constraints. There is also the potential for other exciting spin off projects to maximize the positive influence the canal boat can have on the local community.

The project is a part of the Rolls Royce graduate scheme, with members of the team electing to take time out of their working days to benefit the local community. Each of the graduates specifically chose to become involved with the Cromford Canal Boat project, citing an interest in sustainable transport and wanting to use their engineering skills in a positive manner within the local community as their main drivers. Over the next six months the team of graduates will work together with Patrick Morriss and Mike Kelley, from the Friends of the Cromford Canal, holding regular meetings and carefully managing their time and requirements in order to complete the project.

The graduates, who all come from an engineering background, are under no illusions that this will be an easy task but are all very excited by the prospect of the challenge which will see them dealing with environmental, technical and economic issues. Team leader Ben Littley spoke for the whole team saying, "It's great to have the opportunity to do something in the local community and meet new people who we would simply not encounter otherwise. The passion and enthusiasm shown by the Friends of the Cromford Canal has really encouraged us to turn this into a great project."

In order to complete the task and produce a successful result the team will need to draw on all their engineering knowledge and research skills to identify one, or a group of technologies that will be able to meet the power requirements of the vehicle whilst having a minimal impact on a Site of Special Scientific Interest.

The team will be looking at high efficiency and renewable forms of propulsion as well as technological improvements in areas such as hull and propeller design. By combining the results of extensive research with sophisticated simulation techniques the team will optimise a solution for the vehicle and then work with the Friends of the Cromford Canal to bring the solution into service.

The team from Rolls-Royce recognises that it is not only the engineering that will



be important in the success of the project. To provide a full benefit to the Friends of the Cromford Canal they are looking for local schools and community groups to use the canal boat as a floating classroom, educating users in the importance of sustainability. It is the hope of the Rolls-Royce team that this project will lead the way for others, not only for other Rolls-Royce Graduates to expand on the working relationship being developed with the Friends of the Cromford Canal, but also that other organisations can build on their research work in the future.

The team are looking to build on the reputation Rolls-Royce has for excellence and reinforce the message that not only does Rolls-Royce expertise drive some of world's most powerful and well known civil aviation, defence and marine transport technology but that its engineers can use that expertise and a wide ranging portfolio of skills to make a significant impact to transport solutions in sensitive environmental areas.

Progress on the development of the project and the team will be communicated in the next issue of this magazine.

If you feel you would be able to support the team in their journey to provide alternative propulsion solutions to sensitive environmental areas then please contact benjamin.littley@rolls-royce.com



WEBSITE MATTERS

from George Rogers

Firstly, my apologies that this report does not contain some of the information that I was hoping it would with regard to mailing lists. A busy term at University has taken me away from much of the web development work since I wrote for the last Portal, and as such we have only confirmed on a new web host in the last week. Therefore the new site hasn't gone online yet, and so I haven't been able to set them up.

However, let us not despair. By the time you actually get to read this the new site will (probably!) be online, complete with all its new or updated features – let me know what you like or dislike and I'll endeavour to tailor the site around your needs. I'm particularly keen to know whether the site makes the upcoming events more obvious to you, as one of the primary aims is to encourage more of our members to become more actively involved with the society. Canal restoration is a long job, nothing happens overnight and many things take years of waiting to see any progress (Smotherfly anyone?) – and the current band of volunteers can't do it on their own forever.

The other aim is to provide more background information on the canal – but this is much more labour intensive and is likely to take a bit longer. However, if anyone is interested in writing articles on the historical aspects of the canal, I'd be very pleased to hear from you.

Apart from that, there is little news to tell. Keep passing me ideas for questions or things you would like to see on the site – whilst the new site is underway it is most certainly not finished.



SETTING OUT AT PINXTON

by John Boucher, FCC Honourary Consultant Engineer

The existing detailed surveys originating from UK Coal plc covering the former Smotherfly opencast coal site stop just short of the former Colliery Office Bridge, bridge 11, which also forms the boundary between Amber Valley Borough and Bolsover District. We had previously employed Oakes Surveys of Belper to work up the detailed earthworks proposals for the new line of the Pinxtan Arm of the Cromford Canal across Smotherfly which formed the basis of our planning application to Amber Valley, but the proposals on the Pinxtan side in Bolsover were based on OS mapping, which suddenly seemed to become rather vague at the bridge site. This may have been because in addition to the road bridge no 11 there was also once a railway bridge alongside carrying the Great Northern Railway branch to Pinxtan Colliery. There was formerly a group of houses on the north bank of the canal, and the entrance to the coal loading basin at the colliery itself. Following the closure of the colliery and demolition of the railway bridge the canal was filled in, and the route of the old railway line became a gravel road linking Pye Hill colliery to Pinxtan, so that the old colliery site could be used as a spoil tip, which can still be seen today. Later, the track became the haul road for the opencast works at Smotherfly, all the coal going out that way on to the A38 road via a further section of internal road which has since been ripped out. No surprise then, that much of the detail had been lost.

Clearly, this was not adequate for future construction, although the plans submitted to Bolsover for approval had shown the bridge scheme in adequate detail for general planning purposes, and greater accuracy was required. We accordingly commissioned Oakes Surveys to return with their latest GPS surveying equipment and tie the bridge in accurately to the national grid. Eight accurate survey points have been established, which have been temporarily covered up to preserve them from the attention of the local youth. From these the position for the new bridge base slab was set out, and the banks of the future canal line pegged out between the Bolsover District boundary and the extant canal section at the coal basin. Where the GNR had backfilled a little to enable

Mike Kelley



John Boucher using his surveying instrument to mark out the position of the proposed new bridge on the site of the original Colliery Office Bridge No.11 at Pinxtan. Dave Tinkler is assisting.



them to build a foundation for their bridge we have reverted to the original canal bank line - original that is from the construction of the coal basin, which we intend to reopen. When the canal was first opened this basin did not exist, and it was only built about thirty years later.



Two other views of the site with the pegs going into place to mark out the position of the new bridge base slab. The lines give an idea of the position of the restored canal. This will join up the existing isolated length of canal in water at Pinxton in the background with the new channel across the former Smotherfly opencast coal site behind the camera.



The setting out will enable us to excavate for the bridge foundations in due course. If any of the detail is lost in the interim, it can easily be re-established from the permanent but hidden survey points. Fortunately, Bolsover have also accepted that this work is a start towards the restoration, so we hope that the current impasse with UK Coal over Smotherfly can be resolved in the near future to enable the canal restoration to proceed to make the link to Pinxton Wharf.

JKGB 19.3.11



SAWMILLS INTERPRETATION BOARDS

by Mike Kelley

Derbyshire County Councillor Juliette Blake has been a keen supporter of our cause for some time now. Last year she presented a cheque to our President Brian Blessed for an amount of £3,343.48p. (*See Portal 34 - Ed.*) It was agreed that some of that money would be used for this project. However, getting two interpretation boards in place may seem simple, but we came across planning law which insisted this was for 'commercial use' even though we are a charity and they wanted to charge us the full whack of around £670. After much to-ing and fro-ing, Ripley Town Council kindly offered to allow the application in their name and we, the FCC, would act as their Agent. This brought the price down to £95. However, the display boards and steel frames were not cheap, so the total all-in cost amounted to £1,324.52.

On Saturday 5th March Councillor Blake agreed to unveil these boards and the Chairman of Derbyshire County Council, Cllr Robin Baldry and the Mayor of Ripley Cllr Angela Ward also attended this special event. We were delighted to see them all. Tea and cake were provided in Sawmills Village Hall and then we all walked in the drizzling rain to the board placements.

A team of FCC stalwarts had dug the holes and placed them in position a few days before on Wednesday 2nd March, see below.



One of these boards illustrates the history of the canal, when the major Bullbridge Aqueduct crossed the A610 road, the railway and River Amber in one tremendous, beautifully engineered, structure. The other shows how the historic 'Narrows' were used on the top of the Sawmills Embankment. This embankment took the canal above the rooftops



of the housing below. Both the aqueduct and the embankment were part of the methods used by the engineers in the 1790's to make a level canal through 14.5 miles of the rolling Derbyshire hills, without one lock; a major engineering achievement at the cutting edge of technology for its day and age, and one of the reasons why the Inland Waterway Advisory Council has stated this canal is of NATIONAL IMPORTANCE. (They could have said Local or Regional Importance)

Councillor Blake said, *"I am very grateful to Derbyshire County Council for the money allocated to my Leadership Fund which made it possible for me to donate £3343.48 to provide these boards and to carry out improvements to the line of the canal in this area, which falls within my County Division. And a big thank you to Ripley Town Council for agreeing to submit the planning application for these boards and thereby saving us over £550 in planning application fees.*

Less than a year ago the Friends' President Brian Blessed received the cheque from me and what a fantastic day that was for us all. Meeting him was the most special moment of my time as a Councillor, it was such a privilege to meet him. By far the most enthusiastic, amazing and inspiring person I have ever met.



Councillor Blake speaking at the site of the aqueduct at Sawmills before unveiling the newly installed interpretation board.



Photos: Liz Tatam



I am passionate about the vision I share with all of you for reopening this canal and I look forward one day to fulfil my dream to catch a canal boat at Cromford and travel all the way through to Langley Mill. With vision, perseverance and the enormous passion and hard work displayed by the Friends of Cromford Canal I know that we will one day achieve that aim."



Mike Kelley



Editor



Pat Morriss

TOP: A collection of FCC types and local people who joined the councillors for the unveiling.
ABOVE & RIGHT: The interpretation boards contain a lot of interesting facts about the Bullbridge Aqueduct and the Gauging Narrows at Sawmills.
A great deal of volunteer time went into their production and installation.

Thank you to all who made this possible.

Mike Kelley, Vice Chair

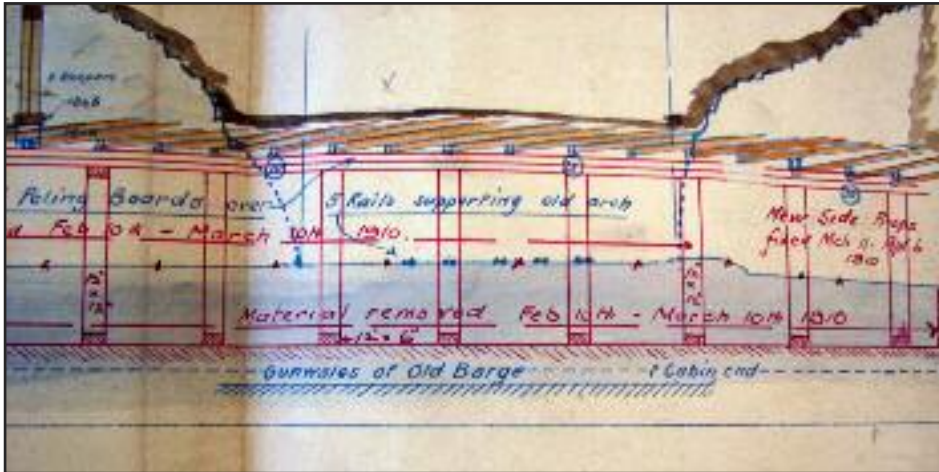


A BOAT IN BUTTERLEY TUNNEL?

FCC Archivist Hugh Potter delves underground

Rumours were rife at one time that there was a boat sunk in Butterley Tunnel, but those who have explored inside the tunnel reported that they saw no such boat. However, not all the tunnel is now accessible, and archive documents suggest that there is (or at least was) a boat sunk in the tunnel.

Those who recall the story told in Portal 28 about the day Butterley Tunnel roof fell in on foreman White's boat – on 6th July 1900 – will have suspected that this boat was never recovered as it was trapped under a serious roof fall.



A diagram in the British Waterways Archive at Leeds (reproduced above) shows a longitudinal section of the tunnel and at one point a sunken boat is marked, even indicating which end the cabin was thought to be (the eastern end). On a second drawing the shape of the boat is clearly delineated in both plan and elevation.

I have since found, in a letter dated 28th November 1911, a reference to £40 being paid "about July 1900" to Anthony Sims of Whatstandwell for "one boat now sunk in Butterley Tunnel". So that seems to confirm it.

Where exactly this boat sank is not immediately clear as no chainage is marked on these diagrams. However, comparison with other diagrams showing work carried out suggests that it was around 74 chains from the west end and 64 chains from the east.

Later diagrams and correspondence suggest that the boat was almost certainly destroyed and removed along with much fallen rock during subsequent works to maintain water flow through the tunnel.

I had always assumed that the Midland Railway (which owned the canal at the time) had its own maintenance boats. Whilst this may be so, they also hired them from other traders as the letter also mentions that "we used to hire boats regularly for work on the Cromford Canal; we used to pay through the time book 10/- per week per boat to John Sims of Whatstandwell, also 1/8 per day to Albert White of Ambergate. This price of course would be exclusive of any horse-hire &c."

The Sims family were involved with the gritstone quarries at Whatstandwell; does anyone know who Albert White of Ambergate was?



BUTTERLEY COMPANY BRIDGE NO. 35

by Brian Dominic

There comes a time in all our lives where long standing things that when you started them seemed to be a long way in the future suddenly come to fruition. This has happened to us recently: we paid the final £97 on our mortgage and in due course received a large packet of documents in the post – the deeds to our house, which backs onto the canal at Golden Valley and has the path to Bridge 35 running along one of the boundaries.



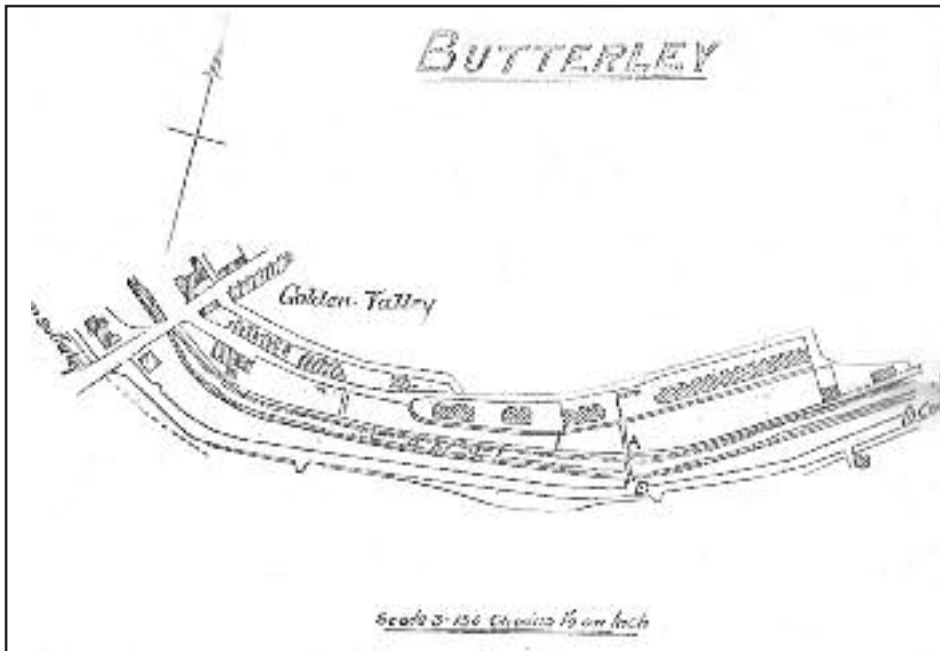
One of the items in the weighty bundle of documents and deeds (our title is unregistered, which means we get all the paperwork, rather than the electronic equivalent) was an Agreement dated 14th February 1898 between The Midland Railway and The Butterley Co Ltd for the construction of a bridge over the Cromford Canal at Golden Valley as follows:

“WHEREAS the said Butterley Company Limited have applied to the Company for permission to erect a footbridge over the Company's Cromford Canal at Golden Valley in the County of Derby AND WHEREAS the Company have agreed to grant such permission in the terms following:-

NOW it is hereby agreed

1: THE Butterley Company Limited shall be at liberty to erect at their own expense a footbridge over the Company's Canal between the points marked A and B on the plan hereto annexed (see opposite page).

2: THE plans of said bridge shall be first submitted to and approved by the Company's Engineer and the said bridge shall be constructed in all respects to his satisfaction



3: *WHEN (conjecture as the original was illegible at this point) erecting the said bridge the navigation of the canal shall not be in any way obstructed and in the event of any interference or obstruction being caused thereto the Butterley Company shall pay to the Company the sum of ten pounds per day during the time as any such obstructions or interference continues*

4: *IF any obstruction or delay shall be caused to the traffic on the said Canal or any damage shall be done to the Canal or towing path or the Company's canal boats by reason of any accident or want of repair in the said bridge or its approaches then such injury to the Canal towing path or canal boats shall forthwith be made good by the said Butterley Company Limited who shall also indemnify the Company from all claims which may be made upon them in respect of any obstruction or delay to traffic aforesaid*

5: *THE said Butterley Company Limited shall pay to the Company the annual sum of One pound by way of rent for the land of the Company occupied by the said bridge on the first day of March in every year the first payment to be made on the first day of March one thousand eight hundred and ninety nine*

6: *THE Butterley Company Limited shall close the said bridge one day in every year to prevent the public from acquiring a right of way over the same*

7: *THIS agreement may be determined by either party giving to the other twelve calendar months notice to expire at any time and on the expiration of such notice the Butterley Company limited shall remove the said bridge and make good the site thereof to the satisfaction of the Company's Engineer"*

All, I would imagine, more-or-less standard for an agreement of this type. Added, in typescript (which was a lot harder to read than the original hand-written document) was the following:



“It is hereby agreed between the London Midland and Scottish Railway Company as successors in title to the within named Company and the Butterley Company limited parties to the within written agreement that the Butterley Company Limited shall be at liberty to replace the present wooden footbridge provided for therein by a new steel bridge to in (all) details in accordance with the Drawing No. A. 285 attached to the within written agreement (unfortunately not attached to our copy) including the timber boxing and 4 inch water main and any other works.

The Butterley Company Limited hereby agree to carry out all the works shewn on the said drawing at their own cost to the satisfaction of the Company and at their sole risk in all things and notwithstanding any supervision given or approval expressed by the Company the Butterley Company Limited shall be responsible for and shall release and indemnify the Company and its Servants and Agents from and against all liability for personal injury (fatal or otherwise) loss of or damage to property and any other loss damage costs and expenses however caused or incurred (whether by act or neglect of the Company or their servants or Agents or not) and which would have arisen but for the privilege aforesaid or the carrying out by the Company of any work necessitated in connection therewith.

The Butterley Company Limited undertake that all steelwork of the new bridge shall be in accordance with the British Standard Specification for Girder bridges No. 153 parts 1 and 2 dated May, 1933 and be subject to the Company's inspection during fabrication and that all holes required in the steelwork shall be drilled and not punched and if the work is carried out by a Contractor The Butterley Company Limited shall submit such Contractors name to the Company for their approval and the Butterley Company Limited shall supply to the Company (such) Test Sheets covering the materials to be used in the steelwork and the Butterley Company Limited also agree that in all other respects the said written Agreement shall continue in full force and effect as applying to the new steel bridge so far as the terms and conditions thereof can be made applicable except as to the annual sum payable under Clause 5 thereof as varied by the Agreement dated 11th February, 1939.

The Butterley Company Limited shall pay any rates assessed on the said New Steel Bridge

Dated this seventh day of March 1940.”

It's interesting to note the Agreements mention the “the timber boxing and 4 inch water main” – this latter caused a mild panic one Sunday morning, soon after we'd moved in in 1978. Part of the "deal" to restore the cottages of Golden Valley was to restore the canal past the bottom of our gardens. The top soil was scraped off the gardens and piled up on the house side of the gardens, a road made of furnace waste and a dragline brought in, with 8 wheel lorries (going sideways at some points!) taking the dredgings out over a temporary dam where the permanent dam is now to be dumped in the opencast workings up towards the monument. The passage of these lorries must have fractured the main, and we awoke one Sunday morning to find a small stream flowing down the footpath in front of the Stone Row. A phone call to Severn Trent resulted in the duty foreman arriving, scratching his head, and disconnecting this feed (which wasn't connected at the Coach Road end of the bridge) where it joined the main in the turning area next to our house. The square patch of tarmac over the repair is visible to this day.



CARGOES ON THE CROMFORD

FCC Archivist Hugh Potter looks at what was carried on our canal.

Having recently exceeded 10,000 entries in the database of information transcribed from permits issued to boats passing Langley Mill onto or off the Cromford Canal, I thought it was time to take a closer look. Thanks to the wonders of the database, it is possible to sort these in various ways, and I thought the most interesting would be by cargo, summarising the total number of boats recorded carrying each different type. This produced the results shown in the table on the following pages for the top thirty (well 33 to be precise) cargoes carried. This includes all those cargoes that appear at least 10 times, ie those representing 0.1% or more of loads.

I realise it is not entirely scientific, but I think it gives a fair idea of the relative quantities of the different cargoes being carried. Do bear in mind, however, that this does not include any internal traffic, ie that travelling both from and to destinations on the Cromford Canal. Such traffic may have been recorded at the other two gauging places – Sawmills and the Pinxton Branch Junction – but unfortunately no such records have yet come to light.

In the table, the term ‘the canal’ has been used when cargoes came from or went to a variety of places on the Cromford Canal, rather than an individual one.

Some, like all coal going exclusively from the canal, are as expected, representing over 40% of all loads. And that this figure is over twice that of the next closest is not surprising. The high number of sundries-type cargoes is probably distorted in that a large number of boats, mainly operated by Wheatcroft, carried such cargoes on regular services to set destinations, but the weight carried was often very modest. They were a bit like the ‘DHL’ or white-van-man of today.

It is worth noting that the next two most frequently listed loads – castings and flour – represent only 2.5% each of the total number of loads, and all others correspondingly less.

Shirleywich is interesting for the origin of salt. I had not heard of it before, but apparently it is well recorded as a producer of salt, much enabled by the construction of the Trent & Mersey Canal. ‘Crates’ I take to be crates containing pottery from the works whose building still stands alongside the canal at Ironville. Bones were used for both the manufacture of glue (when boiled up) or manure (when ground down).

Many cargoes going to Pinxton, such as cotton, were probably destined for further afield via the Mansfield & Pinxton Railway. But why was pig iron going both ways? Different qualities at different times perhaps? It is notable that it was going out from Golden Valley, Codnor Park, Pye Bridge, even Buckland Hollow (possibly from Morley Park?) in the late 1810s/early 1820s, then coming in from Stanton to Ambergate in 1847 (only).

Other questions are also raised. Why was limestone apparently being exported from Brinsley (not a known limestone area)? And where/what was ‘Trent’? Was it simply the river? In which case why were other destinations such as Nottingham, Newark and Gainsborough listed separately? At first I thought it referred to the railway junction near Long Eaton, but the name is used long before those lines were even thought of!

I hope you will enjoy contemplating all these different cargoes passing along our canal, and if you have any suggestions or comments on any of this then both I and the Editor would be delighted to hear from you.



No of loads	Cargo	Notes
4302	Coal	All from the canal to various destinations
2059	Sundries/Goods/ Merchandise	Unspecified mixed cargoes, to and from mainly Birmingham, Derby, Leicester, London, Manchester (via CHPR), Nottingham
261	Castings	From Codnor Park, Golden Valley, Pye Bridge/Riddings To Derby, Gainsborough, Leicester, London, Nottingham, Sawley, Trent
247	Flour	From Leicester, Newark, Nottingham, Trent To various points on the canal, plus Manchester (via CHPR), and 'Railway' (ie CHPR)
191	Coke	All from the canal to Burton (Horninglow), Derby, Grantham, Leicester, Newark, Nottingham, Oakham, Sawley, Trent
170	Grain	All to destinations on the canal from Nottingham and Trent
165	(Pig) Iron	To the canal from Derby, Leicester, Nottingham, Runcorn, Shardlow, Stanton. And from the canal to Derby, Gainsborough, Manchester, Nottingham, Runcorn, Stockport and Trent
130	Timber/Deals	From Nottingham and Trent to the canal but some from Pinxton to Leicester
79	Limestone	Almost all from Brinsley to Eastwood and Langley
71	Lime	From the canal to various destinations but mainly Trent
69	Bricks	From the canal to Nottingham, Trent Lock. To the canal from Ilkeston, Derby, Stourbridge
65	Crates	From Codnor Park Pottery to Birmingham, Leicester, Nottingham but mainly London
49	Gritstone	All from the canal to Birmingham, Leicester, Trent
49	Stone	From the canal to Birmingham, Derby, Leicester, London, Nottingham



No of loads continued	Cargo	Notes
48	Bones	To the canal from Nottingham
47	Salt	To the canal from Derby and Shirleywich
27	Malt	To the canal from Newark. From Pinxton to Derby
27	Light/Empty	Boats carrying no cargo
26	Cotton	To Cromford and to a lesser extent Pinxton mainly from Derby
23	Oats	To the canal from mainly Nottingham
20	Corn	To the canal from mainly Nottingham and Trent
18	Cinders	Mainly local
18	Tiles	From Derby to the canal
17	Hay	From various places to the canal
17	Sand	From Lenton to Butterley and Pye Bridge. From Pinxton to various places
17	Slates	To the canal from Derby, Nottingham, Runcorn
16	Iron Ore	To Codnor Park from Runcorn
14	Bran	To the canal mainly from Trent
12	Wheat	To the canal mainly from Nottingham
12	Potatoes	To the canal mainly from Nottingham
11	Wool	To the canal mainly from Leicester
11	Beans	To the canal mainly from Nottingham
10	Barley	To the canal from various places

Other cargoes carried in lesser amounts (ie less than 0.1%) included, alphabetically: Acid, Ale, Ashes, Cannon Shot, Carrots, Cauk, Cement Stone, Chert, Clay, Creosote, Engine Ashes, Fireclay, Gas Tar, Granite, Gravel, Guano, Horns, Iron Scraps, Iron Shot, Laths, Lead, Lead Ore, Liquor, Lock Stocks, Manure, Peas, Pelts, Pit Logs, Plaster, Poles, Pots, Puncheons, Rags, Road Slack, Road Stone, Rope, Sawn Stone, Scrap Iron, Shells, Soap, Square Timber, Tallow, Tar, Troughs, Vitriol and Waggons.



NORTHERN CANALS ASSOCIATION

by Patrick Morriss

At fairly short notice, the FCC hosted a meeting of the NCA at Cromford Community Centre on 6th March 2011. The original host, the Chesterfield Canal Trust, were unable to use the Hollingwood Lock House as its conversion and building work was behind schedule due to the foul weather we had before Christmas. Rather ironic really as the Chesterfield has considerably more canal to look at than the Cromford. The Northern Canals Association is the informal meeting place for waterway restoration in England and Wales north of Birmingham. After the introduction and welcome from The Friends of Cromford Canal, the Chief Executive of British Waterways Robin Evans spoke on 'British Waterways in the Third Sector, the latest developments and implications for the restoration and maintenance of the waterways'. Robin Evans' comments can be viewed here:

https://docs.google.com/leaf?id=0B6rYVvYdRiYKOWFhMTI5MjgtMDY4OS00NGY2LWEwYzAtMjFkZmJhOWJiZjA4&hl=en_GB&authkey=CPbt0YYC

Following Robin's comments, Clive Henderson, IWA National Chairman spoke on 'The implications for the IWA of BW in the Third Sector'. Clive's comments can be viewed here:

https://docs.google.com/present/edit?id=0AarYVvYdRiYKZGZ0Z3JrNHfNGQ1NWt2MmRy&hl=en_GB&authkey=CLPm4K0M

Geraint Coles then spoke on the suggestion for a 'National Skills Qualification for Volunteers'. Geraint's comments can be viewed here:

https://docs.google.com/present/edit?id=0AarYVvYdRiYKZGZ0Z3JrNHfMTJmd21yNHhmeg&hl=en_GB&authkey=CKqcgqQC

Lastly Vaughan Welch the IWA's Restoration Committee Chairman outlined the challenges that the canal community face during the present economically difficult times. Vaughan's comments can be viewed here:

https://docs.google.com/present/edit?id=0AarYVvYdRiYKZGZ0Z3JrNHfMjJkbnY4bTRjMg&hl=en_GB&authkey=CJGziuoO

I am sorry about all these hyperlinks but it is the only way to do justice to all the comments of those involved. If you do not have web access I apologise even more. Before this is published I will get our Webmaster to make these links available from our website. In a nutshell Robin believes that the only way forward for BW is to become a third sector organisation and he believes that this will prove difficult and challenging but should prove beneficial for the long term. Clive agrees and it is a step that the IWA have been proposing in some form or other for many years. Slightly out of sequence, Vaughan outlined the very real challenges facing canal restoration groups in these economically difficult times and the need to adapt canal society's approach. Geraint made a very strong case for a national scheme to recognise and encourage volunteer training and have a nationally recognised training structure that would enable volunteers to transfer their skills around the country and around a variety of heritage groups.

My thanks to all involved in organising and running this meeting. In an effort to be helpful to the NCA to keep costs down the FCC provided the catering 'in house' and very fine it was to. After the meeting a visit was arranged to see the Leawood Pump house where volunteers were working to bring this venerable machinery back into use for the 2011 calendar of steaming days.



WRG on the CROMFORD

Plus other updates from around the network

by George Rogers

When I wrote the last Waterway Recovery Group (WRG) update in mid December, the exact nature of the work for the upcoming Cromford 'Canal Camp' was still up in the air. The original work asked of us by Derbyshire County Council was starting to look (with more scrutiny and planning) increasingly difficult to complete in the allocated week, and the last thing the Friends wants to see is both the towpath and our relations with DCC disappearing into a black hole.

However, after a meeting with DCC, we have now come to an agreement over the work that the summer camp can usefully tackle without causing obstructions if it doesn't all get completed. This means that, although we will be working on the intended site at Derwentside, we will actually be rebuilding the outfall – this includes removing all of the current derelict stonework, scraping out and making good the foundations, before replacing with mortared rubble on the base and sides. This will mean that when the weir takes more flow in future, the outfall will not get washed away, and it will also give us a basis for the scaffolding when we return to complete the job (hopefully next year if we can persuade WRG to let us have two weeks on their schedule).

This work is not likely to take up all the volunteers we have, and so there is likely to be a team at Sawmills most of the week, working to remove the tree stumps and start the dismantling (and

hopefully rebuilding) of the gauging narrows. Local volunteers will be welcomed on this site (probably not on the other due to space limitations) – though I reiterate the comments made in the last Portal regarding health & safety: due to this being a WRG camp rather than an FCC work party, all volunteers coming on site will need a formal health & safety briefing before they go on site. If you want to join us, please therefore contact me beforehand (details on the inside front cover) for the arrangements. People just turning up will not be guaranteed a spot on site!

Aside from Cromford (and thrilling as this camp is we must remember it represents less than 5% of the week long camps WRG will be doing this year), WRG is tackling many interesting projects. This Easter should hopefully see Eisey lock on the Cotswold Canals fully restored, plus we hope to make a start on the site construction at Inglesham, on the lock at the junction of the Thames & Severn Canal with the River Thames. There has already been a successful camp on the Chelmer & Blackwater in February, and since I wrote the last WRG report we held a very good camp in the snow over Christmas – this time working to clear the trees from the canal bed above Prestolee (aka 'Nob End') locks on the Manchester, Bolton and Bury Canal. It was a different camp for me, as I was the cook that week, but more about that next time when I try to persuade you to book on the summer camps!

In the meantime, I hope you will join us on the work at Sawmills, and if anyone wants more information on WRG or the camps that I run, feel free to contact me.





WORK PARTY REPORT

from Dave Tinkler

work@cromfordcanal.org.uk



By the time you read this the work parties for this winter will have been completed. We have done a lot of work clearing the canal near Jacksdale. If you have a walk along that section you can see what we have achieved.

I would like to thank all of you who have attended for the hard work you have done and I am sure that the rest of FCC offer their thanks as well.



ABOVE: Yet another bonfire as part of the FCC scorched earth policy at Jacksdale. One can now begin to see the canal for the trees.
LEFT: The gang on the turfor are preparing to pull another tree from the cut so that it can be given the chainsaw treatment. Note that Sandra is keeping a close eye on the operation.



Ron Amner

If you prefer to come out when the weather is warmer then now is your chance. I have been asked by DCC if we would like to do some work parties in the spring and summer. The work would be to repair the towpath. This would involve use of wheelbarrows, shovels and rakes. If you have walked the canal between Cromford and Whatstandwell you would have seen how bad the towpath is. This would be a good opportunity to meet the general public and encourage them to become FCC members. If that is your forte then we need you.

Before I commit FCC to the above I need to know if I can get enough volunteers to help out. Therefore if you wish to attend could you please email me and I will make a list so that I can keep you informed as to the dates and venues.

I hope to see you all soon by the Cromford Canal

Dave Tinkler



Ron Amner



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

Mr & Mrs B Blanksby, Chesterfield	Mr & Mrs J Pankhurst, Heage
Mr A Blunden, Leeds	Ms E Wadsworth, Cromford
Mr & Mrs A Allan, Alfreton	Mr R Goodall, Newark
Mr B Biggn, Derby	Mr P Rhodes & Mrs K Fletcher, Nottingham
Mr A Watson, Ilkeston	Mr & Mrs S Hogarth, Jacksdale
Mr R Webb, Dronfield	Mr & Mrs P Shannon, Bristol
Mr & Mrs D Mirrlees, Macclesfield	Mrs M Sturgeon, Derby
Mr & Mrs B Cooper, Matlock	Mr D Wright, Matlock
Ellis-Fermor & Negus, Ripley (Corporate Members)	

HARTSHAY ARTS & ARCHIVES

Heather Howard
Old School Studio
Lower Hartshay, Ripley, Derbyshire
DE5 3RP
tel 01773 748746
m 07510 253646
mckeih@hotmail.com

The Old School was built in 1884 on previous Chatsworth land bought by Ripley Board to house the increased population.

My aim is to create access for family research connected with the village and the history of the canal, road and rail in the immediate area. The line of the Cromford Canal serves as one of the routeways through the village.

I have accommodation for people wishing to stay near Ripley, Heage etc. There are various arts facilities including Music, Pottery, Painting and Print Making.

Open Monday - Thursday 10am - 4 pm or by appointment

Bed and Breakfast also available - bookings by telephone

visit www.ambervalley.com East Midlands Tourism accredited

LEAWOOD PUMP STEAMING WEEKENDS 2011

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

MONTH	SAT	SUN	MON	PERIOD
APRIL		24th	25th	Easter
JUNE	4th	5th		First Weekend
JULY		3rd		First Weekend
AUGUST	6th	7th		First Weekend
		28th	29th	Bank Holiday
OCTOBER	1st	2nd		First Weekend
	29th	30th		Discovery Weekend



MEMBERSHIP MATTERS

from Yvonne Shattower



Last month I received a letter from a member advising me that he would not be renewing his membership. The reason he gave was that he lived in Leicestershire and at that distance was unable to offer any practical input to the Friends; also that he felt that £6 a year was 'not much of a contribution'. However, he ended by commending our hard work and wished us success.

The Committee would like members to know that **ALL** of you are important to us whether you live on the bank of the Cromford Canal, or the other side of the world. You may not consider £6 to be much of a contribution, but we are always willing to accept more! Whilst we are greatly appreciative of 'practical input', we also need the 'armchair members'. There are many occasions when we have to give numerical and geographical details of our Membership (not of course names and addresses), and a strong membership means we are a viable body worth supporting, and we realise that physical help is not always possible from those living at a distance.

So members – please don't think that because you live beyond the banks of the Cromford, you are not important to us. We value and need you all – stay with us!

In the past, I have enclosed a Standing Order form with all renewal notices, but in future I shall only be sending these out to relatively new members in order to keep costs down. If anyone would like to pay by Standing Order but does not have a form, please contact me and I will get one to you. Standing Orders help us to save on postage (which has gone up yet again), and also on the cost of sending out renewal reminder notices to those members who lose their form, forget they have received it, or just left it till next week! I know how easy it is – I've done it myself many a time, but it does make my life a lot easier if I get a payment from you sooner rather than later. Having said that, I would like to thank all those members who do pay their fees promptly.

It has been very rewarding to see so many people at our monthly talks recently. We shall soon be donning 'thinking caps' to work out a programme for 2012. Speakers are already getting booked up, and if we want to provide an interesting and varied programme we shall have to make a start soon. We have a few ideas, but if you know of anyone who gives a good quality talk, we would love to hear from you. It does not necessarily have to be canal orientated, but it does help if it is a local interest.

Please see opposite for the latest list of new members.

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