

THE **PORTAL**



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

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NEW YEAR 2012



CONTENTS

Editorial	2
Chairman's Notes	3
Waterway Recovery Group Report	4
Derwent Valley Mills World Heritage Site Discovery Days	5
FCC News Update	6
A Second Visit to West Shed	9
Leawood Railway Aqueduct Re-opened	10
Pies, Peas and Music	12
Annual General Meeting	13
Webmaster's Report	17
Lost Wharves of the Cromford Canal	18
News From The North	22
Work Party Report	23
The Tourist Potential of the Cromford Canal	24
Letters to the Editor	26
Butterley Company and St. Pancras Station	27
Leawood Pump Outlet	28
Membership Matters	29



FRONT COVER: The ladies of the sales team with an impressive range of goods for sale at the Discovery Weekend at Cromford. See page 5.

Photo: Editor

BACK COVER (TOP): CAPTION COMPETITION. What are the dignitaries thinking at the re-opening of Leawood Railway Aqueduct. Printable suggestions to the editor please. See also page 10.

Photo: Mike Kelley

BACK COVER (BOTTOM): A different type of aqueduct. This carries the main water pipeline from the Derwent Valley reservoirs across the Cromford Canal at Ambergate. The extensive scaffolding is being erected to allow contractors to repaint the structure. Note that provision has been made to allow the towpath to remain open.

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.40

Another new year has arrived and we must all look forward to helping the Friends of the Cromford Canal to make further progress. Probably the most important project for this year will be continuing to work towards the establishment of a passenger boat on the Cromford to High Peak Junction section. This project is in two parts, the boat itself and the length of canal. The team of graduates from Rolls Royce have now almost completed their study of the options for the design of the boat and its propulsion method, having regard for the environmental and ecological constraints. Their final report is expected shortly. Equally if not more important is the condition of this length of canal. Due to many years of neglect, the channel is now very badly silted and a suitable dredging scheme must be implemented if navigation is to once again be made possible. We were very encouraged by the dredging at Whatstandwell and hopefully a similar, but much more extensive, scheme can be carried out in the northern section of the canal. To be able to take a horse drawn boat trip from Cromford to Gregory Wide and back is bound to be very popular.

The whole of the length from Cromford to Ambergate is owned by Derbyshire County Council who have demonstrated a commitment to safeguarding future navigation on this length by financing the recently completed refurbishment of the Leawood Railway Aqueduct. The re-opening ceremony is described on page 10. This is very pleasing and the FCC are looking forward to supporting DCC in their efforts to obtain funding for the dredging scheme. There is no reason why navigation should be considered incompatible with wild life conservation. Many busy navigable canals support abundant wild life.

Another potentially exciting prospect is the investigation inside Butterley Tunnel, particularly the unique underground wharf at the Wide Hole. The FCC now have a team of qualified engineers who are in talks with British Waterways on a professional level to discuss the possible way forward. Concerns expressed by English Heritage also need to be addressed, but I am sure progress will be made on this in the coming months. The potential for tourism is enormous. See also page 24.

Your committee remains enthusiastic and the various different 'departments' continue to make progress. Our Archivist Hugh Potter keeps coming up with interesting artifacts, but as ever is always on the lookout for more. The sales team keep increasing the variety of stock and are always interested in new venues. Eric and Beryl would particularly like to thank all those who have donated items for the tombola. Please keep them coming. Dave Tinkler now has a valuable assistant, Warren Searle, who is taking charge of the work parties at Jacksdale. See Dave's report on page 23.

Finally, Val and I should be away boating before Easter, so I have decided to bring the next Portal forward slightly:

The press date for the Spring 2012 issue will be March 19th.



CHAIRMAN'S NOTES

by Patrick Morriss



Firstly, a Happy New Year to all our members and readers.

It's at times like these that I appreciate having an editor that does not give me too much grief for being late with my copy. *[Don't bank on it! -Ed.]* I have just changed my mind on what I was going to say, so please allow me to have a little rant concerning the news regarding the High Speed 2 (HS2) rail proposals.

At a cost of anywhere north of 17 billion pounds people will be able to travel between London and Birmingham 35 minutes quicker than they can now. This assumes of course that you have not spent 35 minutes extra being delayed on your journey to the station, or spent 35 minutes extra trying to find a car parking space. All this is needed because the rail line is overloaded between London and Birmingham. Would we all be better off if this money was spent upgrading the existing railway routes and rolling stock in the UK? I am old enough to remember the rolling stock that was built to run through trains from UK provincial cities to European destinations through the Channel Tunnel not long after opening languishing in the sidings at Derby until they were sold off unused, to Canada I think. With some of that money they could electrify the line from London St. Pancras to Sheffield and Leeds assuming we could get the canal over it at Bull Bridge! And reopen the line from Ambergate to Manchester and electrify that as well. That would provide an alternative route from London to Manchester and free up some capacity on the Euston route to Birmingham. Express trains running alongside the (restored) canal between Ambergate and Cromford would be rather grand, even if some of the locals may not agree with me no doubt. They could also use some of the money to upgrade the line to Felixstowe, the UK's leading container port that handles the equivalent of 3 million 20 foot containers a year and has only a single track rail link with one passing loop for about 10 miles! How many road journeys would that save?

But what really did make me sit up was the fact that, according to the BBC, for every pound spent on HS2 the government expects that between £1.50 and £2 will be generated. That seems a bit pathetic; one of the arguments used to justify canal restoration is that there is a 'multiplier' effect on the money spent on the restoration. I have some experience of these calculations. I seem to recall that the restoration of the Forth and Clyde canal in Scotland resulted in a return of £3 for every £1 spent, which of course included providing Butterley with a bit of work for the Falkirk wheel. The restoration of the Kennet and Avon canal that had several economic studies carried out returned between £4 and £5 per £1 spent depending on the calculation method. Moving a little closer to home, the estimated return on the restoration of the Chesterfield Canal is £3.50 per £1 spent and that will probably increase with the Waterside development in Chesterfield. All rather better than the projections for HS2, but it does not make the national headlines does it? I suppose we'll have to wait and see if any of this money is spent in Derby. OK rant concerning how the government should spend its money over.



In the last Portal I mentioned that WS Atkins were to present their long awaited Cromford Canal Scoping report last November. Well they did, and it was still not right. All concerned await the next attempt due in the New Year.

Also before Christmas I attended the reopening of the Leawood Rail Aqueduct. Many thanks to all of you who turned out for this as it shows the local politicians that the canal is important and its fate is of great interest to the members of the FCC who are also some of the voters of Derbyshire. It is fitting that the aqueduct has been repaired and strengthened in a way that does not preclude future restoration and in terms of economic pay back it would be fitting to see boats using it again in future.

In this issue you will see notice of the AGM. We would appreciate as many members as possible attending as we wish to incorporate the FCC as a company limited by guarantee and we need the member's approval to do this. Many charities take this route as it enables the charity to own or lease property and operate commercially without the Trustees being personally liable for those transactions, so do come along if you can. All the best for 2012.

WATERWAY RECOVERY GROUP REPORT

WRG at home and abroad...

OK, so I don't actually mean abroad, but 'at Cromford and elsewhere' doesn't have quite the same ring to it.

Starting with WRG at Cromford, there's good news. Just prior to going to press on Portal 39, we learned that we had once again been successful in securing the services of WRG for two weeks of summer canal camps. This year they will run from 4th August – 18th August, and the intention is that they will work on the enlarging of Derwentside weir (the original project for last year). This is subject to confirmation of funding, but we are planning apace in hope!

Some of the campers will also get to work at Sawmills, continuing the work done by WRG in 2011. This project is getting a further boost from a visit by our 'local' regional WRG group, WRG NW, on the 3-4 March. I hope to be able to accommodate any FCC volunteers that wish to join in, although until numbers are confirmed I can't say for definite. If you would be interested in helping out, please contact me at the webmasters address or join the 'Work Party – Sawmills' mailing list for more information nearer the time.

On to WRG 'abroad'. At the time of writing I've just returned from my first trip to the Grantham Canal, working to clear trees and smaller vegetation from Locks 12-15 of the Woolsthorpe flight with WRG NW, and next weekend I'm heading to Inglesham Lock, which connects the Thames and Severn Canal to the River Thames. These are all in the early stages of restoration, but this year will see WRG working at all stages somewhere.

WRG has now published the full schedule for this year – the traditional locations of the Mon & Brec; Basingstoke; Montgomery; Cotswolds; Chelmer & Blackwater and our neighbours at Chesterfield, are joined by some lesser visited locations including the Hereford & Gloucester; Wey & Arun; Wendover; Manchester, Bolton & Bury; Lancaster and Uttoxeter canals. It should be an interesting year with a wide variety of projects.

I leave you with this final thought: one attraction (possibly) for volunteers on a canal camp can be the isolation. Often we have no mobile phone signal and no idea as to what is going on outside of our work on the canal of the week. Therefore, if you fancy getting away from the big events of the year but don't much like the idea of travelling abroad, perhaps you could go 'abroad' in a different sense of the word and give some time to restore the canal network. A holiday for £56 – it must be worth a shot!!!

George Rogers



DISCOVERY DAYS 2011

by Patrick Morriss



Cromford Wharf in the late autumn sunshine. The ropemaker's marquee and living van are a pleasant addition to the scene.

Mike Kelley

The Derwent Valley Mills World Heritage Site Discovery Days Festival was once again held during the school autumn half term holiday week, 24th to 31st October 2011. Once again the Friends of Cromford Canal were out in force at Cromford on the last weekend of the event. This year as last we had members of the Waterway Crafts Guild with us at Cromford Wharf. In addition to Jes Inglis demonstrating his canal ware painting skills, in 2011 we had Dave Walker demonstrating rope work etc. Both are keen to be involved next year and Dave would like to be involved with Cromford Canal events at other times as well. Their demonstrations are always well organised and well thought of and



Editor

A good display by members of the Waterway Crafts Guild



Editor



The FCC sales stall continues to expand

provide some canal related activity in the absence of the horse boat – more about that later. Our stalwart rope makers were also in attendance offering rope making and demonstrations. It never ceases to amaze me how in this ‘high-tech’ age a simple skipping rope can keep children more used to X boxes amused for hours on end.

The weather was kind to us on the whole with the valley looking well in the autumn sunshine and many people walking down to High Peak Junction to see the attractions there with the Leawood Pump of course being in steam.

Attendance overall was up again on 2010 which was a record year in itself. This was the seventh festival and it is a tribute to all the volunteers up and down the valley that the event remains popular and indeed continues to grow.

The World Heritage Site is ten years old and as Adrian Farmer points out “ It’s ten years now since the Derwent Valley Mills were inscribed on the World Heritage List. To

Our indefatigable membership secretary Yvonne was as usual on hand to greet visitors and sign up new members.



Editor



celebrate, the annual Discovery Days Heritage Festival ran for ten days with 130 activities taking place.” One of those activities was our own Hugh Potter’s talk based on an 1811 map of the canal that was the best attended talk of the ten days with 71 people in attendance. The FCC and its volunteers plus visiting volunteers who travel many miles put hundreds of hours into this event each year as it highlights the canal and what it was used for and should be used for again and also because it is a valuable showcase for our organisation and its aims. The sales team were there in force manning an ever growing display of items, plus there were paintings of the canal and its surroundings.



Victorian boatman with his company issue laptop!

Val Roberts

The World Heritage Site has the establishment of a trip boat along this section of canal as one of its aims for the future and indeed World Heritage Site personnel are assisting me with funding applications to that end. The long delayed WS Atkins Scoping report has just such a trip boat as one of its suggestions and Derbyshire County Council are supportive of a trip boat being re-established on the canal. The Leawood rail aqueduct was officially opened a few days after the Discovery Days event which meant that some connectivity along the towpath was lost on the weekend itself. However, the aqueduct has been repaired in such a manner that future navigation would not be hindered, see page10. What a splendid achievement it would be to have a trip boat running from Cromford and including a journey across the Leawood River Derwent aqueduct, the Leawood rail aqueduct and through Gregory tunnel as well before winding at Gregory ‘wide hole’ and returning. That would promote visitors to the canal and the World Heritage Site and would be the start of a fitting return on the considerable investment DCC have made in the cast Iron Leawood rail aqueduct.

I would like to take this opportunity to thank all those people who volunteer to make the FCC presence at this event such a success and with my World Heritage Site Board Member’s hat on I’d like to extend that thank you to all volunteers up and down the valley in addition to saying thank you to all the DCC staff now involved in promoting the valley who put in many hours work during the week.



Sandra Grimes of DCC Countryside Service with a boat gauging rod found during the weekend by Hugh Potter at High Peak Junction Workshops

Hugh Potter



FCC NEWS UPDATE - so what *is* happening

from Mike Kelley



- **Sunday 23rd October** - Our sales team attended a special event at Alfreton Leisure Centre. The event was Alfreton Heritage where groups interested in our local heritage had their own stalls with some fascinating stuff and information displayed. Unfortunately it was not advertised too well, so the local population were not aware of it.

- **Tuesday 25th October** - As part of the World Heritage Site Discovery Days, Hugh Potter gave a talk at the Gothic Warehouse Cromford called, '1811 And All That – 200 Years on the Cromford Canal'. A very well attended event.

- **Saturday 30th & Sunday 31st October** - We had our annual full weekend at Cromford Wharf as part of the Discovery Days Festival. Canal crafts, of rope making and rope weaving, traditional roses and castles painting, slide shows of the canal, musical organ, and our photographic displays; and of course our sales stand and tombola. Sadly though, we had no horse drawn boat again this year, due to the need to dredge the canal. A good weekend was had by all. See page 5.

- **Saturday 12th November** - John Barker organised a second visit to the West Shed at the local steam railway at Butterley. They had a guided tour of the engine workshops and museum which all enjoyed. See page opposite page.

- **Monday 14th November** - Our monthly full committee meeting was held at the Poet and Castle public house at Codnor.

- **Saturday 19th & Sunday 20th November** - Our new Work Party Organiser, Warren Searle, led this weekend's work party at Jacksdale. Thank you Warren for taking this on. A lot of work was achieved and the Canal is looking a lot better for your efforts.

- **Monday 21st November** - For the second time in a few weeks I was invited to a local primary school to address the children on the canal age. This time the school was at Langley Mill. At the end of the discourse they presented the FCC with a found log-book monitoring boat movements on the canal for one month in the year 1824.

In the evening we had the monthly social meeting at Ironville. This was a talk by Rick Jillings from Derbyshire County Council, (DCC) who gave us a very interesting talk of the work of the DCC along and around the northern part of the canal.

- **Friday 11th November** - Our Sales team had their stall out at Sawmills Village Fair. The people of Sawmills are great supporters of our campaign.

- **Monday 28th November** - About 40 supporters turned out in the early morning to witness the re-opening of the railway aqueduct near High Peak Junction, by Councillor Simon Spencer, Deputy Leader of Derbyshire County Council. This aqueduct is a scheduled monument and is the only surviving example of a suspension girder bridge left in the country. Repairs were needed to address the corrosion and there were concerns about its long term stability. We are grateful to DCC for funding this project. See page 10.



• **Monday 5th December** - Our annual Christmas Party at Ironville Church Hall was a great success. The Red Lion Folk Band played, while many danced; then came the excellent pie and peas. We thank those who put so much work into this. See page 12.

• **Wednesday 7th December** - Pat Morriss and myself had our last meeting with Rolls Royce graduates who, you will remember, have been designing the motive power for a suitable boat to run from Cromford Wharf: a boat that will accommodate the sensibilities of the wildlife lobby on the canal. We have had some very positive work on this project from Rolls Royce.

• **Monday 12th December** - Our monthly committee meeting was held by kind invitation in the home of Mike Harrison and Val Roberts, due to the usual venue being occupied by Christmas events.

• **Thursday 5th January 2012** - The Thursday Club at Belper invited me to deliver my illustrated talk on the Cromford Canal; my first talk of this year.

• **Saturday 7th & Sunday 8th January** - Warren Searle led a work party at Jacksdale, where he said, 'You can shed a few pounds and all free of charge'. Well it beats having to pay for a workout in the gym! See page 23 for future dates.

• **Monday 9th January** - For the second time our monthly committee meeting was held in a member's home; this time with Matthew and Val Rogers kindly inviting us to meet in their house.

MEMBERS' SOCIAL MEETINGS 2012

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

The following are scheduled between now and the summer.

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

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

- **January 16th** - THE TRADE ON THE CROMFORD CANAL BEFORE THE RAILWAY AGE - by Philip Ryden
- **February 20th** - PETS AS PATIENTS - Ken Thompson
- **March 19th** - DERBYSHIRE ODDITIES - Barrie Lings
- **April 16th** - ANNUAL GENERAL MEETING (free admission)
- **May 21st** - NOTABLE & NOTORIOUS WOMEN OF DERBYSHIRE -Joan Ward
- **June 18th** - DERBYSHIRE GHOSTS AND LEGENDS - David Bell

WEST SHED REVISITED

On Saturday November 12th, our publicity officer John Barker organised another successful visit to the West Shed at the Midland Railway Swanwick site for those who missed the first visit in August. Again a small profit was made for the FCC after giving a donation to the Princess Royal Class Locomotive Trust.

The workshop was closed on this occasion as the work force are continuing to work on the heavy general overhaul of the Duchess of Sutherland. The latest news on this fine locomotive is that trials have now begun on the Butterley line, although she is not quite fully finished. Smoke deflectors and paint work are still to be completed. John would like to thank Graham Poole and the trustees of the Princess Royal Class Locomotive Trust for their hospitality on the day.



RE-OPENING OF LEAWOOD RAILWAY AQUEDUCT

by the Editor

Following the successful completion of the repairs to the iron trough aqueduct which carries the Cromford Canal over the railway at Leawood described in the last issue, a short opening ceremony was held on November 28th.

The FCC are very grateful to Derbyshire County Council for making substantial funds available for this project. It is very pleasing to see that the council recognise the importance of carrying out this work as a vital part of the eventual restoration of this length of the canal to navigation.

An important aspect of this work, which is not immediately apparent now that the work is completed, is that the towpath is now supported independently of the trough. This will relieve the load on the trough and has allowed the width of the path to be increased. This not only means better access for wheelchairs and buggies but will also allow small plant such as dumpers, excavators etc. to pass over the aqueduct to reach the towpath further south for maintenance work. This will include the proposed two-week work camp in August 2012 organised by George Rogers when Waterway Recovery Group volunteers will be rebuilding an overflow weir.

The following pictures show the good turnout to see this historic aqueduct re-opened, helping to demonstrate the support of all concerned.





Assembled dignitaries on the aqueduct having completed the formalities (left to right):
Councillor Simon Spencer - Deputy Leader of Derbyshire County Council
Patrick Morris - Chairman of The Friends of the Cromford Canal
Councillor Jack Brown - Amber Valley Borough Council



Editor



The good wide towpath is seen in this view as the crowd was dispersing. Hopefully by the end of the winter, the water level will have returned to normal.

Editor



PIES, PEAS AND MUSIC

Members may remember that our Christmas social at Ironville last year had to be cancelled because of the weather. This time there was no such problem, although it was a cold and wet evening. Our membership secretary Yvonne had suggested that this year, as well as the Red Lion Band, we organise a pie and pea supper.

This turned out to be a great success. A group of our FCC ladies did sterling work in the kitchen and the pies were excellent. The band was well received and their caller was able to persuade members to take to the floor for a ceilidh. The event was also supported by the sales stall and raffle. All together, a good time was had by all!

Editor



Members enjoying the dancing and the Red Lion Band providing the music.

Mike Kelley



You may also be interested in:

THE EREWASH CANAL PRESERVATION AND DEVELOPMENT ASSOCIATION

PIE AND PEA SUPPER

at Sandiacre Lock Cottage, Saturday March 31st at 7.30pm

£5 per head

Booking essential as space is limited - phone Carole Golds 0115 932 8042



ANNUAL GENERAL MEETING

**Notice is hereby given that the
Tenth Annual General Meeting
of the Friends of the Cromford Canal will be held on
Monday, April 16th. 2012 at the Church Hall, Ironville
commencing at 7.30pm.**

AGENDA

1. Apologies for absence
2. Minutes of the Ninth Annual General Meeting on Monday, April 18th. 2011
3. Matters arising
4. Report of the Chairman
5. Report of the Treasurer and presentation of the accounts for 2011
6. Adoption of the accounts
7. Election of Trustees
8. Reports by Officers
9. To consider a resolution to incorporate the Friends of the Cromford Canal as a Company Limited by Guarantee as provided for by the FCC constitution item X.2.
10. Any other business

Minutes of the Ninth AGM are on pages 14 - 16

Please bring this copy of The Portal to the meeting as further copies of the minutes will not be available.

The accounts for the year ending December 31st. 2011 will be available at the meeting

Election of Trustees

The Friends of the Cromford Canal is managed by up to eleven Trustees assisted by a number of other members with about 12 meetings a year. The Trustees are responsible to the Charity Commission for the organisation of the Friends and report to the Charity Commission each year. In order to have rotation of Trustees and comply with our Constitution, Trustees are elected for a three year term. At present Yvonne Shattower, Peter Stone, David Tinkler, Christopher Jacklin and Steve Mulholland have served either 1 or 2 years and will continue as Trustees. This year Pat Morriss, John Baylis, Mike Kelley, Bob Bullock and Eric Singleton retire by rotation and all are willing to stand for a further term of three years. There is one vacancy not filled at the AGM in 2011.

This means that we have five trustees willing to stand and one additional vacancy. Nominations for election as Trustees must be submitted in writing before March 31st to:

**John Baylis, 215 Clipstone Avenue West,
Forest Town, Mansfield, Notts. NG19 0HJ
Tel.01623 621208**

The nomination must be signed by the proposer, seconder and the nominee who must all be FCC members.

Please come along and support the committee and ask any questions you may have. After the formal business, Hugh Potter will be presenting some more of his impressive collection of images and artifacts from the FCC archive.

John Baylis



Minutes of the Ninth Annual General Meeting of the Friends of the Cromford Canal (FCC)

held at 7.30pm on Monday, April 18th 2011
at the Church Hall, Ironville.

1. Present

Patrick Morriss (Chairman), Mike Kelley, John Baylis, Bob Bullock, Yvonne Shattower, Chris Jacklin, David Tinkler, Eric Singleton (Trustees), John Barker, John Boucher (Honorary Consulting Engineer), Mike Harrison, Val Kelley, Hugh Potter, Val Roberts, George Rogers, Beryl Singleton, Howard Smith, 43 other members and 0 visitors.

2. Apologies for absence

The Rev Steve Parish, Peter Stone,

3. Minutes of the previous AGM

The minutes of the Eighth Annual General Meeting held on April 19th 2010 had been circulated earlier. Their adoption was proposed by Peter Keating, seconded by Dave Tinkler and carried unanimously.

4. Matters arising

There were no matters arising.

5. Chairman's report

Although the Cromford Canal Partnership had met twice, there had been a lack of progress - with one group objecting to a feasibility study. Instead a scoping study was agreed which would, in turn, inform a feasibility study. The Atkins Group had won the tender and their scoping report is due out on 12th May. At the stakeholders' workshops the overwhelming view was to restore the Cromford Canal to full navigability but with sensitivity. It is hoped the £75,000 Derbyshire County Council funding will be carried forward into the 2011/12 financial year and also that the feasibility study will be completed this year.

The FCC had increased its publicity and its profile. The sales team had extended the venues it attended and talks had been given to community groups by Pat Morriss and Mike Kelley.

There had been no progress with regard to either the Butterley Works or Stevenson's sites. No inappropriate development can take place which will allow time for discussion with Amber Valley Borough Council. The FCC awaits a decision by English Heritage on Butterley Tunnel becoming a Scheduled Ancient Monument.

The Golden Valley project had become a victim of the recession.

Despite local and national pressure on UK Coal, there remained a lack of progress on the Smotherfly site. UK Coal is required to restore the site but has failed to communicate appropriately. The FCC will continue to exert pressure and it is hoped Derbyshire County Council will place Smotherfly on the agenda of a meeting yet to be arranged. The concern is that the whole area will be sold off. However, planning permission was 'saved' at Pinxton and the project has officially started.

Dredging at Whatstandwell was begun in 2010 and has continued into 2011. The



work and machinery was intrusive of the towpath and, at a stakeholders' meeting, it was agreed future work on the canal should be undertaken from a boat.

The FCC remains hopeful of having boat trips.

For its major contribution to the county of Derbyshire, the FCC received the 'Excellence in the Community Award' at a special event in Buxton.

Derbyshire County Council had agreed for work to begin at the Open Cast Site at Langley Mill. Hopefully planning permission will be given for the restoration of a 200 metre length of canal running from the marina at Langley Mill to the A610 embankment; work should begin Easter 2012.

The Chairman thanked those who give their time freely to the FCC; the Sales Team, Working Parties, Membership, Finance, Social Events organisers and Administration.

Jack Brown gave grateful thanks to Pat Morriss for his work with, and chairmanship of, the FCC.

6. Treasurers Report

Printed copies of the accounts had been circulated at the start of the meeting. Treasurer Bob Bullock explained that, although income was up on last year by £2,941, expenditure exceeded income resulting in a loss for the year of £4,306.

The Derbyshire Community Foundation Grass Roots Grant of £2,500 had been used to purchase a digital projector, a screen and a laptop computer. Pat Morriss thanked Councillor Juliette Blake for her share of the Derbyshire County Council grant. This money had been used to purchase and install interpretation boards in her ward.

In order to make savings on the cost of sending out the Portal to the membership, bulk purchases of stamps had been made ahead of increased postal charges.

It was noted that its involvement in Smotherfly had so far cost the FCC in excess of £30,000.

Bob Bullock finally thanked Terry Miles, a retired accountant, for examining the accounts at no cost to the FCC.

7. Adoption of the accounts

The adoption of the accounts was proposed by Mike Kelley, seconded by Jan Colombo and carried unanimously.

8. Election of Trustees

Chris Jacklin, Yvonne Shattower, Peter Stone and Dave Tinkler all retired by rotation and were willing to seek re-election. Steve Mulholland had been proposed as a new Trustee. There were five nominations for six vacancies and the Chairman suggested that these should be taken en bloc. This was formally proposed by Hugh Potter, seconded by Howard Smith and carried unanimously and the nominees duly elected.

9. Membership report

Yvonne Shattower reported a slight decrease in the total membership on last year. 66 people had not renewed their membership although there were 59 new members. The loss in membership came mainly from those who did not fill in standing order forms. Nevertheless, it remains a strong membership base. There are currently 783 members including 102 life members. The membership includes 7 corporate charities and 4 corporate businesses with Ellis-Fermor and Negus making the FCC its charity of the year.



As a result of John Barker's publicity, there have been many new faces at the monthly social meetings including non members.

Yvonne thanked all those who undertake quarterly deliveries of Portal.

10. Archivists Report

Hugh Potter reported that in 2010 140 'new' images of historic photographs had been acquired with a large number being of the Bullbridge area. These had been donated by the Bullbridge and Sawmills Area Civic Society. In addition BASA donated an early 'Down Your Way' radio recording from Sawmills which revealed new information about the toll house and canal there. This information had been incorporated into the new interpretation boards.

Also acquired were a large number of early maps of the Codnor Park and Ironville area donated by Jacksdale Heritage.

Three permit books had been acquired from Buckingham University Library and transcribed by June and Bert Crump. These now form a data base of over 10,000 entries. June and Bert were thanked for their work. Collections of letters photographed at various archives had mostly been transcribed with thanks to Dave Ratner and Phil Aspley. These shed light on canal activities in the early part of the 20th century. The Minute Books of the Cromford Canal Company are currently being edited for publication by Philip Riden.

11. Webmaster's report

George Rogers reported that the website has a new web host and is currently being re-vamped. Included on the new website will be better maps and an archive section. The Cromford Canal Yahoo Group will be wound down as it is not user friendly. There will, however, be a Forum where members can talk to each other. Mailing lists will enable members to receive electronic FCC information. There are currently 140 members on the email list. The web site receives 120 hits a day but feedback and suggestions are required if it is to reflect the ideas and needs of the membership.

12. Sales Report

Eric Singleton reported that, despite the recession, sales continued to be buoyant. The FCC is invited back to events and the range of lines is being extended. Eric thanked those who had helped with the stand and purchases during the year.

13. Any other business

Following the Chairman's report, Peter Keating asked whether listing Butterley Tunnel as a Scheduled Ancient Monument would interfere with its restoration. The Chairman responded that to do nothing might result in its collapse. Listing it as a Scheduled Monument would offer some protection although long-term this might affect how restoration continues. Peter Harris, who had donated his company's time to surveying the tunnel, advised that listing would be beneficial. The FCC could then enter into discussions with those who fully understand and are sympathetic to the restoration issues surrounding Scheduled Ancient Monuments. If the tunnel was to be restored, John Boucher advised that a realistic proposal would be necessary. John Baylis suggested that, in restoring the canal to navigability, it may be necessary to circumvent the tunnel altogether.

Howard Smith congratulated the FCC on its 'magnificent publication' - the Portal. Val Kelley thanked all those who brought prizes for the raffles.

The meeting closed at 20.45 hours.



WEBSITE MATTERS

from George Rogers

Firstly, Happy New Year. 2012 promises to be a busy (and hopefully successful!) one throughout the country, so let us hope that the same is true for the Friends.

What can you expect from the website in the next twelve months? Well, the next major elements to go online will be the Mike Higginbottom archive – a selection of 60 slides taken since the early 1960s – followed by the past editions of Portal. Of the former, several remain to be identified, so please browse and let me or the archivist know if you think you can enlighten us.

Whilst I have ideas for what will follow (a new map and forum being next), if you have anything you would particularly like to see, please let me know. The web is a big place and can be very lonely – so I'd love to hear your suggestions.

The major addition to the site recently was the mailing list system. I explained this briefly last issue, but since then several issues have arisen which I'll try to address:

1. What's the point?

When the Friends originally formed, a discussion group was set up to promote interaction between members and the committee. This remains, as the 'cromfordcanal' yahoo group. However, the second use of such a group is the issue of news items, event details etc, and over time I felt the two roles had become blurred and the exact function of the group unclear – which ultimately meant it did not fulfil either role efficiently.

Therefore, the mailing lists have been set up for the issue of news, and eventually a forum on the website will provide a means for discussion.

2. How does a mailing list work?

A mailing list is a collection of email addresses for people interested in a particular subject. Any of the committee members can send information relating to that subject out to the list – so for example I can let people know when a work party will be happening at Sawmills by emailing the Sawmills work party list.

3. Who can sign up, and how do they do it?

Anyone can sign up to any list, and on the website there is a form to fill in for each list you would like to join. Unfortunately there is not a 'join all' option – you have to sign up for each individually, but if you do want to join them all you can send me an email and I can do this for you.

There are currently five lists: **News, Events** (for socials, sales dates, sponsored walks etc.), **Event Volunteers** (for those who would like to help out at events), **Work Parties**, and **Sawmills Work Parties**.

If anyone has any further questions, or would like help or advice before or after joining up, please email me at the webmasters address.



LOST WHARVES OF THE CROMFORD CANAL

The lost wharves of the Codnor Park Lime Kilns

By Martyn Taylor-Cockayne

Canal Wharves are an often neglected part of a canal's history. All too often we are wrapped up in our fervour of the canal itself, whether it is maintenance, restoration or researching its history. All too easily we forget the wharves which were an intrinsic part of the canal and many of which have an interesting life and history of their own. Many will be thinking a wharf is a wharf, load on, load off, simple, but I think wharves are more deserving of a closer look. I think it would be interesting to look at who operated the wharf, when did it first open, how long was it in use, what was it used for, are there any photos, what size and shape was it and so on.

The Cromford Canal has had some very unusual wharves in its past and I think it's time we had a closer look at them and so I would like to tell the story of the wharves that served the lime kilns of Codnor Park.

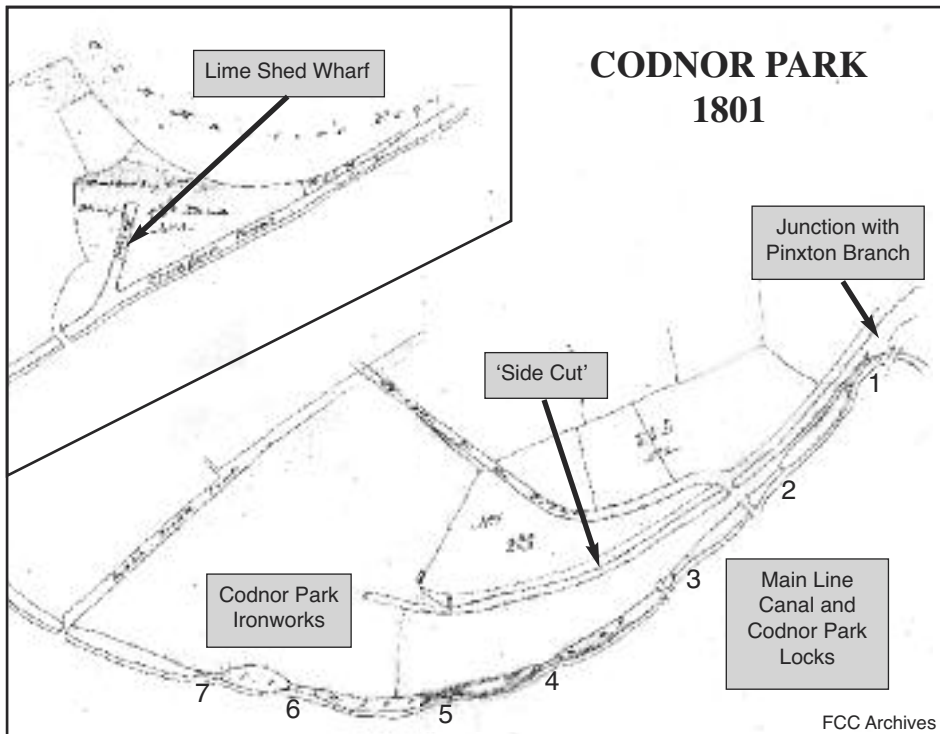
Soon after the Cromford Canal opened, an advert placed by the Reverend Legh Hoskins Master (then owner of the Codnor Castle Park and Estate) appeared in the Derby Mercury on April 10th 1794. It offered for sale, or lease, a prime location for an ironworks in the lower part of Codnor Park, in an area called the Hermitage and Far Lawn, situated close by the newly opened Cromford Canal. This offer was taken up by Benjamin Outram and Co. who signed a lease on the 24th June 1796 for a term of 63 years at £10.00 per annum, 'to erect furnaces etc. thereon....'

Outram did not build his furnaces straight away, instead concentrating on the mining possibilities that Codnor Park offered. By the end of 1797 he had erected an atmospheric engine called the Hermitage Engine, to drain the coal seams he wished to work, the water from which was put into the canal via a 'sough'. This engine was the first of a series of 'fire' engines that were to be erected along the eastern section of the canal over the next 20 years. Mineral accounts from the Reverend Legh Hoskins Master's records in Surrey show that Outram was operating several coal and ironstone mines in Codnor Park by 1799 and that by 1801 he intended to start making lime.

On the 23rd of April 1801, Outram wrote to the Reverend L. H. Master asking to purchase 36 acres of land at a fair value to be fixed by a Mr. Wyatt. This area of land was to be the future site of the Codnor Park Ironworks and also included the area known as Codnor Park Wharf at the southern edge of the estate and which wharf Outram used to send coal etc. down the water to Langley Basin. He further requested 'to lease the minerals in Codnor Park for 42 years at £600 for the first year and to advance £50 a year till the rent shall account to £800 at which it shall continue to the end of the term'. He also requested 'to be accommodated with lands surrounding the works when such shall become untenanted at fair annual rents'.

An 1801 map accompanying this letter (opposite page) shows the 'side cut' as it was known, from the summit into the area known as Far Lawn was already constructed, but does not appear to have the strange shaped wharf that served the Lime Kilns that were built in 1802. The lease signed in 1802 gave Outram and Co. access to 'all the mines, rakes, veins or seams of coal and ironstone, quarries of stone, beds of clay under all'. Further he was given liberty to build lime kilns, coke hearths and brick kilns.

So in 1802 Outram built the lime kilns in Codnor Park. They were situated at the southern end of the canal side cut that ran from the summit, opposite the Pinxton Arm of



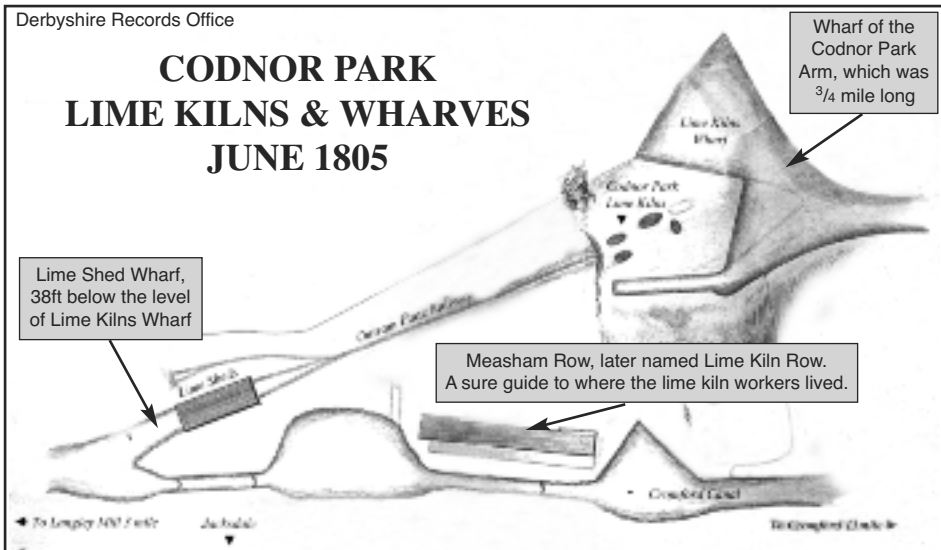
the Cromford Canal, through the Codnor Park Estate for $\frac{3}{4}$ of a mile. This side cut had no locks. The limestone was brought down this canal side cut from the quarries at Crich. There it was unloaded directly into the lime kilns for processing by heat. The main body of the Cromford Canal continued from the summit plunging downwards some 38 feet over a series of seven locks until it reached the area known as the Long Pond near to Lawn Bridge at Jacksdale. Here a wharf called the Lime Shed Wharf was cut at an angle of about 45 degrees, as shown in the inset on the above map, situated on the Codnor Park side of the canal just below lock 7. This was where the finished lime product was dispatched from. An Outram plate railway served as a connection between the lime works and the lime shed. Outram also had houses built at the site for his workers, but not without difficulty. Again in a letter to the Reverend L. H. Master, dated 7th April 1803, he complains bitterly about not being given certain buildings called Holbrooks Farm, as he was 'promised' and that this meant his workers had to be housed at the late Widow Berry's homestead over a mile away (this was at the far end of Golden Valley). His letter must have worked as a row of houses was built at the site and was originally named 'Measham Row' which is a sure indication of just where Outram's workers originated from. This name didn't last for long and the cottages were soon re-christened Lime Kiln Row.

Strangely, by early 1805 Outram had entered into negotiations with Edward Banks, who came to dominate the trade in lime in Derbyshire. Outram was to allow him to lease the lime works for a 14 year period. The lease represented very good business for the company, but it may also be an indication of the financial difficulties Outram was experiencing at this time. There are notes in Outram's own hand at the Derbyshire Records Office that show what he was intending to do, giving details of money and terms he was



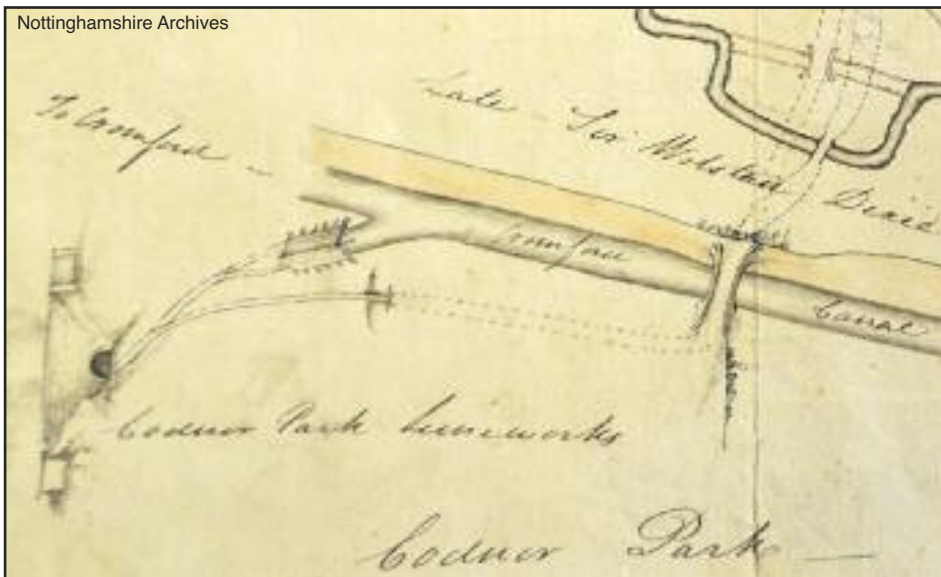
Derbyshire Records Office

CODNOR PARK LIME KILNS & WHARVES JUNE 1805



seeking. Unfortunately, in May of that year, Outram was travelling to London when he had a brain seizure and died a few days later, on 23rd May 1805. Two weeks after his death, the lease was officially agreed upon and signed by Outram's widow Margaret, along with Beresford, Jessop and Wright. It was in this lease document that three small, but significant maps were drawn, one of which was the area of the Codnor Park Lime Kilns. So without this lease being entered into, we may never have known what this area would have looked like or how it was laid out.

Another map (below) showing the Lime Works and wharves dated the 8th May 1808, can be found in the Nottingham Records Office and after consulting the Cromford





Canal minutes from that date, Hugh Potter and I have confirmed that it was in fact drawn by Mr. William Jessop junior. Furthermore, this map shows the only known representation of the lime works and a very curious looking thing it is too. The map accompanied a letter submitted by William Jessop junior to the C.C.Co. in which he wished to make certain improvements to the bridle path over Lawn Bridge. His drawing shows he wanted to replace the bridle path with a carriageway, straightening a length of the River Erewash in the process. His carriageway was to enable the passage of lime into the Nottinghamshire district and for other goods vice a versa. The carriageway is shown connecting up to the Outram plate railway near the lime shed and this is very suggestive that the railway may have been extended over Lawn Bridge and the River Erewash into Jacksdale Common. As far as we know this may be the earliest known work of William Jessop junior.

A wonderful description of what went on at these Lime Works and how they worked has been gifted down to us, courtesy of John Farey and his 'General View of the Agriculture of Derbyshire, volume 2, published in 1813. In it, Farey writes the following.... "Codnor, Lower Park Wharf, on the Cromford Canal. Here, Messrs. Edward Banks and Co. have extensive kilns for burning the Crich limestone, brought hither in boats; and a dock roofed over, enables four or five boats to load lime at once, under cover from rain. They sell it at 2s. 9d. per quarter of eight bushels and limestone at 3s. per ton. Advantage has been taken of the locks on the canal, to unload the stone and coals at the tops of the kilns and load the lime at their bottoms, as I shall further particularize in describing Marple-Bridge limeworks".

Farey then goes on to describe the Marple-Bridge limeworks in great detail and in doing so gives us amazing detail of the Limeworks at Codnor Park.

"Where four locks occur (seven at Codnor Park) near together on the canal, a branch has been taken out of the upper pound to a dock, where the stone and coal boats lie to unload, level with the tops of the kilns, which are 12 (four at Codnor Park) in number and can burn 2,500 (about 800 at Codnor Park) bushels of lime daily. From the bottoms of the kilns, railways are laid and conducted, some into a boat-house over two boats that can lay in a dock connecting with the lower pound of the canal and have their lading of lime tipped or turned over into them from the trams on the railway, under cover from rain. Others of the railways are conducted into a lime-house over four or five carts or waggons that can stand at the same time and have the lime tipped into them, secure from the weather.

The Kilns are egg shaped, 36ft deep, 13½ ft diameter at top and 14½ ft in the belly or widest place at nine feet down, diminishing thence to 3½ ft diameter at the bottom. Iron shovels are used to draw the lime at 20 inches above the floors on which the Railways are laid. Between the bottoms of the kilns, roomy arched stables are constructed, in some of which the farmers feed and rest their horses, while their carts and waggons are loading and others are let to the boatmen for their towing horses. The high wall in front of the kilns, being strengthened and its line broken by some circular buttresses, faced so as to imitate an ancient castle, has a good effect, from its commanding situation.....".

The Codnor Park lime kilns reverted back to the Butterley Company after the 1805 lease ended in 1819. They continued in operation until the arrival of the Midland Railway in 1846. No doubt they would have been in decline after the vast lime works of Ambergate were built after the arrival of the Ambergate Railway in 1840. The Midland Railway route cut straight through the Codnor Park lime kilns rendering the side cutting from the summit redundant. A greater portion of it was filled in, as were the lime shed and Lime Kiln Row wharves. Thus ended a large and complex industrialised wharf, whose construction and operation involved some of the great engineering names of their day.



NEWS FROM THE NORTH

Cromford Canal - Cromford to Ambergate Update - October to December 2011

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

Re-opening of the Railway Aqueduct, November 2011 - Railway Aqueduct and the towpath around Leawood is open to the public again (See pages 10 -11). This follows significant repair work commissioned by Derbyshire County Council and completed by Dew Construction. Whilst water levels were low, Dew were also contracted to excavate the silted canal bed at the Derwentside overflow opposite Leawood and they cleared the excess reed from the dry channel from Wayfarer's cottage to the railway aqueduct. During the summer and autumn it was the driest time since 1975, only a trickle of water entered the canal from Arkwright's Cromford Mill. Attempts to fill the drained aqueduct and bring the water level back up were initially thwarted by the lack of water and by a number of leaks. The canal bed was excavated and then puddled with clay by the southern aqueduct abutment. The canal bed had developed a number of voids to the north of the aqueduct, repairs being made where the bed had subsided. The wettest December for 10 years brought the water table back up and has enabled the canal to be rewatered from Cromford to Ambergate. It has also resulted in standing water on the towpath. Now that the aqueduct repairs enable plant to cross it, the Countryside Service mini tractor has been used in "puddle shooting" to improve the towpath surface from the aqueduct to Gregory tunnel.

Tree work - Countryside Service staff have spent several weeks selectively felling trees from Gregory tunnel through to Leashaw Farm near Whatstandwell. This work will reduce the leaf drop into the canal, reduce tree canopy shade and will also help improve the plants and wildlife of the canal. It has also improved the magnificent view from the canal up to Crich stand as well as protecting the structure of the tunnel.

Canal Towpath surfacing - Allroads, the County Council's highways team, started work to improve the surface along an 800m section of towpath from Crich Chase (near Ranch Corner and the Severn Trent Pumping works) northwards towards Whatstandwell station. The wettest December for many years has delayed progress. Works restart on January 9th until completion which is expected to be around January 20th. The towpath is closed but there is a signed alternative route available through Crich Chase and along the pavement of Main Road Whatstandwell. This is steep and only suitable for pedestrians.

Cromford Canal – Events - The Cromford Canal hosted a variety of events and helped in making the 2011 Derwent Valley Mills World Heritage Site Discovery Days the most successful and popular yet with 130 activities and 12,000 participants. See also pages 6 - 7. High Peak Junction workshops came to life with a working forge and Leawood Pump was again in steam. Another notable event was the British Heart Foundation Winter Challenge that saw nearly 1000 people take part in a sponsored walk on the High Peak Trail and Cromford Canal towpath. This event raised approx. £60,000 for BHF.

Working with partners - At the beginning of October the British Trust for Conservation Volunteers cleared reed from the canal channel from Ambergate to Gratton's bridge. They returned in November to clear the thick encroaching reed at Leashaw Farm and started the task at Cromford Meadows. In all BTCV have carried out 72 volunteer days so far this winter. They are tree felling and clearing reed at Crich Chase, near the Severn



Trent Pumping station in early January. Derbyshire Wildlife Trust volunteers carried out 2 days of tree work back in October as part of the Derwent Valley World Heritage Site Discovery Days.

Friends of Cromford Canal Working Parties - We are grateful for FCC assistance in the ongoing management of the canal, please try and make a date for these coming work parties. See DaveTinkler's report below for details.

In addition to these work parties the Countryside Service carries out conservation work on the canal, the High Peak Trail and public rights of way throughout the year, any help is always greatly appreciated.

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

WORK PARTY REPORT

from Dave Tinkler

work@cromfordcanal.org.uk



Happy New Year All.

I am very pleased to say that since the last issue of *The Portal*, Warren Searle has come forward to take up the job of Work Party Organiser for the ongoing project of tree and scrub clearance in and around the canal bed at Jacksdale. Warren has been a very useful helper to me with this work for a while and would like to see it carrying on. I will be continuing to attend these events when able and I hope that as many of you as possible will also give Warren your support. The next work party at Jacksdale will be:

Sat/Sun 11th/12th February

Warren will meet you at Jacksdale Community car park at 10.00am. As usual, please wear suitable clothing and footwear and bring bowsaws or loppers if you have them and your lunch with a hot drink. A good bonfire will help to keep us all warm.

For the time being I will continue to organise FCC work parties with **Derbyshire County Council**. There are two dates for **Cromford Wharf**:

Sat/Sun 21st/22nd January and **Sat/Sun 17/18th March**.

There will be free car park passes for volunteers at Cromford Wharf and DCC need to know the number of volunteers each day so that they can provide enough tools.

Meet at Cromford Wharf Car Park from 10.00am until 3.00pm. Work parties will be planned to offer a variety and rotation of tasks, some strenuous and mucky, others less so – to suit all. Work will include reed and channel clearance Cromford Wharf to Cromford Garden Centre, along with vegetation clearance (small scrub removal and tree pruning), also the opportunity to make good eroded sections of canal bank through installation of sand bags along with landscaping and replanting vegetation.

Please contact me at dtink@supanet.com or phone 01159635113



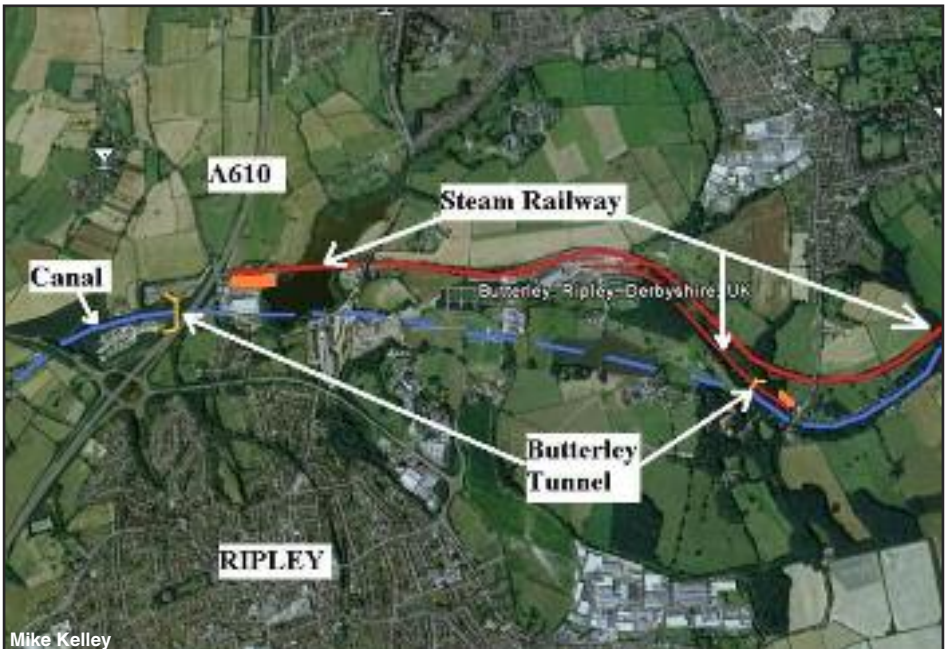
THE TOURIST AND BUSINESS POTENTIAL OF THE CROMFORD CANAL

by Mike Kelley

The potential for our canal to act as a spine for the regeneration of several areas it runs through is simply huge. For many years this potential for canals to regenerate areas had been overlooked. Various councils in the past had considered canals as a liability rather than an asset. For years canals were regarded as unpleasant, smelly ditches whose main value to the local community was a dumping ground for anything from unwanted prams to dead dogs!

To find that canals can bring in substantial income and employment to an area we only have to look at the Falkirk Wheel in Scotland and the Dudley Tunnel near Birmingham. So many people go to see and enjoy the Falkirk Wheel that it is now Scotland's third biggest tourist attraction; and with those tourists comes work. Yes, their third biggest tourist attraction, with more than half a million visits each year, all coming to see and enjoy this canal-based facility.

Likewise with the Dudley Tunnel, which has more than eighty thousand fare paying passengers a year; each wanting to take a boat ride into this tunnel. And yet the evidence is the Cromford Canal's Butterley Tunnel has even more to offer to tourists than that of the Dudley. How so? Well the Dudley has some interesting things inside of it, yet the Butterley much more. For example, the Butterley is not just a hole in the ground; it has a wealth of interest inside, such as the Wide Hole (an underground harbour) and a network of other canal tunnels, which once led into the coalmines. It was the job of some boatmen to work underground, ferrying coal from the workings to the main canal tunnel. And if that is not enough, above this same tunnel is the preserved Midland Steam Railway at Butterley with



Mike Kelley



stations near to each end of the canal tunnel. Therefore we have the potential to not only take tourists into a floodlit tunnel, of great historical interest, but then to return the passengers via a steam hauled railway train above. There is nowhere in the world which has this potential. How the tourists would flock to see this. I am of the opinion that this facility in itself could bring in millions of pounds to the district and become the major tourist attraction in the Midlands.

This by itself would be enough to generate tourism into the area, but there's more, much more. Along the line of the canal there are already a number of adjacent tourist attractions which would encourage water borne tourists to travel north along this canal. Starting from the south and working north there are the following:

- i. The D. H. Lawrence Museum at Eastwood; the birthplace of arguably the region's greatest author and poet.
- ii. Codnor Park Reservoir; a tranquil area loved by fishermen.
- iii. The Midland Railway at Butterley; a steam railway enthusiast's dream
- iv. Crich Tramway Museum; in a Victorian street setting with fabulous tram rides, with splendid views as a bonus.
- v. The Derwent Valley; sublime beauty, with the Mills along its length now designated a World Heritage Site; recognised as such by the United Nations. This would be a suitable destination in its own right.



Codnor Park Reservoir

Photos: Editor



High Peak Junction Workshops

- vi. Lea Gardens; one of the finest rhododendron collections in the country.
- vii. High Peak Junction and Lea Wood Pump; unique features no tourist would want to miss.
- viii. Black Rocks & Middleton Top Beam Engine; along the High Peak Trail, overflowing with equal measures of natural beauty and industrial history.
- ix. Cromford Wharf; a stunning setting and a fitting terminus.
- x. Arkwright Mills at Cromford; where it all started and a major tourist attraction.
- xi. Then there are the Matlocks; it would take far too much space here to write all there is to see and do there; but here there is everything from Gulliver's Kingdom to Peak Rail, with a cable car to view it all from.

I know of no other canal which has so much tourism already in place along its length, or with so much more which could be added with the full restoration of the Cromford Canal. There are many canal societies who would wish to have just a small fraction of these attractions around their canal. I submit, that once restored this canal will become one of the country's largest tourist attractions, thereby bringing along with it many more forms of employment. Yes our canal can be a spine for regeneration.



LETTERS TO THE EDITOR

Reference Mad Mary Mulholland and the Newlands Inn, *The Portal* 39.

I thoroughly enjoyed the story of Mad Mary Mulholland, but thought a few facts ought to be considered alongside this wonderfully weaved tale. The Newlands Inn was originally called the Navigation Inn, appropriately enough. The earliest known reference I have found to date is from the trade directories of the time, dated 1828, when one Richard Elnor was the owner. If Mary was the 'Landlady' in 1817, it strikes me as strange that the Pentrich Marchers failed to call in and make themselves known, despite passing within a few yards of the Newlands location. Perhaps her fearsome reputation was too much even for them! The Inn does not appear on the 1811 Canal map and I cannot see any sign of it on Greenwoods map of 1826 either, so the Inn appears to have been built around 1825 - 1828. However, I keep looking and would welcome any evidence of an earlier date for its existence and that of Mad Mary too!!

Martyn Taylor-Cockayne (FCC Member)

Editors note: *Further to the above, I have come across an interesting document. See the following link: <http://tinyurl.com/83ax39v> One section of this is reproduced below:*

In her account of the Inn in 2004, Doris Ball thought it was an old coaching inn which was built before 1759 and she also notes that an extension has been built over the original front door and three semi circular steps removed. Outside were lavatories which were the 'board and bucket variety'. These were demolished, as were the outbuildings, 'which were stables, cowsheds and pigsties'. The owner of the Newlands Inn was styled a 'farmer and publican'.

Don't know if this constitutes evidence. Any other information will be most welcome - Ed.

Reference your question whether the ironwork for the building of St Pancras Station was transported from the Butterley Company Works by rail or canal (*The Portal* 39) there is photographic and pictorial evidence that does suggest by rail.

Also when you consider that the curved sections that were used to construct the arched roof were approximately two metres deep and 9,000 tons of ironwork was used in the construction of the Barlow Shed and Undercroft, as well as the 60,000 bricks for the Station Building and Grand Hotel, rail does seem an obvious choice. I would like to think that your question would lead to positive evidence, ie documents from the Canal companies of the time or Butterley Company records surfacing, to give a definitive answer. [See opposite page - Ed]

John W. Chambers (Life Member)

Reference to adits and side channels in Butterley Tunnel (*The Portal* 39). I am reminded of a friend of mine – Edwin Parrish, who worked as a joiner at Red Wharf, near the Harecastle tunnels. Along with several others he was told to sail some old day boats into the disused Brindley tunnel and sink them by smashing the wooden floors in with a pickaxe. They were busy doing this task and eventually entered some of the side adits to sink some of the boats, and in one of them they were confronted by a wall of mud. Standing on one of the bows of one of the boats, my friend peered over the top of the wall of mud, with a torch and discovered the water level was about an inch below the lip of the mud, holding back tons of water. He told me that he retraced his steps very carefully indeed and that probably ended the programme of destruction in the tunnel for all time.

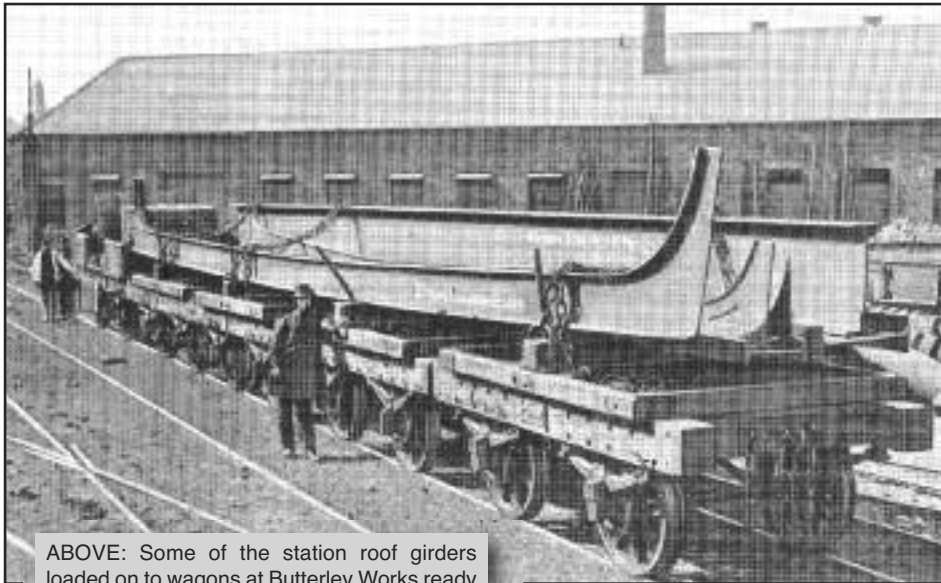
Roger Webb (new member, Holmesfield)



BUTTERLEY COMPANY AND ST PANCRAS STATION

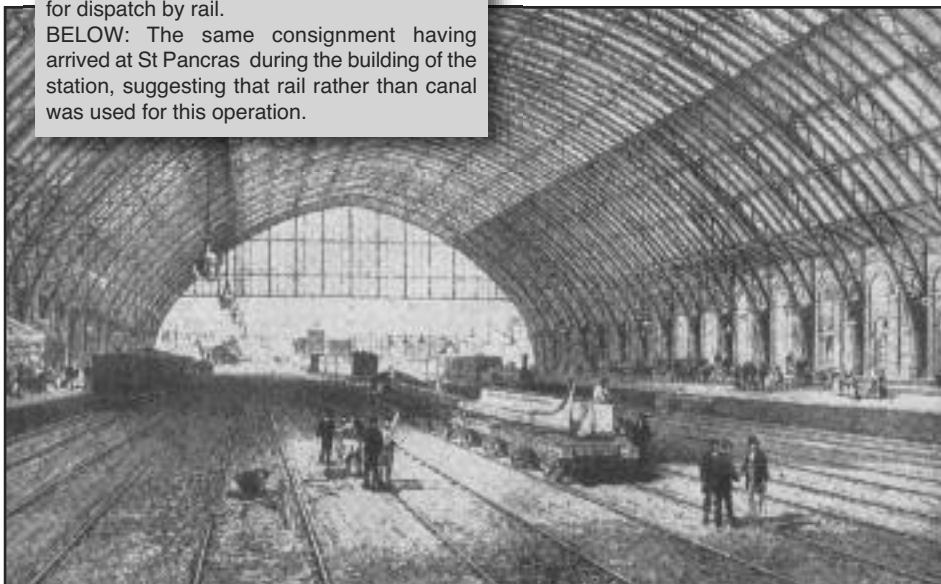
from Martyn Taylor-Cockayne

The article on page 8 of the last issue suggested that the components of the roof of St. Pancras Station, built by the Butterley Company, may have been transported to London by canal. I have attached the pictures below from the Butterley Co. magazine AD REM, published in 1953, which may throw some light on this matter.



ABOVE: Some of the station roof girders loaded on to wagons at Butterley Works ready for dispatch by rail.

BELOW: The same consignment having arrived at St Pancras during the building of the station, suggesting that rail rather than canal was used for this operation.





LEAWOOD PUMP OUTLET

by Ian Yates

We have completed another year of steaming without any major issues and now settle down to some routine maintenance. The year has gone fairly well despite the west side towpath being closed from July onwards which meant that visitors had to make a special journey to see the engine and return to the workshops or follow the diversion. The closure also meant we had to use alternative parking near the workshops but the contractors were informed that we would be having coal delivered onto the wharf and did not find it a problem. The last steaming coincided with the completion of the works and the water we pumped stayed in to help fill up the canal, well that was the plan. Unfortunately a leak developed on the aqueduct and most was lost as remedial works were carried out.

During the year we had problems with the boiler water feed from the canal being slow and despite various attempts at rectification had to rely on a feed from the pump side of the engine. We are now in the process of renewing the pipe completely, partly to correct a leak in a joint over the boilers and also to put a greater fall across the boiler house. A valve is to be incorporated at the joint where the pipe comes into the boiler house from outside to enable an emergency supply to be taken using a hosepipe if another problem occurs. Toward the end of the season the engine developed a stiff point at the end of its stroke, which we put down to the ring of blocks moving on the air pump piston. The piston has now been removed and a new set of blocks obtained from our tame joiner. These will be fitted shortly and the air pump put back together. The steps into the basement have become rather dangerous and one is missing which makes going downstairs a bit interesting. The County have noticed this on an inspection and are in the process of renewing the bottom six steps. This is much appreciated and saves us a job.

Donations have not been too bad over the year and have nearly kept up with the coal cost. We have changed the coal merchant, not that we wanted to, but have obtained a better rate and British coal. Toward the end of the year we put up some small notices suggesting a minimum donation per person to help with the coal cost after seeing this on another site. The first day was poor but from then on donations do seem to have improved. We think people did not realise that such a small donation would actually have such an effect. We hope this will continue into the new season. Please note on the steaming dates that the May Bank Holiday and June steaming have been adjusted, this is to take into account the extra Bank holiday arrangements for this year.

Hopefully these notes will now resume on a regular basis, a case of redundancy and change of employer caused a bit of a problem but this should now have been resolved.

The engine will be in motion from noon to 5pm on each of the following days (except Discovery Weekend - 11am to 4pm).

MONTH	SAT	SUN	MON	PERIOD
APRIL		8th	9th	Easter
MAY		6th	7th	May Bank Holiday
JUNE	2nd	3rd		Spring Bank Holiday
JULY		1st		First Sunday
AUGUST	4th	5th		First Weekend
		26th	27th	August Bank Holiday
OCTOBER	6th	7th		First Weekend
NOVEMBER	3rd	4th		Discovery Weekend



MEMBERSHIP MATTERS

from Yvonne Shattower



Well, the decorations are down, the turkey has all been eaten, and Christmas seems a long time ago. What will 2012 bring for the Friends? Hopefully lots of development on the projects we already have in hand, and progress in other areas that we have had to put on the 'back burner' for one reason or another.

We had a good 'turn out' for the Pie and Pea and Folk Night at Ironville in December, with nearly 50 people enjoying music and dancing to the Red Lion Band. Our special thanks go to them, as they gave their services free of charge – other than a pie (each of course!) Hopefully we can repeat the occasion in December 2012.

We have our usual full programme of speakers arranged for 2012. In February we have something a little bit different – a Vet will be talking to us about some of his experiences with 'Pets as Patients', and in March we will have Barrie Lings talking about 'Derbyshire Oddities'. We aren't too sure what – or who – that will involve, but it sounds a good evening's entertainment. On 16th April is our AGM, which is your chance to come along and find out what we have been doing, and our plans for the future. It is also your chance to volunteer to help the Committee with the dozens of jobs that need doing, more help is always needed in all areas. We are still looking for an Executive Secretary, a vital post which will take a lot of pressure off our Chairman and Vice Chairman, so if you have the expertise to fill that post, we would be more than pleased to hear from you.

Last year we were coping with snow and bitter cold. This year we have had high winds and trees down, but temperatures are kinder (so far) – so much so that some of the ducks on the Erewash Canal seem to think it is spring, and are chasing each other up and down the towpath.

Best wishes to you all for a happy and prosperous 2012.

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

Mr R Reeve, Alfreton
Mr & Mrs A McMillan, Belper
Mr & Mrs S Coates, Matlock
Dr & Mr R Brook, Belper
Mr & Mrs A Statham, Derby
Mr M Johnson, Ripley

Mr C Muge, Nottingham
Mr & Mrs. J Liley, Nottingham
Mrs M Behrens, Matlock
Ms S Guyatt, Belper
Mr & Mrs J A Tunstall, Horsley Woodhouse

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