

THE PORTAL

Issue 88 - Spring 2024

Price £1.00 - Free to Members



Friends of the Cromford Canal

Registered Charity No. 1164608

FRIENDS OF THE CROMFORD CANAL

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Front Cover: Hydropower returns to Arkwright's Mills at Cromford. Towards the end of last year this small waterwheel was installed in the wheel pit of the former (much larger) original wheel that powered the second mill. The wheel is fed by the Bonsall Brook after sufficient water has been taken off to feed the canal. A water turbine has also been installed.

Back Cover:

Top: Aqueduct Cottage will be open to the public more often this year – see page 20. One of the sculpture trail carvings can be seen around the signpost; a guide to the trail is available at the cottage.

Photo: Em McDee

Bottom: Kingfisher (and fish!) caught on the canal just east of Butterley Tunnel.

Photo: Tony Rawson

The copy date for the next issue is 23rd May 2024

President – Brian Blessed

Patron – Julian Richards

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

By Hugh Potter

As I write this, we are already well into the second month of the year; Easter will soon be upon us and with it the start of many activities along the canal – some well-known and some new.

At the Cromford end, regular *Birdswood* trips will start on 30th March. This year we are offering a new 3-hour Special Interest Trip. In addition to the popular 'Premium' Trip, which runs on Sundays when Leawood Pump is in steam we are introducing a 'Heritage' Trip which will run on Wednesdays when the Pump House is open and not in steam, but the Forge of the oldest surviving railway workshops in the world, at High Peak Junction, will be fired up and blacksmiths will explain and demonstrate its workings. These are of course in addition to viewing Aqueduct Cottage, *Birdswood's* boatman's cabin and complementary refreshments. See also page 34. Bookings can be made now at www.birdswood.org.

Starting on page 14 you will read what remarkable work *Birdswood's* dedicated maintenance team have done to enable our official Maritime & Coastguard Agency inspections to be carried out and to improve the passenger (and crew!) experience on board. Brilliant work – many thanks to you all.

At the other end of the canal at Langley Mill, work will continue on our exciting Beggarlee Extension where volunteers have already done remarkable work at a fraction of the cost of contractors. Our thanks go to the FCC work party and to the national Waterway Recovery Group for their brilliant support. You will be able to hear more about that on 15th April.



Our monthly meetings at Ironville continue, and for April honorary engineer Chris Broome will be updating us on the remarkable progress on the Beggarlee Extension. This will be a chance to catch up with the rapid progress and to find out what will be happening next. The talk will be preceded by a short AGM for which we need a quorum

of members to enable it to take place – so please make the effort to attend what looks to be a fascinating evening. Details on pages 6 and 32.

New for 2024, following a poll of members we are introducing a new venue for FCC presentations – in the Gothic Warehouse on Cromford Wharf. Mike Kelley will present the great success story that is *Birdswood* – how we got her to Cromford and the work that goes in to operate her (not all plain sailing!) – and Ian Hooker will be regaling us with the remarkable story of the renovation of Aqueduct Cottage. Places will be limited and advance bookings can be made online at the 'Shop' on the FCC website. Details of all events start on p32.

Finally on behalf of FCC, I would like to thank the late Di Skillbeck for her generous bequest of £5,000. Di was very passionate about canals and waterways. With her friend Daphne Luff she travelled all around the UK on their canal boat, and was a regular costumed volunteer at the National Boat Museum at Ellesmere Port where I had the pleasure of talking to her on several occasions. Details of how to leave a bequest to the FCC to support our aims are given on p35. **T**

CHAIRMAN'S NOTES

By David Martin

Well, despite all the storms and the high volumes of rainwater, we are still here to tell the tale of our recent activities along the Cromford Canal. It hasn't hindered our progress with *Birdswood* which is now safely back in the water up on the cut at Cromford, but it has slightly delayed



our progress down at Beggarlee because the ground was simply far too wet to run machinery on and of course the bottom end of the two newly installed pipes are in the floodplain, which did flood on more than one occasion.

Our engineers are still diligently working with the Environment Agency and Amber Valley BC on simplifying amendments to our current floodplain expansion plans which will have less impact on the A610 embankment and hopefully they should cost less too. In the meantime, our work parties have been continuing to clear the area of the self-set shrubs and brash so that we can work in the designated area later this year.

Our thoughts have been moving beyond these tasks which we need to complete as a planning condition before we can start on anything else. So, we have been getting to grips with quotes for the new swing bridge that we shall need to install at the end of the existing canal in order that boats can one day access the new section at Beggarlee. Here we have two real problems, one being that currently we simply don't have the funds for such a task. Apart from that, the foundation work cannot be built by volunteer's because it's a specialist job. Furthermore the short in-water section beyond the existing canal will need checking to make sure that it can accommodate the right level of water.

We are desperately seeking volunteers who can help us with fundraising and bid writing so that we can hopefully attract some more funding towards the many things that we are aspiring to achieve.

In other activities our social events programme is

continuing apace. In January we hosted a talk by David Amos 'A Brief History of Coal Mining' at which there were around sixty people in attendance. In February we shall be listening to 'The Slow Road' by Mike Hobden. Please see our events programme on page 32 and of course feel free to come along and join us.

By the time this edition of *Portal* hits the doorsteps, March will be upon us and the volunteers from the boat crew will be gearing up for the 2024 season to begin in earnest. This is no easy task when caring for the 86-year-old trip boat; there are many jobs that need doing annually which they cope with admirably. I'm in awe of their skill sets and all-round capabilities to tackle almost anything that comes their way.

This year they are again under the guidance of our very adept Executive Secretary Richard Handley, who is also Chairman of the Boat Committee. We shall see all our regular trips, along with the newly introduced Heritage and Premium trips which are excellent value for money and make great gifts for people from all walks of life. You can book them through the website at www.birdswood.org.

The continuation of our desire to get all of our current membership switched over onto direct debits has in the main been a great success and we thank you all for your continued support and cooperation throughout this process. Obviously the end results for us is that it takes much less management and ensures that all of you are kept up-to-date with our very own *Portal* Magazine, which if I may say is very well put together by our volunteer editors Hugh Potter and Keith Bailey. You can sign up to our Direct Debits system through our website at www.cromfordcanal.org.

Our AGM will be on 15th April in Ironville (details on p6), and I shall hope to see at least some of you there! **T**

FCC ANNUAL GENERAL MEETING

Monday 15th April 2024

Notice is hereby given that the Eighth Annual General Meeting of the Friends of the Cromford Canal, Charitable Incorporated Organisation Number 1164608, will be held on Monday 15th April 2024 at the Church Hall, Casson Street, Ironville NG16 5NN commencing at 7.30pm.

AGENDA

1. Apologies for absence.
2. Minutes of the 7th Annual General Meeting held on Monday 25th April and June 19th 2023.
3. Matters arising.
4. Report of the Trustees.
5. Report of the Treasurer and presentation of the accounts for 2023.
6. Adoption of the accounts. See Note below.
7. Appointment of Auditors (Community Accounting Plus).
8. Election of Trustees. See Note below.
9. Any other business.

Notes

The draft minutes of the 7th AGM are already posted on the FCC website: www.cromfordcanal.org/key-documents. The accounts for the year ending 31st December 2023 and the Trustees' annual report for 2023 will be posted on the website before 31st March 2024. Those without access to the Internet can obtain printed copy of these documents by contacting the Executive Secretary and a few copies will be available at the meeting.

As required by the Charity Commission and recorded in the FCC Constitution as a Charitable Incorporated Organisation, one third of the Trustees elected need to retire in rotation and, if it is their intention, seek re-election. The Trustees due to retire at the AGM to be held on 15th April 2024 AGM are David Martin, Stephen Parish and Mike Kelley.

Nominations for these persons, and any further nominations for election as Trustees, must be submitted in writing to the Executive Secretary before 7th March 2024. Nomination forms are available from the Executive Secretary and must be signed by

the proposer, the seconder and the nominee, who must all be FCC members.

Richard Handley, Executive Secretary

Friends of the Cromford Canal

Progress at Beggarlee and the Future

A talk by
Chris Broome

7.30 Monday 15th April
Ironville Church Hall NG16 5NN

Tea coffee bar and raffle

Free Admission

2024 AGM

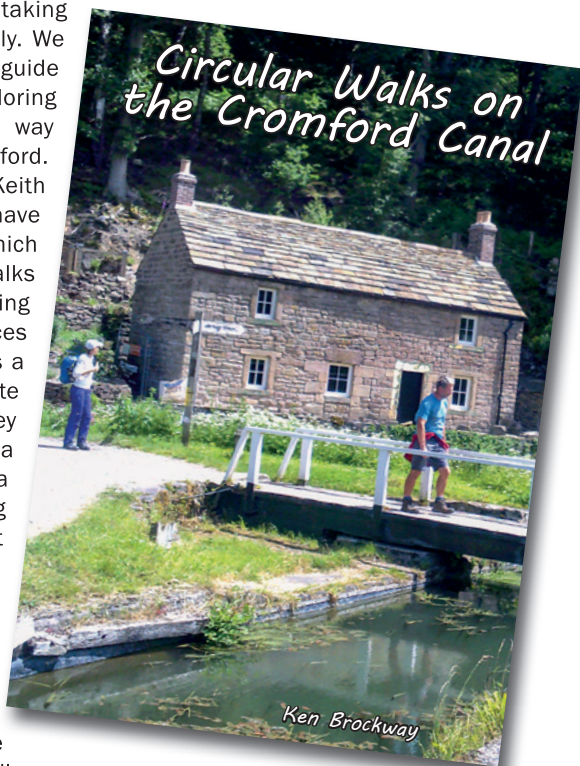
Before the meeting there will a 20 minute AGM. Non members are welcome but will not be able to vote

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NEW WALK BOOK

No need to join the gym; taking exercise can be fun and friendly. We offer you free exercise with a guide to short circular walks exploring our wonderful canal all the way from Langley Mill to Cromford. Ken Brockway, assisted by Keith Bailey and Hugh Potter, have produced a brand new book which offers twelve short circular walks taking you into some stunning countryside and perhaps places unknown to you. The guide has a written description of the route along with an Ordnance Survey map – plus you can download a Google map to your phone with a QR code. All walks offer parking or public transport at the start point.

There's lots to see along the way; we have tunnels, including two you can walk through, and four aqueducts: one that takes water over water and another water over a railway. There are two reservoirs and the canal line passes



A chance to rest on your walk at the beautifully restored 'Humpy' Bridge at Jacksdale – just one of the features to be discovered on the walks.

through a large Nature Reserve. We have a working lock taking boats from the Cromford to the Erewash Canal, and from here we invite you to explore linking canals. Elsewhere we explore a railway built in 1831 where the ground was too hilly for a canal over the Pennines.

No longer up to walking yourself – then why not buy a copy for family and friends to enjoy while keeping fit and healthy? Available from our online shop, on board *Birdswood* and from the Wharf shop at just £6. **T**

WORK PARTY REPORT

By John Guyler

The week before Christmas at Ironville, eight volunteers worked on a job which wasn't strictly canal work, but it was at the request of Andy Cadman.

Many years ago, a railway carriage was put in Ironville village to be used as a youth club, and was successfully used for a number of years. But, for a variety of reasons in recent years, it has been unused and Andy is working on the youth club restarting. Part of the preparations is to restore the waste water pipes, which had been damaged. The area of the piping was very overgrown and the request to the FCC was to clear the area, which we did, aided with the supply of plenty of coffee from the railway carriage.

We are discussing further clearance of vegetation and the next job will be to clear and power jetwash the brick walkway and drive at the end of the carriage. The waste water pipe has now been reinstated.

Tree Work

Last autumn and winter took its toll on trees at Lower Hartshay, Pinxton Wharf, Codnor Park Reservoir and on the canal towards High Peak Junction and Cromford. On 24th January, *Birdswood*, and some of the volunteers who work on her, assisted Derbyshire County Council to remove a tree which had fallen across channel between Cromford and High Peak Junction (see pXX).

At Lower Hartshay, in November the work party had to remove a tree that was leaning across the canal at a dangerous angle and as I write this article at the end of January, there is a report of another large tree down in the canal channel at Lower Hartshay.



Clearing fallen trees from alongside Codnor Park Reservoir.

Around Codnor Park

In November, we had two consecutive weeks of work parties at Codnor Park Reservoir.

Malc Chisnall and Chris Martin led groups to work on wind-damaged trees along the fishing section. They had to take down a tree at peg 42 which had been damaged in the high winds and was leaning across the footpath. Another tree had split in the wind and, when the trunk was cut, it was found to be rotten inside.

When we are doing tree work along the fishing section, the water bailiff closes the fishing pegs either side of the working area for safety reasons and lookouts from the work party are always on hand to spot walkers on the footpath and guide them through or around the work area. The work parties always make sure the footpath and the surrounding area are clear and safe before finishing the job in hand.

At Codnor Park Reservoir in December, some tree work had to be done very urgently on the far side of the reservoir, on a number of fallen trees. On 10th January, back at Codnor Park Reservoir work had to be done on removing wind-damaged and fallen trees around the reservoir. ►

A smaller volunteer group also did two weeks in November on the stretch to Golden Valley clearing vegetation and saplings; the footpath was less than half its normal width due to nettles at Golden Valley. They then worked back towards Codnor Park Reservoir.

The kingfisher was sighted twice on the first week, the second time on a bush near us and then on the second week it was flying up and down the abandoned stretch throughout the day. Near the steel bridge towards Golden Valley, whilst eating lunch, we were sitting on a bench and were watching coal tits and a nuthatch on a bird feeder. A rat was continually coming out of a hole about six feet from us to feed on the dropped seeds.

Pinxton Wharf

At Pinxton Wharf, work parties were there for two consecutive weeks in December for essential tree work, vegetation clearance and a litter pick.

The group of volunteers who work on the trees removed some small trees which had been damaged by high winds or were dead. The main job was to remove branches which were liable to fall either in the canal or across the channel and on to the towpath. A controlled burn was had for the wood removed. Derbyshire Fire Service control are always notified of controlled burns and again contacted when the fire has been raked out and left safely at the end of the work party.

Sawmills

In December, two work party groups worked at Sawmills, one group of four worked in the Gauging Narrows. We back-



Barrowing pulled reeds near Gregory Tunnel.

filled the area around the stop board slots that were investigated at Christmas 2022; the area wasn't fully filled in so we took this opportunity to do that, using the spoil we had dug out initially last year. Surprisingly, it took us several hours due to the area being very waterlogged.

The other group were cutting back vegetation and started in the narrows and after a couple of hours moved on to the old line of the canal. They cleared a large area, which now was clear of dumped rubbish (after the word was put out by Gill Hurst to the locals to stop dumping). The narrows looked good after they had all finished.▶



Coir rolls newly inserted for bank protection by Brown's Swing Bridge at High Peak Junction.

Beggarlee

Work parties started at the beginning of January, through every week into February, clearing the designated area of the flood plain at Beggarlee, which will have to have the lower bank pulled back 4m to compensate for work that is being done at the new double locks. The work is to clear small trees with chain saws and low-level vegetation with loppers, clippers and strimming.

At the end of January all chain saw work was finished and now starts the long slow task of disposing of brush to eventually clear the site. We have found by experience that as brush is cut it is better to stack it instead of leaving it laying around the until time of disposal, it makes a much more efficient way of being able to move around the site.

The ground is much too boggy at the moment to have the chipper on site, so if the piles are neatly stacked it makes the disposal that much easier. Then the job of pulling the tree stumps out will begin in the spring, possibly by the Waterway Recovery Group. At Beggarlee we have put in several extra days in addition to regular Wednesday work parties because of delays caused by bad weather.

Whatstandwell

In November and December, at Whatstandwell, the FCC work party worked for two weeks clearing pulled reeds starting at the car park, then working up past Robin Hood towards Gregory Tunnel. Derbyshire County Council supplied all the barrows and forks. We reckon we moved 20 tons, with approximately 450 barrow-loads. Luckily, we didn't have to move the reeds far for disposal.

In January, the work party removed pulled reeds from the area just before the southern portal of Gregory Tunnel. The disposal area wasn't too far away, luckily, which helped a great deal and allowed for more barrow-loads per volunteer. The weather was very cold and was the cause of the work party finishing earlier than usual on one day.

On 31st January, again at Whatstandwell, a



Working on the railway carriage at Ironville.

specially requested FCC work party adjusted the height of one of the piles of dumped pulled reeds near Gregory Tunnel. They also moved about a dozen piles of reeds from the Whatstandwell side of the tunnel and put two coir rolls in place on the Cromford side of the tunnel. The coir rolls had been stored near the tunnel and needed to be put into place quite urgently.

There have been several work parties led by John Barker working at High Peak Junction and the Cromford side of Gregory Tunnel to fit coir rolls. At the end of January, a further 25 rolls were ordered, completing the full supply for which we obtained a grant last year.

During 2023 FCC work parties gave 2,076 volunteer hours together with 370 travel hours. In addition, at Beggarlee, including WRG, there were 2,367 volunteer hours given with 471 travel hours.

With the building of the Beggarlee Extension getting closer, we need a Site Manager, someone who has the experience of managing contractors and keeping the job on track. If anyone has the experience and is interested, please contact David Martin, chair@cromfordcanal.org.uk, to discuss terms and conditions.

If you feel that you would like to participate in the work parties, the volunteers are a sociable bunch, they look out for each other and are great to work with: contact John Barker: work@cromfordcanal.org.uk. **T**

MILESTONE REINSTATED

By Hugh Potter

The milestone marking 4½ miles from Cromford has been replaced. The stone was broken during work several decades ago but has now been repaired and was reinstated in January close to its original position near “Percy’s Cottage” (aka Mold’s Wharf) at Ambergate.

Originally the milestones on the Cromford Canal were sited on the offside rather than beside the towpath (the latter being more usual) and as far as we know only three have survived. Those at 2½ and 3½ miles from Cromford are still in situ (have you spotted them? If not, keep your eyes peeled!).

The repaired stone has been sited on the towpath side because of access issues on the offside; it also means that it will be seen more easily.

There was a more modern concrete 4½ post beside the cottage, but this has been destroyed by over-enthusiastic use of strimmers so it is good to see the original back in place, and trust that it will not suffer the same fate.

A more complete story of these milestones appeared in Portal 78 (downloadable from the FCC website). **T**



DCC's Mark Brailsford with the newly reinstated milestone.

Photo: Tony Gillibrand



The 1940s concrete milepost in 1997 . . . and in 2004. Today it is invisible above ground.

AN IMPEDIMENT TO NAVIGATION

By Keith Bailey

There were a lot of strong winds during the Autumn of 2023, starting with Storm Babet in late October and culminating in Storm Gerrit over Christmas. These winds weakened and subsequently felled some large branches or in some cases entire trees alongside and overlooking the canal. Nearly all the felled branches and trees have been cut down or made safe by DCC's Countryside Services staff. An easily visible example can be seen on the towpath side in Cromford Meadows where a large tree was blown over and has been cut down and logged.

A large conifer was toppled over the Christmas period, probably by Storm Gerrit, and fell partially into the canal, blocking navigation at the start of the Railway Narrows. It fell from the non-towpath side where access is very restricted, so FCC offered the services of *Birdswood* together with some of our volunteers to transport DCC Ranger John Thompson and to aid in the removal of this "impediment to navigation". *Birdswood* was only craned back into the water on 2nd January instead of 20th December due to the high winds. Some maintenance work was needed before *Birdswood* could assist and then further storms delayed this trip.



Birdswood approaching the fallen tree.

All photos: Keith Bailey

On 24th January *Birdswood* was loaded with John Thompson, his pole saw, ropes and other equipment together with our volunteers, their bow-saws and *Birdswood's* recently made gang plank. Mike Kelley was on the tiller, and, surprisingly, the weather was dry! There was also very little wind which made manoeuvring the boat into position that bit easier.



John secures and then cuts the trunk and the bough falls to the ground.

We arrived at the fallen tree, nosed in, and put the gang plank out and disembarked John and the work party. Then *Birdswood* was moored up. John set about lopping branches off the fallen tree and our volunteers took them into the surrounding brushland for disposal. Once part of the trunk was exposed, John then got a rope round it and secured it to a nearby tree. He then cut the trunk letting it fall to the ground. The rope ensured that the limb did not fall into the canal. Branches were ►



John and Dave Webster haul the fallen bough up onto the bank so that more branches can be trimmed from the trunk and hauled away by our volunteers.



John starts to trim the branches away exposing the trunk of the tree.

again trimmed from the trunk and disposed of by our volunteers. Once more of the trunk was exposed the cut tree was then hauled up the bank, the rope moved and the exposed trunk again cut off and disposed. This process was then repeated. Each time the remaining tree was getting smaller and smaller until it was small enough to dispose of.



The cut piece of trunk is then hauled away for disposal.



John trims back a piece of the remaining trunk.

John and the work party then reboarded the boat and Mike reversed back towards Cromford Wharf. Along the way other branches and fallen shrubs were cut and loaded onto Birdswood's roof. ▀

BIRDWOOD WINTER ACTIVITIES

By Nigel Neale and Keith Bailey



The knees under the bed in the back cabin exposed for the first time in FCC ownership. There is a lot of debris and muck, but there is no significant corrosion.

Objectives

- The MCA Inspection requirements, which this year included all hidden areas of the internal hull structure which had not been inspected previously during FCC's ownership of *Birdwood*. Specifically, these are the areas behind the built-in seating, cupboards, stove, and furnishings in the back cabin; the toilet compartment; and underneath the battery boxes. Much careful work was needed to expose these areas whilst minimising damage to the furniture and artwork.
 - Carry out any routine maintenance such as changing the hydraulic oil and filter.
 - Examine the hydraulic system and motor for suspected oil leakage. (As it turned out the motor needed refurbishment.)
 - Measure hull thickness and repair any identified problem areas.
 - Clean and repaint the outside of the hull.
 - Do as much remedial work and renovation as possible whilst the boat is stripped out.
- Work to achieve these objectives was described in *Portal 87*.



The areas around the knees were thoroughly and painstakingly cleaned and then repainted with rust-retardant paint, in this case by Dave Webster.

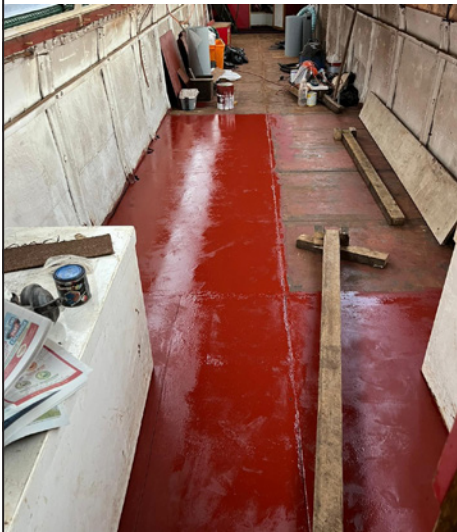
Work during the out of water period:

- Clean the exposed knees and areas of hull and baseplate exposed – this involved much scraping and grinding, much of it in confined spaces, to remove rust, dirt and old paint. The whole of the baseplate (inside) was similarly cleaned up ready for MCA inspection.
- The outside of the hull was pressure washed and scraped ready for inspection. Repainted after MCA inspection.
- The hull was examined and thickness tested prior to MCA inspection. No significant problems identified.
- The battery boxes, which weigh nearly a ton each, had to be moved to gain access to the knees. This was done by lifting each box and sliding rollers underneath so they could be rolled forward to a temporary location so the floor plates underneath could be lifted.
- After MCA inspection, all exposed areas of the hull and baseplate inside were further cleaned and repainted. The floor plates ►

were scraped both sides to remove old floor covering and cleaned with an angle grinder, then painted with rust-retardant paint. Batteries were moved back.



Dave and Norman scraping the old floor tiles off the underside of the floor plates.



Floor plates freshly painted with rust retardant paint.

- Sources of water leakage into the boat have been investigated and partially resolved. Leakage around the front access doors has been limited as far as possible using silicone sealant. Two drainage channels that take water from the roof and discharge outside the boat were severely corroded and one was leaking into the boat. Both have been cut out and new channels made and welded in place. We have also experienced leakage from the domestic fresh water system in the past. The water pipe that ran from the water pump in the toilet compartment to the galley went under the floor plates and was old and inaccessible. It has been removed and has been replaced by a new pipe running just below the gunwale level.



The rotten gutter and the new fabrication made by Malc Chisnell.

- A new toilet floor has been made to replace the old one that was deteriorating badly. The woodwork along the sides of the main cabin under the windows had some rot in places, particularly around the front access doors and a new portion has been made. The rest has been rubbed down and re-varnished.
- In the back cabin Andy has made some new drawers for under the bed. The originals were missing. He has also made a crumb drawer, a feature of the ►



New drawers under the bed in the back cabin.



The "crumb drawer" made by Andy. Any crumbs on the table would drop into this drawer when the flap was closed. The canal art on this drawer and the drawers under the bed as well as the new rear doors was painted by Sandra Snow.



The original decorative wooden inserts in the steel rear doors at the rear entrance to the boat were extensively rotted and needed complete replacement. Ian Hutchinson made and fitted exact replacements together with the new mortice lock.



Andy's new drawers in the galley replace trays used as shelving.

traditional cabin that had been removed in the past. In the galley he has also made some drawers to replace the old trays that were used as shelving.

- All the galley furniture that was in storage under the Gothic Warehouse was sanded down and repainted.
- The rear access doors to the back cabin have been completely refurbished with new woodwork on the inside and newly painted metalwork. In addition a, new lock has been fitted which now works perfectly.

- The hydraulic motor that drives Birdswood's propeller had developed a very slight oil leak so was removed and new oil seals ordered by JC Ogle, the original supplier, but they didn't have the expertise to fit them so the motor had to be sent abroad for refurbishment which delayed the return of the boat into the water. It eventually came back, but the original hose connection had been damaged and we had to have a complete section of hose made up to fit. Then we came to fill the system with oil and found a safety valve in the filter housing was broken so we had to replace that ➤

before we could fill and test the system. Fortunately, it all worked in the end, with no leaks.

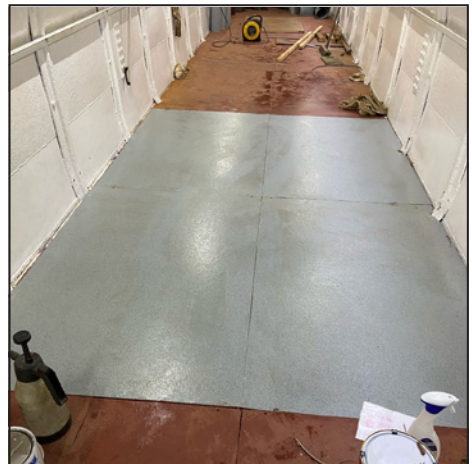


The hydraulic motor removed from the rudder.



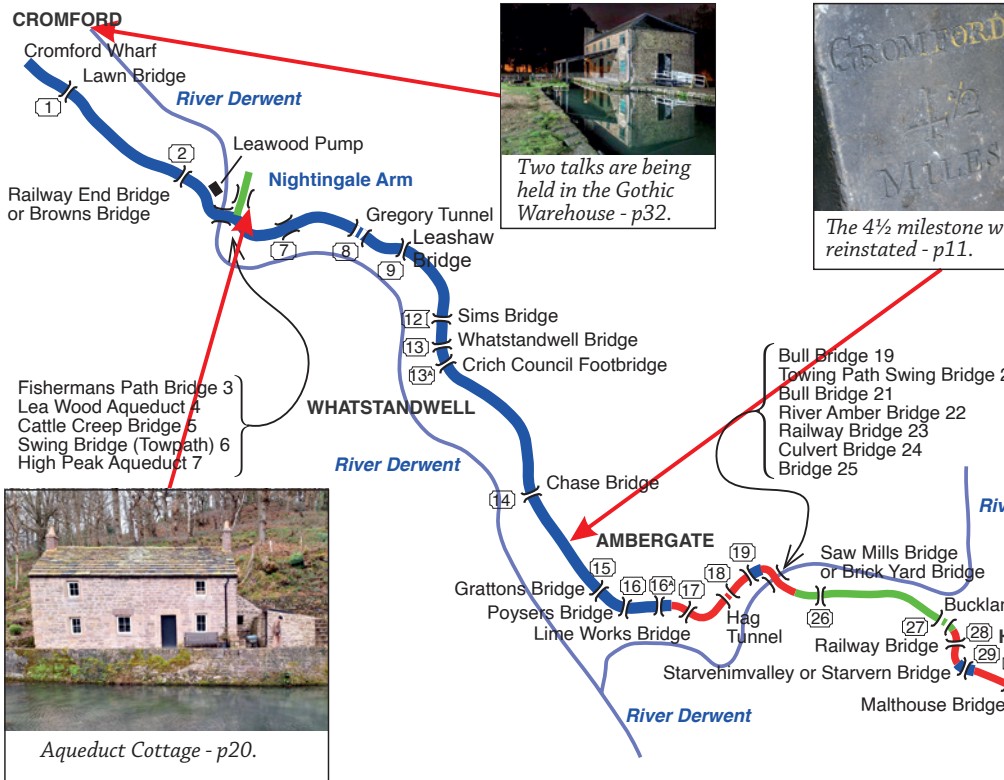
The repaired hydraulic motor being tested/

- On the few days when the weather was not too bad some painting outside was done on the rudder and the fancy paintwork along the sides of the boat below the gunwale level.
- Once the floor plates were painted and the dirty and dusty work was completed, Mike Kelley organised a team of volunteers to wash and then repaint the passenger cabin in a new coat of Brilliant White gloss paint.
- While working on the Beggarlee extension, Ian Hutchinson developed a very good relationship with the management at Wernicks, who make portable work cabins, and they kindly agreed to donate some offcuts of Polyflor non-slip vinyl floor covering. This has saved us nearly £300. This should be fitted on the boat by the time you receive this edition of *Portal*.



Work started on 3rd February laying the donated flooring. 4 plates done - only 8 to go!

We have a dedicated, enthusiastic, and multi-talented maintenance team comprising Ian Hutchinson, Andy Mortimore, Nigel Neale, Dave Webster and Norman Wileman. These volunteers have given countless hours to FCC and there has normally been one or more of the team on the boat almost every day. I thank them very much for their work. ■



Walking the Canal

We are fortunate that the canal's towpath was designated as a Public Footpath before it closed, and the entire route is still walkable today, with some minor diversions. Full details of the route are given in our Walker's Guide, available from the FCC shop.

Canal Ownership

The 5.5 miles between Cromford and Ambergate are owned by Derbyshire County Council, but the remainder is in various ownerships. Details are published on the FCC website.

THE CROMFORD CANAL





Mr King's inspection covered from Pinxton to Butterley Tunnel - p28.



Length looked after by Codnor Park group - p26.

20

ver Amber

and Hollow Tunnel

HARTSHAY (32)
Hartshay Bridge (30) (31)
Ripley Road Bridge

water
and intact
and destroyed

TOP OF FLIGHT LOCK 1
BOAT DOCK LOCK 2
Lock No 2 Bridge 36
POTTERY LOCK 3
Ironville Bridge 37
SMITH'S LOCK 4
Railway Bridge 38
GAS HOUSE LOCK 5
MARSHALLS LOCK 6
BOTTOM OF FLIGHT LOCK 7

Top Lock Bridge 1
Butterley Co Bridge 2
Ironville Bridge 3
Railway Bridge 4
Fletchers Row Bridge 5
Oakes Tramway Bridge 6
Red Bridge 7

Butterley Reservoir

Butterley Park Reservoir

Codnor Park Reservoir

Golden Valley Bridge

PALMERSTON SWING BRIDGE
LINER BRIDGE
COLLIERY OFFICE BRIDGE
CUTTS BRIDGE
RAILWAY BRIDGE
PYE BRIDGE

Pinxton Arm

PINXTON

River Erewash

IRONVILLE

CODNOR PARK LOCKS 1-7

Portland Basin

LNER Bridge

BUTTERLEY CO LOCK 8
Slaleys Bridge

STONEFORD LOCK 9
Stoneyford Lane Bridge

STONEFORD DEEP LOCK 10
STONEFORD SHALLOW LOCK 11

Bentley Bridge
Erewash Aqueduct

VICKER'S LOCK 12
Stoney Lane Bridge

STRUTT'S LOCK 13
Marshalls Bridge

Beggaree Bridge

LANGLEY BRIDGE LOCK 14
Nottingham Road Bridge

LANGLEY MILL



Work continues on the Beggaree Extension - p22.

Onto the Garden

Meanwhile we have moved on to yet another part of the project. Residents of the cottage grew much of their own food. A drawing displayed in the cottage shows the recollections of Fay Bark who lived at the cottage as a teenager in the 1950s. She has drawn the walled garden situated on the hillside about 200 yards south along the canal.

There they grew all manner of vegetables and fruits that she has recorded in detail. But the garden seems to have been abandoned after that time. We have begun to repair the walls where they have collapsed and plan to clear some of the ground to provide for a tree nursery that will serve the rest of the woodland.

Opening Days

Aqueduct Cottage is now open to the public on Saturday and Sunday mornings, though this is weather dependent and will rely upon there being enough volunteers ready to act as 'hosts' to visitors. The Cromford Canal between Cromford and Whatstandwell now has a steady flow of walkers, runners and cyclists, many of whom stop and visit. Over the rest of this year there will be at least one period each month in which the cottage room upstairs will become a place to see displays by local artists and crafts people. Check on Facebook or on the website of Derbyshire Wildlife Trust.

STOP PRESS. As we went to press we learnt that approvals have been obtained for reinstating one of the lock gates in the narrows (seen here cleared by volunteers to show an original gate recess). Canal & River Trust have agreed to donate one of their old gates (although one of suitable size and style may not be available till next year). Then there is the question of how to transport it to the site. Watch this space. **T**



Willow weaving is just one course recently hosted.



Working on the Top Garden's dry-stone wall.



The lock gate recess.

BEGGARLEE WINTER UPDATE

By John Guyler

Well, winter is upon us with a vengeance, and as I write it's snowing – not as heavy as the panicky press would have us believe, but it's snowing. The FCC work parties have been out since the New Year at Beggarlee clearing the flood plain extension. Things are slowly getting into place for the summer assault.

I have been reading in the latest issue of the Waterway Recovery Group magazine *Navvies* a report from the November WRG group leader Pete Fleming who came over with four others for an extended weekend to complete the land drainage pipes. This article is based on that report.

The weekend was a reduced project from the one planned due to the very wet onsite conditions from the long period of heavy rain, which would have made the back-filling impossible to complete effectively.

The reason for the drainage works is because the new route of the Cromford extension up to the A610 bridge will run across what is designated as flood plain land. There is a requirement to create an alternative area for any flood water to go, hence the reason for excavating the flood compensation area. The spoil excavated from this area will be used to build up the embankments for the new canal channel.

The WRG group arrived at on the Thursday afternoon, unloaded the catering equipment and the beds and then a quick trip to the bar



Unloading the headwalls from the lorry at breakfast time!

next door; they were in the Ironville village hall. One advantage of billeting there is that they are welcome in the Anvil Club that shares the building; there's even a short cut straight through a doorway into the bar.

The FCC volunteers, who had been on site since day break at 7.30am on the Friday morning, had to urgently phone the WRG which interrupted their breakfast. The lorry with the precast concrete headwalls and manhole top cover was only a few miles away and would require unloading. The unloading was duly finished when a Travis Perkins lorry arrived with a manhole cover, sand and cement for the manhole chamber. The manhole cover was the wrong size so with a bit of chasing around Dave Martin supplied a correct one. The manhole chamber was built on the previous visit so now a ladder had to be secured inside.▶

They were now faced with a really serious and worrying situation: the gas supply to the Burco boiler was getting low; two out of the three gas bottles were empty.

They then got on with clearing the area around the pipes where the headwalls were to be installed. This meant having to build a temporary dam with sand bags and pumping the water out; they just managed to keep pace with the water running in. The area was cleared for the first of the headwalls to be placed in the gully on Saturday morning. All pumps were stripped down and tools packed away just as it was getting dark. Back to the billet for pasta bolognaise and garlic bread (it always seems to be pasta bolognaise and garlic bread) and a few pints.

Saturday morning saw the ladder in the manhole chamber fully fixed into position and the manhole cover fixed into place. The cover slab of the chamber (weighing 3.3 tonnes) now had to be fitted into place, with the large digger providing the lift. Time for tea.

The team now moved on to the 900mm headwall and the pumps were again used to drain the area. A layer of bedding stone was put in and after measuring up several times the headwall was finally lifted into place by the digger. After some minor adjustments the job was finished and a late lunch was had at 2pm. The rest of the afternoon was spent digging out the location of the second headwall for the final lift in on Sunday morning.

Fish & chips this time but no beer, as the bar was not able to open for some reason, so some emergency tins of beer were used.

Sunday morning, WRG received a phone call from the FCC volunteers who had again got on site early: the digger would not start. WRG couldn't get it to start either and John Barker then spent all Sunday morning trying to locate the engineer from the hire company, but to no avail. So, the WRG lads packed all their equipment, had lunch and went their various ways home. The digger was collected on the Monday; there was a hope that if it could be started the job could be finished by the FCC volunteers, but it wasn't to be.



The manhole top plate after unloading.

The 600mm headwall remains waiting to be put in place, probably next spring.

Our FCC team at Beggarlee worked very hard alongside the WRG on this weekend and were really disappointed at the plant failure.

The FCC team have put in a tremendous year at Beggarlee and have worked alongside WRG at all times and have achieved a lot towards this project. ■



The top plate being lowered into position.

NEWS FROM THE NORTH

Recent work by Derbyshire County Council between Ambergate and Cromford

DCC Countryside Service was successful in obtaining a grant from Natural England for silt removal between Chase Bridge and Grattons Bridge, Ambergate, and between the railway and river aqueducts at Leawood. This was carried out in January and February to improve water flow and assist in maintaining the SSSI status.

Contractors were also used to reduce the tree canopy between Chase Bridge and Grattons Bridge, using a mobile elevated working platform.

The milestone at Mold's Wharf has now been replaced after being repaired (see p11), and the repair work on the roof of the High Peak Junction workshops was completed allowing it to reopen in time for Easter.

A leak beneath the towpath close to Ambergate, where the railway runs near to the canal, was excavated and sealed using puddle clay.

Extensive work has been done to cut back saplings and regrowth on most of the offside ➤



Dredging at Chase Bridge.



Cutting offside saplings near Cromford.



Dredging just south of Aqueduct Cottage.

between Ambergate and Cromford, allowing better light onto the water. On the 'Birdswood' section between Cromford and Leawood, this normally has to be done by FCC volunteers, so DCC's work was much appreciated. During the work, the 3½ milestone was revealed in its original position. Reed pulling continued around Ambergate and Whatstandwell, with the dried reed being removed by FCC volunteers (see p 8). ▀



Fixing the leak near Ambergate in January.

WORK AROUND CODNOR PARK

Seasonal Update from the Cromford Canal & Codnor Park Reservoir Group

We all had to accept the extreme wet and windy weather last autumn and winter and we have seen the devastating impact it had across the country. But the canal didn't fare too badly. The paths along the canal have flooded a few times but there hasn't been too much damage to the path structure.

Some stone from the path has been washed away but we only need to do minimal repairs. To try to protect the paths in the future we have pulled a channel of reed and bunded along the canal towpath. Thanks to Dave Collins for the hire of the mini digger and to Terry Hughes for operating it, without which the job would have been back breaking.

We have cleared some reed manually around 'Humpy' bridge (Portland Basin towpath bridge) to create rivulets and pools, steadying the flow and trying to maintain the water level in the reed beds to create optimum habitat.

Images we have taken from a drone have helped us to understand more about how the water drains into and out of the canal. We have already seen the impact of holding more water in the canal and it has helped to create super habitat in the wide basin.

The water has done our job for us by removing some of the willowherb that had established itself and if we can hold onto the water in the drier months, it should become a lovely pond area. We have already spotted a pair of water rail down there, a little egret and a pair of shovellers.



This season we have been working down at the bottom end of the in-water section, where it joins onto Erewash Meadows. We have opened up a view over the meadows, creating a dead hedge, and

have put in a seat to rest a while and enjoy the wildlife. It is now a bright and sunny place to sit in the early morning with wonderful views. ►



Reed bunding to prevent flooding and path erosion.



A drone view of Portland Basin Junction and 'Humpy' bridge.

The area where the diseased ash trees have been felled into the water has become a great habitat, full of life. There have been flocks of redwing, fieldfare, lesser redpoll, and siskin. We've also spotted both marsh and willow tit alongside the usual suspects, great and blue tit and plenty of wrens. The kingfisher has also been checking it out.

Reed and grasses have become tangled in the branches creating fantastic natural dams. Beavers fell trees around water courses and build dams to create pools of varied depths and areas of faster and slower water flow, resulting in varied habitats for a diversity of species. In their absence, we have tried to be second-rate ecosystem engineers, thinking of natural solutions to increase biodiversity.

We are hoping the water vole and white-clawed crayfish populations will spread down to that area taking advantage of pools of slow running water and plenty of crevices to hide in. We should also see an increase in aquatic invertebrates down there, eventually emerging as mayflies, dragonflies and damselflies.

We would like to invite you to help us monitor the impact of our work. This year we aim to provide seasonal wildlife awareness courses free to those who enjoy visiting the area and want to find out more about the wildlife in our patch and become involved in surveys and collecting data on biodiversity.

We will also run our popular evening with bats. Last year's event was a victim of the wet and windy weather. We tried a couple of dates but had to cancel both because bats don't tend to fly in these conditions. The evening provides opportunities to find out more about UK bats and to see them flying around the trees and skimming the reservoir. We use bat detectors to eavesdrop

on our local bats and we know that there are a number of species of bat in the area. Get in touch by email: cromfordcanalgroup@outlook.com.

Look out for the dates for our free events that will include tracking water vole, harvest mice and otter, pond dipping, surveying birds, butterflies and dragonflies, and identifying the local flora and fungi.

We are also delighted to be able to share the news that the group have received £16,100 from the Awards For All scheme from The National Lottery. We have exciting plans to share with you soon. **T**



The new seat at the end of the watered section of canal by the remains of the railway bridge.

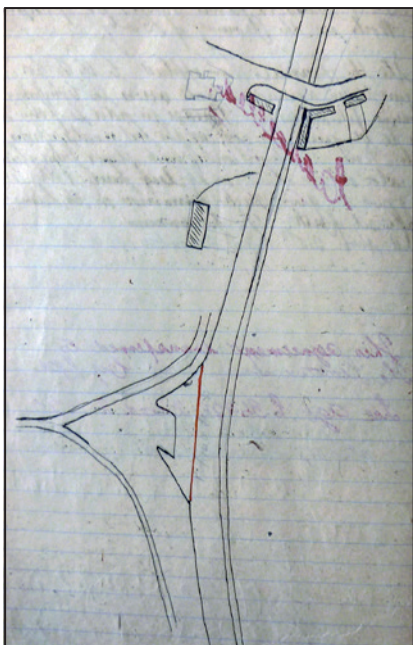


The channel cleared below the site of Lawn Bridge.

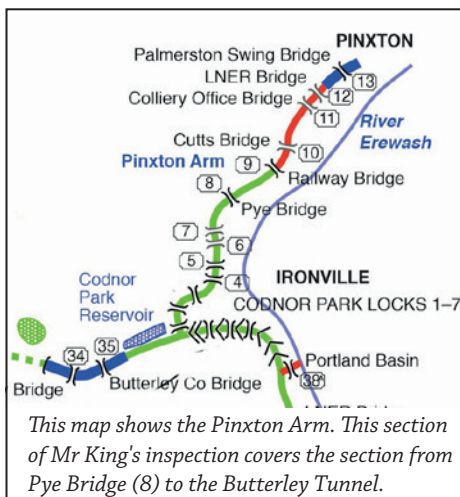
CROMFORD CANAL INSPECTION 1954

Part 2: Mr King continues his inspection, from Pye Bridge to Butterley Tunnel

On the afternoon of Wednesday 14th July 1954 I proceeded southwards from Bridge 8 [Pye Bridge], the end point of my previous walk (Portal 87). The towpath side is on a bank. On the offside of the canal there is a fair sized pool separated from the canal by a concrete wall which projects about 1ft above the water level. A weir leads down into the pool, but there was no flow of water over the weir. [This was the former winding hole for Alfreton Iron Works.]



This diagram accompanies an agreement of 1906 for Oakes' Alfreton Iron Works to fix a concrete stank, marked in red, across the former winding hole to use it as a cooling reservoir. This is the concrete wall projecting about 1ft above the water level that Mr King noted. Pye Bridge 8 is at the top.



Red Bridge 7 looked sound, appears to be ours, was originally for an accommodation road but now looks as though it carries a footpath only as the accommodation roadway is stopped by the Stanton Ironworks tramway carried over the canal by the adjoining Oakes Tramway Bridge 6. Along here there was quite a number of cyclists using the towpath. A little way north of Fletchers Row Bridge 5 a stream passes in a culvert under the canal and towpath. At Fletchers Road Bridge 5, which looks as though it is our property, a public highway is carried over on a plank bridge supported by steel girders at the side of which is a 12in diameter pipe. The headroom here is low.

From my restarting point the canal has been wide, full, and clear of weeds. Just north of Railway Bridge 4 there is a weir on the offside with water passing over it from the canal. Ironville Bridge 3 carries a road over the canal; it looks like a modern rebuilt bridge taken over by the Highway Authority. The canal now passes along the eastern side of Codnor ➤



This is the only known photograph of Oakes Tramway Bridge 7 appropriately named as 'Red Bridge' by locals. Curiously it was the adjacent accommodation bridge which was called Red Bridge by the Midland Railway, but which appears to have been demolished by the time this photograph was taken. Do any readers have photographs of these bridges?

Park Reservoir. Top Lock Bridge 1 looks as though it is ours; it is a bow stone built bridge and appears to be in sound condition, it carries a narrow footway only. Near it a notice on the towpath says that the towpath is not dedicated.



George Clark sent in this rare photograph, taken prior to May 1962, of Fletchers Row Bridge taken from the Oakes Row side and shows (l to r) 'Tink' Purdy, Bill Pursglove and Jimmy Leeke. Tink and Bill are standing on wooden sleepers and the 'fencing' Tink is leaning against went the whole way across the bridge on both sides, but at the time of the photo was in a serious state of disrepair.

To the Tunnel

The [Codnor Park] reservoir appears to be in good order; it was full of clear clean water except for a small amount of weed at the narrow western end. There was one man fishing in the reservoir. The canal running along the south side of the reservoir is clear clean water but one or two willow trees have fallen in on the south side and partially block the canal. Near the western end of the reservoir there are stop planks in the canal with an accumulation of mud on both sides, mostly on the western side, which smells rather strongly.

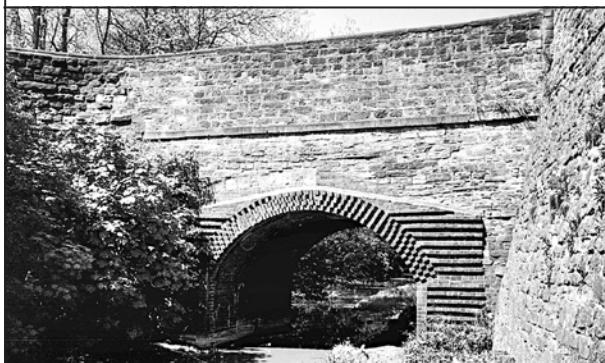
Approaching Butterley Co Bridge 35 opposite the cottages on the towpath side there is some refuse in the canal, much silt and weed, and the water is only about 1ft deep. Along here there is virtually no towpath; it is very much overgrown and one has to push through long grass and high nettles approaching, and for some distance after, Butterley Bridge 35. Golden Valley Bridge 34 carries a high level main road over the canal; there is a blue brick arch with stone walling above it up to the road level. It looks as though this is a bridge taken over by the Highway Authority.▶

The amount of water gets less and becomes more sluggish as the tunnel is approached. Along here there is a stone wall, presumably ours, of varying height at the back of the towpath separating it from the cottage gardens. At the entrance to the tunnel there are weirs leading down the banks on each side of the tunnel; these are in the form of 'concrete steps'. The offside weir was dry but down the towpath side there was a considerable flow of water. The canal approaches the tunnel in a deep wooded cutting. The water coming down this weir apparently comes from a stream which runs across the side of the 'destroyed' Butterley Park Reservoir, which reservoir appears to be now completely grown over with weeds etc.

As the tunnel mouth seems to be fully silted up, this water coming down the towpath side weir looks as though it is the real source of water supply to the canal east of the tunnel. Butterley Co Bridge 35 is a footbridge and is also used by cyclists. [He has now turned round to head south.] Near Golden Valley Bridge 34 there are a number of culverts which look as though they convey house sewage into the canal. The mud in the canal is black. On a tree at the edge of the reservoir there is a notice to the effect that day fishing tickets may be obtained from Ripley & District Angling Club and that no tench may be taken from the waters. ■



When Mr King visited, there was just one fisherman on the 'Res' and the adjacent canal was clear of weed. A few years later we see both more fishermen and more weed.



Golden Valley Bridge 34 photographed just a year after Mr King's visit.



Mr King noted weirs in the form of 'concrete steps' leading into the canal at the eastern entrance to Butterley Tunnel. This 1984 photograph shows the steps on the left, installed in 1907 as a new feed from Butterley Park Reservoir, and those on the right installed in the mid-1930s to take local stream water when the reservoir was drained. Note how silted up the canal is at the tunnel portal.

HEADLINE NEWS

Newspaper cuttings sent in by David Land of Heage Windmill and Graham Key

Record Pike

Undated

Messrs John & German Key, of Ridgeway, whilst engaged in plying coal boats between Lower Hartshay and Cromford last week, captured a record pike, which weighed 15lb and was 3ft long and 15in girth. The fish was presented to their brother (Mr G Henry Key, vice-chairman of the Matlock Bath Urban District Council). In the fish's gills was found some remnants of a fisherman's tackle.

Cheese Factory?

Derbyshire Times 12th August 1933

Sheepbridge Ambulance Brigade have again spent a delightful time in camp at Cromford this holiday. Mr G H Key, Oak House, provided them with accommodation, this time at the old cheese factory on the Canal Wharf, instead of at the mill . . .

Which begs the question: Which building was the cheese factory?

Butterley Tunnel

Derbyshire Times 19th December 1904

This reports a paragraph that appeared in *Town & Country Gossip* by one Joseph Tatlow at some unknown date:

"At the entrance to the [Butterley] tunnel a canal barge lay. The bargees asked would I like to go through with them. 'How long is it?' said I 'and how long will it take?' 'Not long' said a bargee, 'come on'. The tunnel just fitted the barge, scarcely an inch to spare; the roof was so low that a man lying on his back on a plank athwart the vessel, with his feet against the roof, propelled the boat along. This was the only means of transit and our progress was slow and dreary. It was a journey of Cimmerian

darkness, along a stream fit for Charon's boat.

"About half way a halt was made for dinner but I had none. Although I was cold and hungry, the bargees' hospitality did not include a share of their bread and cheese, but they gave me a drink of their beer. The tunnel is two miles long and drippingly wet."

The report concludes: Joseph Tatlow, in the year 1867, at the age of 16, became junior clerk on the Midland Railway at Derby at the modest salary of £15 a year.

Boys help in towpath clean-up

18th March 1974

"Boys from four local schools will take part in Operation Towpath – a scheme to remove saplings and trees growing in the masonry along the towpath between Cromford and Leawood.

"The boys from Ernest Bailey Grammar, Charles White Secondary, Anthony Gell and Belper High schools will be supervised by members of the Cromford Canal Society. There will be ten boys from each school.

"The work on 30th March is the first stage in the restoration of the canal."

Part of Cromford Canal Sold

20th December 1974

The 650-yard-long stretch of the Cromford Canal at Lower Hartshay, which included 2.25 acres of land, was sold on behalf of British Waterways Board by J.M. Warwick & Co for £850 at an auction at Ripley.

"This stretch, from Lower Hartshay to Bridle Lane . . . has been silted up for several years."

Some 45 years later, in 2019, the majority of this length was generously gifted to the FCC by the owner. ■

EVENTS AND MEETINGS

What's On this Spring

FCC Meetings

Illustrated talks take place on the third Monday of the month at 7.30pm at Ironville Church Hall, Casson Street NG16 5NN. Car parking at rear. Bar, tea/coffee, raffle and FCC sales table. Admission £2.50 (AGM free).

18th March

'Why was King Alfred called Great?' by Mike Kelley. An illustrated look at England as it was when Alfred became king, his rule, and his legacy.

15th April

'Progress at Beggarlee and the Future' by honorary engineer Chris Broome, preceded by the FCC AGM.

20th May

'Well Dressings and the People Who Make Them' by Jan & Paul Barrass.

17th June

'40 Years after the Miners' Strike' by David Amos.

NEW! - Cromford Meetings

Following a recent survey we are piloting a new series of talks in Cromford, in conjunction with the Arkwright Society. The following two meetings will take place in the Gothic Warehouse on Cromford Wharf starting at 7.00pm. *Seating is limited and booking can be made on the FCC website. Admission is £5 including refreshments.*

Monday 22nd April

'The *Birdswood* Story'. Mike Kelley, a founder member of FCC, will explain how *Birdswood* came to run from Cromford, and how we operate her today to raise funds to maintain and restore the canal, and the many problems we had to overcome.



Monday 24th June

'The Aqueduct Cottage Story'. Ian Hooker, an FCC trustee and founding volunteer on the cottage restoration, tells the cottage's history and how the acclaimed restoration came about.



Derbyshire County Council Events

The visitor centre at High Peak Junction is open at weekends till Easter then daily. Refreshments and souvenirs are available and the Cromford & High Peak Railway Workshops (the oldest in the world) open to visit. The nearest car park is on Lea Road (DE4 5AA); there is no car access from the A6. It also a pleasant walk from Cromford Wharf. Cromford is served by buses from Ashbourne, Buxton, Derby and Sheffield and by train from Nottingham and Derby. The TransPeak bus stops on the A6 at High Peak Junction.

Make a Poker

Saturday 30th March
Wednesday 10th April
Saturday 4th May

Wednesday 29th May
Sunday 16th June
Wednesday 31st July

Have-a-go at being a blacksmith on the historic forge and make a poker or toasting fork to take home. Participants must be 11+ years old. Cost: £15 per poker. *Booking Essential: 01629 533298.*

Introduction to Blacksmithing

11th & 25th May
1st June

6th July
3rd & 24th August

An opportunity to learn basic blacksmithing techniques. Enthusiast blacksmiths will walk you through the creation of a simple metalworking object such as a BBQ fork, a fire poker or a coat hook. Along the way, you'll learn about the history of blacksmithing, lighting and managing the fire, and all the techniques you need – using the workshop's original forge and hand-pumped bellows dating from the 1830s. At the end of the half-day session, you'll end up with a wonderful hand-made object that you can take away with you!

At High Peak Junction workshops on Saturdays 10am to 1pm and 1.30pm to 4pm. £50 half-day session. *Booking Essential: 01629 533298.*

High Peak Junction Audio tours

When the visitor centre is open, you can hire one of DCC's audio handsets and let Tapper Jack take you on a self-guided tour of High Peak Junction and the Cromford Canal for only £1.50. it is a great way to learn the area's history.

Leawood Pumhouse Open Days

The 1849 coal-fired Leawood Pump is open from noon to 4.30pm on the following dates. On 'in steam' dates the pump will be fully operational. Entrance is free but donations are encouraged, especially in view of the current cost of coal. Access is as per High Peak Junction.

Saturday 31st March *In Steam*
Monday 1st April *In Steam*
Wednesday 10th April *Static*
Sunday 5th May *In Steam*

Sunday 6th May *In Steam*
Wednesday 29th May *Static*
Saturday 1st Jun *Static*
Sunday 2nd June *In Steam*

LETTERS

Woodhouse Connection

I am trying find out my family's connection, if any, to Cromford. Thomas Jackson Woodhouse (1792–1855) was Resident/Assistant Engineer for the construction of railways and canals in the UK and overseas including the Cromford & High Peak and Midland Counties railways. Before Thomas, a generation of the extended Woodhouse family were involved in canal and mining engineering including Jonathan and John who built the Blisworth Tunnel and the pumping station at Tring on the Grand Union. The Newcomen beam engine at Dartmouth was once owned by Jonathan Woodhouse and we think the Newcomen engine at Elsecar was improved by a previous John Woodhouse shortly after installation.

From Wikipedia: "Thirty-three shafts were sunk during construction [of Butterley Tunnel] with the workings dewatered using a Woodhouse steam engine."

I am wondering if that Woodhouse's steam engine is linked to us? Or if they did any other work for the canal?

I would be most grateful if anyone could provide any information.

Judith Kitching (née Woodhouse)

Leeds & Liverpool Links

When I purchased a Leeds & Liverpool Canal book from you I didn't realise that it was being sold by a canal society; had I done so I'd have paid more than the pound that I did. As I was born in Bingley (of Five and Three Rise fame) half a mile from Dowley Gap aqueduct I've been looking for this book for ages; my mother has a copy, and I wanted my own. Via your website I've made a donation as to what I think the book was worth to me. Good luck with your restoration efforts. Whilst I'm not involved with canals I am an active volunteer on the Tallylyn Railway which has much in common with canal preservation/restoration as Tom Rolt was heavily involved in both.

Best Wishes and happy navy-ing.

Pete Edwards

Thank you very much for your donation, Pete. I'm pleased that you have been able to obtain the book at last! – Ed.

CROMFORD CANAL SPECIAL INTEREST BOAT TRIPS

on Traditional Narrowboat



BIRDSWOOD



PREMIUM TRIP

Three-hour Premium trips run on Sundays starting at 2pm from Cromford Wharf. Trips include guided tours of Leawood Pumphouse in steans, Nightingale Arm, Aqueduct Cottage and High Peak Junction workshop. Free refreshments and a tour of our traditional boatman's cabin included.



HERITAGE TRIP

Three-hour Heritage trips run on Wednesdays starting at 2pm from Cromford Wharf. Trips include guided tours of Leawood Pumphouse static, Nightingale Arm, Aqueduct Cottage and High Peak Junction workshop with a blacksmith demonstrating the forge in action. Free refreshments and a tour of our traditional boatman's cabin included.



See www.birdswood.org for dates and prices



New for 2024

Birdswood Special Interest Trips

3 hour trips highlighting the unique industrial heritage on our stretch of the canal featuring guided tours of the Leawood Pumphouse, Aqueduct cottage and High Peak Junction.

This trip requires walking $\frac{3}{4}$ mile and includes quite steep steps at the pumphouse.

Adults £25
Seniors £22



Friends of the Cromford Canal



YOUR WILL COULD MAKE A HUGE DIFFERENCE LEGACIES MEAN FASTER PROGRESS ON CANAL PROJECTS

Our aim is “The restoration, reconstruction, preservation and maintenance of the Cromford Canal”, but that’s an expensive business: a gift in your will could make a huge difference to the pace at which we can restore our unique canal.

HAVE YOU MADE YOUR WILL ?

Making a will ensures that your money and property go to people and organisations you choose to support. Leaving a financial gift to the Friends of the Cromford Canal will help secure the projects that are needed to complete our canal's restoration.

If you have already made a will and would like to include FCC as a beneficiary, a simple codicil (amendment) can be added. Leaving charitable gifts in your will can help you reduce the value of your estate liable for Inheritance Tax as charitable bequests are tax-exempt – so a gift to FCC could reduce the amount to be paid to HMRC after your death.

**Please contact the FCC Executive Secretary;
secretary@cromfordcanal.org.uk or the FCC Treasurer;
treasurer@cromfordcanal.org.uk for a confidential discussion. We
can also supply a blank codicil for you to complete and attach to
your will. This can also be downloaded from our website.**

The Friends of the Cromford Canal – registered charity 1164608

