

THE PORTAL

Issue 94 - Autumn 2025

Price £1.00 - Free to Members



Friends of the Cromford Canal

Registered Charity No. 1164608

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Front Cover: August Bank Holiday was a busy time at Cromford Wharf, organised in partnership with Peak Paddle.

Back Cover:

Top: The Wharf Shed at High Peak Junction in its current rather sorry state with vegetation sprouting from the bottom, some almost as tall as the lower windows. Hopefully a future can be found for this historic building soon.

Bottom: The scene at the Wharf Shed in its heyday, as imagined by artist Simon Waller.

The copy date for the next issue is 7th November 2025

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

The article by Ken Brockway about Landmark Trust (page 24) got me thinking . . . It is many years now since Derbyshire County Council's outdoor education team abandoned the use of the Wharf Shed as a residential study centre and the building was passed on to Countryside Services who look



after the canal and High Peak Trail. It is part of the Scheduled Monument that includes most of the High Peak Junction area.

Sadly no use has been found for the building which is in dire need of some TLC. So could this be a project for the Landmark Trust to take on? It was fitted out more as a 'bunk house' than the usual type of Landmark accommodation, but it surely would not take much to redesign the internal layout whilst keeping its historic exterior. It would make an ideal holiday location and it

would be really great to see it smartened up and in use again.

After writing the article Ken told me that he had discovered that Landmark had been in discussion to take on a complete building at Cromford Mills but rejected it as too large, preferring a building for a single let even when this may

be for up to twelve people. So may be the Wharf Shed would fit into that category.

Not far away from the Wharf Shed, at High Peak Junction we were surprised and saddened to learn that the historic workshops – the oldest surviving railway workshops in the world – have been closed on safety grounds. These have been open to the public for many decades and have undergone considerable improvement in that time, including a recent repair and revamp. How and why they have suddenly become unsafe has not been explained.

At one time a small charge was made for admission but in recent years they have been free, attracting many visitors and bringing DCC much needed revenue through the adjacent shop. We hope this situation can be resolved as a matter of urgency.

On more positive note, it was great to see so many of our wonderful volunteers at the get-together at the Fishpond in Matlock Bath in July. It was a wonderful evening and hopefully one that will be repeated next year. ■



FCC Chairman David Martin addresses the volunteers at the 'Thank You' event held at the Fishpond Hotel.

CHAIRMAN'S NOTES

By David Martin

In mid-July we held our thank you event at the Fishpond Hotel in Matlock Bath where we had around sixty people attending. Not all were our volunteers; we like to remember their plus ones too! It was a very warm afternoon, and the venue is surprisingly well equipped to deal with the numbers. They provided a lovely buffet for everyone.



Our volunteers are the backbone of our charity without whom we would not be able to achieve the things that we do! And we reminded the other charities of that fact when we held the Northern Canals Association conference in March earlier on this year by dedicating Richard Handley's speech solely to the subject.

As we are going into autumn and the nights are drawing in we have now concluded all of the works to the flood mitigation zone down at Beggarlee. The Waterway Recovery Group came back at the end of May and since then our own FCC volunteers, especially a group called the 'Beggarlee Boys', have been busy tidying up the loose ends. It's now back to the engineers to get the paperwork sorted out with Amber Valley's planning department before any further progress can be made. In the meantime, we have been researching design criteria along with progress issues with the Canal & River Trust; all I can say here is it's only early days in this process.

Our Social talks will be recommencing on Monday 15th September with Mick Golds giving us a talk on the long-lost Nottingham canal which had a flight of 14 locks through

the Wollaton Vale area on its way up to Cossall. Other subsequent talks can be found just inside the back cover, so be sure to check them out.

Of course, we always have the FCC shop in attendance, and they have been going from strength to strength this year so if you would like to purchase any Christmas gifts for your

loved ones then do feel free to pop into Ironville Church Hall to have a look we won't charge you the entrance fee if you are just popping in for the shop unless you feel like donating a fiver!

It is with great sadness I report the untimely passing of Dave Collins from Collins Earthworks. He has always been pro-canal and we often called on him for advice; in fact only last year we bought our second-hand 6-tonne JCB from them for a reasonable price and we have since been using it on the Beggarlee Project at Langley Mill.

Do please take the opportunity to take advantage of our new membership offers for new and existing members (see page 21). Obviously our membership numbers are suffering because of changing perceptions, as people tend to use Facebook nowadays. Although we do currently have around 5,000 followers on our Facebook group, it's the FCC members that keep *Portal* going! So, if you value the magazine, please do encourage your friends and families to sign up; you could even gift them a year's membership for Christmas at www.cromfordcanal.org! **T**

WORK PARTY REPORT

By John Guyler

Lock Keeper's Garden

At the Lock Keeper's Garden beside Lock 4, Ironville, Shirley and her sister Carol have again been working hard, this year made more difficult because of having to go down every evening to water. They have produced cauliflowers, cabbage, broccoli, potatoes, peas, onions, runner beans and dwarf French beans, all of which have been donated to Age Concern at Eastwood, from whom we received a very nice thank you letter.

Carol and her husband Gary came to pump water from the canal into the water container several times, which is a long slow process. In spite of the dry weather the garden has done really well.

There are two oblong beds at the bottom end of the garden; one day a woman came to the wall and said "Excuse me, but are they graves?" Shirley thinks she thought the lock keeper and his wife were buried there!

Ironville

In Ironville, we were asked through FCC member Chris Martin to clear the area behind the church and the car park of overgrown vegetation. One big problem was about two tons of scrap, thirty tons of bricks, stone and reinforced concrete and four builders' bags of waste plastic and general rubbish, plus loads of wood that had been dumped in the car park, which had to be removed before the work proper started. This has been disposed of over a number of weeks.

A large group of volunteers set to work on the field behind the church and cut the vegetation where the council mower had not been. The lime trees on the wall backing on to the cemetery needed a large amount of work. Some of the branches were 10–15ft long and came down to the car park surface which



John Barker hands over some of the garden produce to Age Concern at the Colin Dyson Centre.

prevented vehicles from parking close to the wall. They were removed, together with self-sown shrubs and bushes, giving clear space up to the old canal wall. A lot of vegetation and rubbish was removed from directly behind the social club.

The grass area behind the church was very overgrown, so Chris got his genuine Swiss scythe into action and cleared the lot. There ►



The effect of scything in the church yard. The canal towpath lay just over the wall.



Tidying up the line of the canal behind Ironville Church Hall.



Almost lost in the undergrowth, pulling balsam between the reservoir overspill and Lock 2 at Ironville.

were several work parties on this job and over the weeks it started to look good and finally three of our work party went around the whole area giving it a final trim. I am told the Curate in the Church was absolutely delighted with the work done, in time for the village get together in August.

We had several work parties pulling balsam from the reservoir overspill to Lock 2. Before we began, a survey was conducted looking for White Clawed Crayfish and Water Vole habitat. The work party was advised accordingly.

After a phone call from the water bailiff at Codnor Park Reservoir one of our certificated chainsaw operators worked with six angling club members to remove a fallen tree at peg 8 and a larger fallen branch at peg 46 which was in the water; both had come down in strong winds. The branch was cut up into small pieces and then hauled out manually. Another branch on an adjacent tree which was being held up by ivy was winched out and disposed of.

One volunteer spent a day making six posts for the fence repair at Lock 4, entailing vee notching and tapering the bases. The fence repair has since been done.



The tree that needed removing from the fishing peg at Codnor Park Reservoir.

Golden Valley

At Golden Valley three volunteers worked on the abandoned section of the canal where the old original houses are, to repair the wooden fence. They dug out and replaced four rotting wooden fence posts which necessitated removal and replacement of all the top and middle rails; some tree roots were also dug out.

Beggarlee

At Beggarlee, we had a long weekend in May with the Waterway Recovery Group, finishing off the flood plain extension, which they were not able to do last year because ➤



The WRG group that came for a long weekend at Beggarlee standing in front of the flood plain compensation channel.

of a machinery breakdown. After they had gone, the FCC 'Beggarlee Boys' used the digger and dumper to start landscaping with top soil that had been piled up near the A610 bridge at the start of the flood plain extension; there was rather a lot.

The first area to have top soil put on was the eastern bank on the flood plain extension, over a period of six work parties. When the soil was on, some members of the regular work parties raked the soil evenly and then spread grass seed, which despite the lack of rain seems to be coming through.

It is estimated that fifty tons of top soil has been moved on to the flood plain extension alone. Several 'Beggarlee Boys' then completed the outfall pipes for the flood plain alleviation scheme and battered the sides back and have since cemented large flat stones in the pipe outlets to stop erosion. They then started digging out the banks from the culvert headwalls, moving the material by dumper to fill other areas and to raise the ground around the 900mm manhole cover area.



Spreading the top soil at Beggarlee on the headwalls of the culverts.



Chris Aukland and Carol Hartley happy after bashing their way through balsam to the River Erewash.

As usual the digging started well with soil and clay but as they went down it developed into dumped rubbish and stones. They have recovered an old steel garage frame (without the asbestos panels), metal, rubber, tarmac and general rubbish. The welfare cabin had to be moved to allow the digger to lower the bank height and profile the bank. As I write, the whole site is now more or less clear, but the dumper has gearbox trouble again. The spares have been ordered, so by the time you read this article the area should be completely clear of metal and rubbish.

Whilst that was going on, the serious Himalayan balsam bashing started; it was very daunting on first arrival, as there was balsam everywhere. Gradually over the weeks most of ►



More balsam bashing at Lower Hartshay.

it on our side of the Erewash was clear and a route through to the river was established.

Lower Hartshay

At Lower Hartshay in May, four volunteers cleared the steps up to the A610 on the Canal & River Trust section. The steps were covered in fast growing vegetation, but there is now a safe route to walk up and down to access the road. Whilst this was going on, two volunteers strimmed and mowed the towpath side making the path clear of vegetation.

Some more volunteers on the FCC section concentrated on clearing the footpath of over-hanging branches and on a couple of trees. Ivy was removed because it was thought that a lot of weight was being added to the trees. There have been several work parties pulling Himalayan balsam which seems higher than ever this year. One work party was on the CRT section and had a successful day pulling a very large amount of balsam. But most of the balsam is on the far side and will have to be accessed through a field, so we will have to get permission.

High Peak Junction

At High Peak Junction in May, two work party volunteers went to the old nursery near Lawn Bridge to strim around Stella the Stegosaurus. The grass was getting very high, restricting the passengers' view of Stella from *Birdswood* as she passes.



Painting the seats at High Peak Junction.

Four volunteers had the task of washing down the windows, shutters and drain pipes on the wharf shed and the old ticket office, prior to painting which was completed on the following two work parties. On the third work party all the wharf shed canopy supports were painted, which completed the job. The colours are Crimson Lake and Cream, the old colours of the LMS railway. The windows of the wharf shed on the water's edge will be painted, when a safe method of working is agreed. ➤



Work being done on the flood plain extension pipes to prevent erosion.

In July, volunteers used the metal work boat to clear weeds out of the winding hole. The first task was to get the boat in the water. A minimum of five people are always needed to manhandle it into the water. It has to be pulled out of the water and locked securely when not in use, because of previous problems, usually at night, when individuals have been known to take it for ride.

To do the de-weeding safely from the boat, two were in the boat pulling the weed with 'cromes' (or 'kebs' – a long-handled fork with the tines at 90°) and one was on the bank securely holding a rope. They worked from the pump house side and moved towards the middle, then the boat went across the winding hole working firstly from where *Birdswood's* bow touches the bank and then they worked towards to the centre. This operation took several work parties. They also worked back past Brown's Bridge and back again removing weed, using the boat and from the banks.

The work has allowed *Birdswood* to continue to operate a full trip instead of stopping short

at High Peak Junction. Each afternoon after work, the boat was securely moored at the wharf shed, but now the job is finished it is back under the wharf shed canopy securely locked up. Whilst the de-weeding was going on, a group painted all the seats from Kelley's Corner to Aqueduct Cottage with preservative, no mean feat in itself.

WRG Training

The WRG Training Camp at Lichfield on the 17th–18th May was again a very useful weekend, with one volunteer achieving certification of dumper truck driving for working at Beggarlee. The FCC also now has another certificated chain saw operative. The cost of all the protective clothing to go with the cost of the course is eye watering. Before all FCC work parties, instructions were given about looking for bird nests and not causing disturbance by strimming and mowing too close to nests which causes vibration and may cause the bird to abandon the nest. **T**

Why Bash Balsam?

Himalayan Balsam is an invasive plant introduced by the Victorians and is now causing a lot of problems in waterways all over the UK because it grows very densely and has to be pulled before it goes to seed. It can grow to 3m high and has a tubular stem which sometimes contains water. The roots are like a chicken's claw although the plant is usually easy to pull out by grabbing the stem near the root and pulling vertically. It has very pretty pink flowers but these turn to seed pods which explode, projecting a large number of seeds a considerable distance. I can vouch for the explosive nature of the pod, as I have had one go off near my ear!

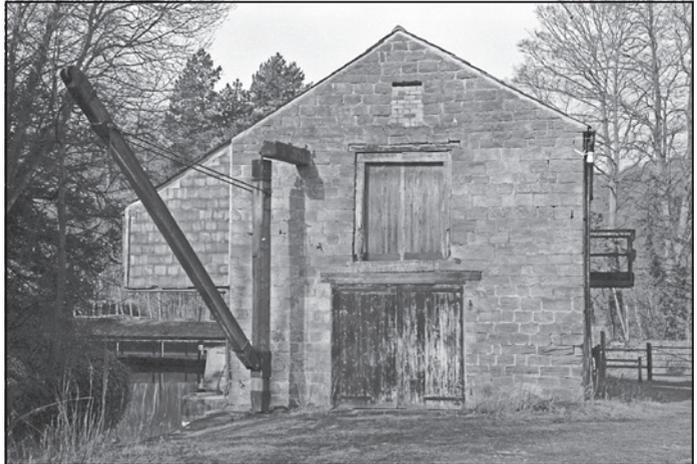


THE CRANE AT CROMFORD WHARF

By Hugh Potter

The more observant amongst you will have noticed that the crane that adorned the end of the 1822-built warehouse on the Feeder Arm at Cromford Wharf (now Wheatcroft's Wharf café) has been dismantled.

Originally installed in the 1830s, by the time Derbyshire County Council took over the canal in the early 1970s, it was no longer in situ. A replica was built by the Cromford Canal Society in the mid 1980s which stood until earlier this year when rot was noticed by one of the *Birdswood* crew members and reported to Derbyshire County Council as owners of the building. The area was immediately fenced off and within a few days the crane had been dismantled by the Arkwright Society who lease the building for use as their café. The crane will have to be replaced as, although not original, it was included in the Historic England's Grade II listing in May 1992. **T**



The crane as it appeared in 1995.



Taking the crane down this June.

BOTTLES AND BRIDGES

By Hugh Potter

Bottles

I was recently contacted by Alan Wareham and Linda Hafton from near Salisbury. Linda's father Dick Turner was foreman for the Job Creation Scheme on the Cromford Canal in 1988 and, amongst other projects, was involved in the restoration of Swing Bridge 6 as recorded in Simon Stoker's *There and Back Again*, the story of the erstwhile Cromford Canal Society's work on the canal.

Linda told me that in later life, Dick was asked which part of his work he had enjoyed most (he had trained as a gardener, then a civil engineer). He said it was undoubtedly his work on the canal.

Whilst dredging the canal, many discarded glass bottles were found and Dick saved the best of these. Dick died in 2012 and following the death of his widow last year, the collection of bottles was rediscovered.

Whilst on a holiday in the Cromford area, Alan and Linda were given an old copy of *Portal* at the Weighbridge Shop and through it contacted

us to offer us the collection for display, sale or 'recycling'. A friend of theirs delivered the bottles to Cromford Wharf and I was amazed when I opened the boxes that there were over 30 bottles, almost all in good condition. Some were

very local – Matlock Bath, Cromford, Ripley etc – and others were from the wider region. One is particularly relevant as it is a bottle from John Else, who ran his 'pop' factory from the former hat factory beside the Leaward Arm. Several ►



The bottles collected by Dick Turner whilst dredging the canal



The temporary bridge in place in 1962.

have the ‘marble’ by which they were sealed still in their neck and others have the original screw tops. I think they are far too good to be recycled but we need someone who knows more about such things to advise us. Perhaps some could go on display; others might be sold to raise funds.

I know there are bottle collectors out there and I would welcome contact from any member who might be able to help us assess the appropriate future for these bottles. My contact details are on page 2.

Bridges

The last job that Dick worked on was the construction of the replica swing bridge (6) close to Aqueduct Cottage. This was built with modern materials but was based on photographs of the original bridge which disappeared in the mid 20th century. At first it was replaced by a plank across the canal, then a rather less precarious ‘temporary’ structure was put in across the aqueduct further towards Leawood Pump. Coincidentally this featured in a 1962 photograph also recently sent in. Presumably once the new swing bridge was completed in 1988, the ‘temporary’ bridge was removed. ■



The day Bridge 6 was opened it was ‘christened’ with pink champagne. Coincidentally it was the day that Dick Turner (with glass) retired after 3 years’ work on the canal.

Photo: Simon Stoker

Burrows & Sturgess

One of the collection is a stoneware bottle: “SPA Stone Ginger Beer, Burrows & Sturgess Limited, Derby, Est 1850”. This drinks firm was founded in 1850 by Christopher Pritchard, who sold homemade ginger beer in brown stoneware bottles or large flagons to passing traffic from the old Toll House on Kedleston Road.

An advert from 1940 shows four flavoured Spa fruit drinks (in glass bottles) made by the company, which by then had premises on Ashbourne Road, Woods Lane and Slack Lane. In the late 1950s a driver’s mate recalls going to depots in Sheffield and Lichfield, the latter from a takeover of the Lichfield Aerated Water Co in 1935.

The firm was taken over by R. L. Jones of Mansfield (later Mandora) in 1968. But strangely Companies House records Burrows & Sturgess Ltd of Oakhurst House, 57 Ashbourne Road, wholesale of fruit and vegetable juices, mineral water and soft drinks not dissolved until 2022.

Ken Brockway



AQUEDUCT COTTAGE

By Ian Hooker



A group of skilled volunteers from the Derbyshire Dry Stone Walling Association work on one of the top garden walls.

Photo:Ron Common

Work at Aqueduct Cottage has gone on every Tuesday through the summer though for the people walking by on the towpath there might not yet be much to see. We have concentrated our efforts on developing what we call the Top Garden.

This was originally the end field used for grazing as part of the Lea Wood Farm that covered about 25 acres at this end of the wood. It was farmed from the farmhouse (later to become Tunnel Cottages) that stood on top of the hill behind Aqueduct Cottage. It seems that from the late 19th century residents in the cottage were allowed to use it as a kitchen garden in which to grow fruit and vegetables.

Ivy Turberville, who lived in the cottage as a 9-year-old child in 1921 tells us that they used the field as an allotment and the small stone shed (now largely demolished) at the entrance as a tool shed. Fay Bark, who lived in

the cottage as a teenager in the 1950s, has left us with detailed drawings that record the fruit and vegetables that her family enjoyed from that garden. They grew carrots, onions, beans, peas, potatoes and cabbage and all manner of soft fruits with blackberries along the back wall.

The field has drystone walls on three sides and across the bottom edge has a revetment wall from which the ground drops away to the canal. We have built a 'dead-hedge' along that side from branches of the trees that have been felled on part of the field; some more of the trees will be felled this autumn. The area will then have been opened out to let sunshine in on the ground.

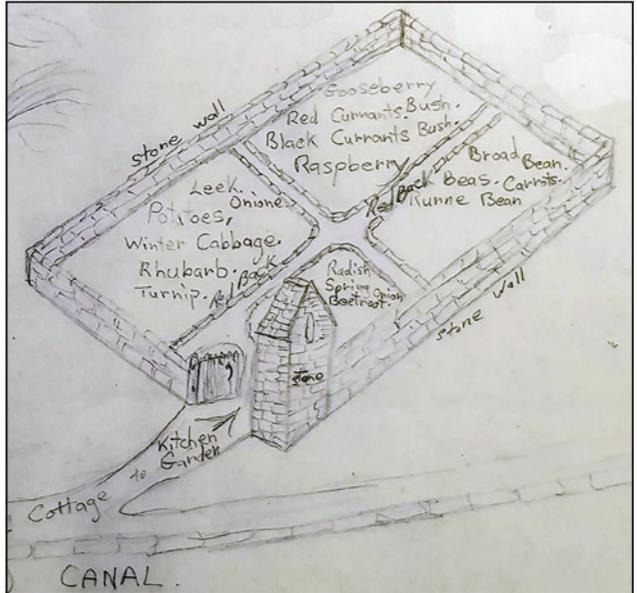
We can see why this formed a useful vegetable garden because it faces south and slopes towards the sun. We are already using part of the ground that has been ►

cleared as a nursery in which to grow oak trees, some of which will be planted out next year to boost the restoration of the oak woodland that formerly clothed the hillsides. A further area will become an orchard of fruit trees. We are not planning to grow vegetables!

At the back of the field, we have cleared and levelled another area to be used for outdoor activities that will develop woodland and other skills of interest to both children and adults.

On one day in June and another in July, we had the assistance of the team from Lubrizol, an international company that has a base in Derbyshire, who make our project one of the places where they provide assistance in the form of enthusiastic manual labour. In the past they have helped us build steps, clear away brambles and move timber for firewood. This time they have created a new pathway from the Top Garden to link up with other paths through the wood and helped us to fill our woodstore ready to keep the stove in the cottage burning through the winter.

Each month between March and October the cottage hosts displays by local artists and craft workers mainly focussed on a theme of landscape and nature but including local history and traditional crafts. For a full list of these remaining displays this year visit the Derbyshire Wildlife Trust website and look for Aqueduct Cottage.



Fay Bark's sketch of the top garden in 1954.



*Some of the Lubrizol team at work.
Photo: Ron Common*

As ever, we are always looking for volunteers to join our happy gang, either as hosts to support cottage opening hours or as workers on our outdoor programs. If you would like to join us, just send a message to aqueductcottage@gmail.com. **T**

CODNOR PARK UPDATE

There are several valued volunteer groups in the Ironville and Codnor Park area who work hard for their community, making it a place to be proud of and a special place to live and visit. Our volunteers look after the section of Cromford Canal owned by Derbyshire Wildlife Trust, running from the railway bridge to where the canal meets Erewash Meadows.



This season the canal has been alive with the sounds and sights of reed, sedge and grasshopper warblers, whitethroats and black caps. The harbingers of warmer climes, the swallows, swifts and house martins arrived, although they are here so briefly and soon leave again to fly south for the winter.

It's been a season to celebrate the abundance of insects. They play a vital role as both prey and predators, acting to keep nature in balance. There have been so many ladybirds this year, keeping the aphids in check, and clouds of butterflies in the fields and along the verges are almost reminiscent of years gone by. Without insects everything above them on the food chain suffers.

Phenology, the study of the timing of natural events, helps understand the intimate connections between birds' nesting behaviour and the availability of food, and how climate and seasonal changes influence these events. Nature's clock has been finely tuned this year, providing a variety of tasty snacks for lots of bird species and their young, just at the right time. The dry and warm start to the spring was a significant factor but we like to hope that communities are tolerating wilder nature areas and ditching the use of weed killer and ant powder in their gardens, supporting the insects that are essential for a healthy and resilient ecosystem.

It was the driest spring in England since 1893, coupled with record temperatures and low rainfall, challenging for agriculture and water resources. We are always preoccupied with maintaining water levels in the canal and we monitor water flow using drone images past and present. However, like everywhere this year, we have seen depleted water levels. Aside from the dry weather, someone has been dismantling the dams we created using natural materials from the canal. These are intended to hold water in pools and manage the water flow. Additionally, the canal walls had sprung a few leaks.

The scrape pond has dried out this year, although water has pooled further down the watercourse. Additional to the dry weather, conservation grazing cows appear to have flattened the edges of the pond, making it less able to hold water. Looking on historical maps of the area and drone images there appears to be either a natural spring or an old mining shaft which has also been trampled and blocked. Lowland wet grassland areas, such as the scrape, are important for natural flood management and support numerous species.▶



Whitethroat.

Photo: Rob Smith

Much of this valuable habitat has been lost over the years due to drainage for agriculture and development, and remaining areas are often of a reduced quality due to poor management techniques, pollution and climate change. We are liaising with Derbyshire Wildlife Trust who have plans for a re-wetting project across several local nature areas. We hope this will include the scrape as a floodplain for the River Erewash.

Meantime, we have repaired the leaks in the canal, burrowed a small channel to help feed water back into the scrape pond and inserted a pipe under the towpath that will take water onto the scrape when water levels in the canal are high. We plan to use a digger in the autumn to create more depth for the scrape pond and create muddy edges for wading birds.

We have cleared vegetation and positioned a new bench to open a great view across the scrape. Here our volunteers take a moment to enjoy the view after some hard graft.

Visitor access has been maintained throughout the year, with subtle management of the vegetation encroaching onto the towpath, leaving habitat for insects and small mammals but ensuring visitors can enjoy their walk. Sections of the towpath have been maintained and repaired using the stone provided by Longcliffe Quarries.

Since the beginning of the year, we have accrued over 430 volunteer hours and collected at least 260 bags of litter. There have been some challenges to contend with, a few large items have been thrown into the canal and the River Erewash. The fridge/freezer took some effort to get out of the river and was helpfully collected by Ashfield District Council.



Inserting a pipe under the towpath to direct overflow water into the scrape



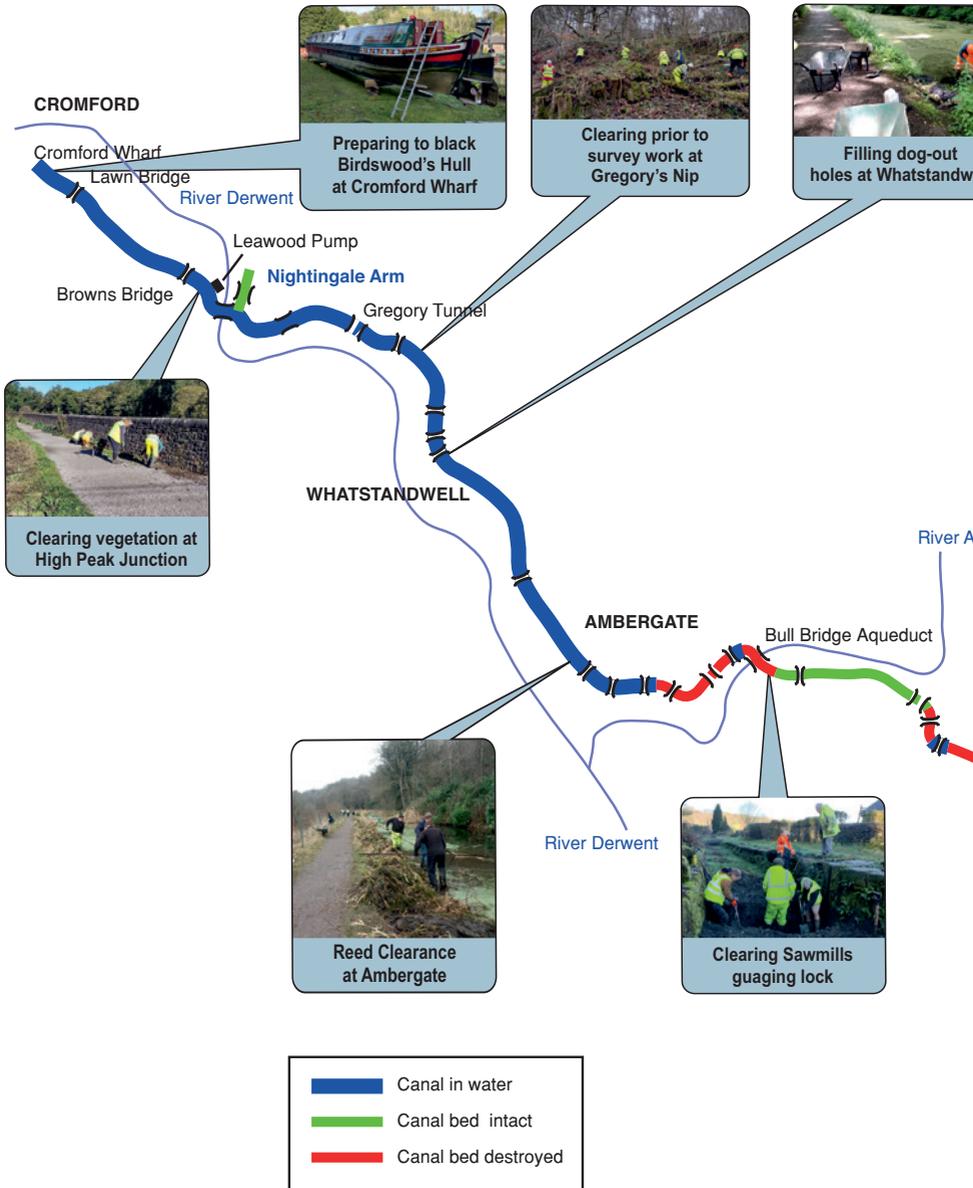
Compo, Clegg and Foggy enjoying the view of the scrape from the new bench.



Removing a fridge/freezer from the River Erewash.

We continue to receive feedback from visitors on how special and well maintained the site is. Without our volunteer work being visible along the canal the site could become neglected, potentially attracting antisocial behaviour and fly tipping. Our volunteers' time, energy and pride in the work they do is greatly appreciated.

For further information or if you would like to volunteer with us, please contact us via our Facebook page or by email. Our new email address is cromfordcanalgroup@gmail.com. **T**



Friends of the Cromford Canal Restoration Work 2024-25



Replacing the foot path at Hartshay



Installing new steps at Butterley Reservoir



Repairing Pinxton Weir

umber

HARTSHAY



Replacing fencing at Codnor Park



Beggaree Extension

MEGAN & TINKS: 50 YEARS ON

Celebrating the Nottingham Narrowboat Project



Tinkers Leen and Megan in Nottingham.

If you've ever wandered down Carrington Street in Nottingham or visited the Canalhouse pub, you might have spotted our two 70ft green narrowboats moored alongside the Canalhouse. Last year, we were thrilled to celebrate 50 years of the Nottingham Narrowboat Project – a small charity with a big heart, dedicated to making Nottingham's waterways accessible to everyone.

A Journey That Began in 1974

Our story began in 1974 as part of the Nottinghamshire County Council's Canal Museum. When the museum closed in 2008, we joined Nottingham City Council's Schools & Outdoor Leisure team. In 2018, we became a registered charity, supported by the National Lottery Community Fund, the Jones 1986 Trust, and public donations.

We've always called Canal Street home.

Today, we're hosted by Castle Rock Brewery at the Canalhouse pub, and we also operate from a mooring at Colwick Park, kindly donated by Nottingham City Council.

Making the Waterways Welcoming

Our two boats – *Megan* and *Tinkers Leen* – run all year round, offering day trips, weekend outings, and overnight stays. We cruise the Beeston to Nottingham canal and the River Trent, giving local community groups a chance to enjoy the peace and beauty of the waterways.

We're especially passionate about making our trips inclusive. *Tinkers Leen* is fully wheelchair accessible, with an adapted toilet and shower. We work closely with groups supporting people with learning difficulties, physical disabilities, and those from diverse or marginalised communities.▶

What's On Board?

Each boat carries up to 12 passengers, plus our trained volunteer crew. On board, we have: bunkbeds for overnight stays; a fully equipped kitchen; a comfy seating area for meals and relaxing; wheelchair accessible facilities on *Tinkers Leen*.

We also run overnight trips, like Duke of Edinburgh Gold residentials with Notts Outdoors and host local Scouts and Guide groups for weekend adventures.

Powered by Volunteers

We couldn't do any of this without our amazing volunteers. They skipper the boats, help passengers on board, and make every trip a safe and joyful experience. Volunteering with us means joining a friendly, supportive community—and having a lot of fun along the way!

"It's more than just steering a boat," says one volunteer. "It's about giving people a day to remember."

What Our Guests Say

We love hearing from the people who travel with us. Whether it's someone enjoying their first boat trip or a group returning for their annual outing, their stories inspire us to keep going.

"It's peaceful, it's different, and it's something we look forward to every year," says one regular visitor.

Help Us Keep Floating

As we celebrate 50 years, we're looking ahead to the future. We want to keep Megan and 'Tinks' running for many more years, sharing the joy of the canals with people from all walks of life.

If you'd like to support our work, join us as a volunteer, or book a trip, we'd love to hear from you!

The Project can be contacted at: enquiries@meganandtinks.org.uk;

0115 8370225; www.meganandtinks.org.uk. 

A thank you for being a member of the Friends of the Cromford Canal!

We are offering a significant discount on our trip-boat Birdswood to our existing members.

Membership subscriptions are one way that we are able to fund the charity's objectives of conservation and restoration of the canal

- **Any existing member will receive a 20% discount**
- **Email membership@cromfordcanal.org.uk to claim your discount voucher**
- **Then book online and use your voucher**

...it couldn't be simpler!

Note: promotion limited to the first 50 applications

MEASHAM MYSTERY

By Linda Brockway

The FCC shop has recently been given an original Measham Teapot, traditionally found on narrowboats in the Victorian/Edwardian periods.

William Mason specialised in these ornamental pots which became very popular as presents. They were ordered by the customer going into the works with the required inscription on a slip of paper, approximately two weeks before the pot was required. The order and the slip of paper were handed over with a sixpence deposit for the pot and another sixpence for the inscription. When sufficient orders had been received the pots were fired and then collected by the customer. The half-gallon size cost two shillings, the one gallon size three shillings and sixpence. It seemed obvious to check it's capacity so a bucket and mug were deployed outside the shop and it holds 6 pints ($\frac{3}{4}$ gallon) and takes two hands to lift and pour!

They became popular with boatmen as they could be bought or ordered at Measham or Cut End, Moira. Production stopped around 1910.

The plaque embedded on our pot names Mrs H Holt, Linton, 1910. It seemed likely she could be traced from the 1911 census, or so I foolishly told Hugh. The moral of this tale is never volunteer in the hearing of our esteemed editor!

There are two Mrs Holts in Linton in 1911 but neither of a name beginning with H, or with a husband with that initial, bearing in mind women were often known by their husband's name. These teapots were often given as wedding presents or on the birth of a child but the Linton village records didn't show either event for that surname in 1910. Having come to a blank I looked at other Holts



close by in 1911 and found Hannah, married to Harold, living in Castle Gresley with children born in Linton. They had lived in Holly Bush Lane, Linton, in 1901 but by 1911 Harold gave their address as White Lion Inn, Castle Gresley, on his census declaration.

Back to Linton records which list two children of Hannah and Harold baptised in Linton. The burial records show several of their children buried in Linton and eventually Hannah buried in Linton in 1955 but with an address in Castle Gresley. I still didn't find evidence of her living in Linton in 1910 but she certainly had close connections with the village and appears to be the only contender for ownership of the teapot. However, the occasion of her being gifted it remains a mystery. She was married in 1898 and none of her children were born in 1910. The burial records for the time are very precise, even babies a few hours old are recorded so if a child was born in 1910 surely it would show up.

Many thanks to the donor of the teapot who did not wish to leave his name. ■

EREWASH OPEN DAYS

This year the Erewash Canal Preservation & Development Association is taking part in the national Heritage Open Days in September. On two dates you will be able to explore three historic locations along the canal which was

the Cromford Canal's main link to the rest of the canal network.

All the events are free and open to all and homemade cakes and drinks will be on offer at all locations. **T**

Langley Mill & Great Northern Basin

Saturday 13th September, 10:30am–3:30pm

Discover the hidden heritage of the Erewash Canal at Langley Mill. Explore historic sites brought to life by heritage boats, exhibitions, and canal restoration stories. Choose from two guided walks - a rugged tour of the Cromford Canal and Beggarlee Extension restoration, or a gentle stroll through Langley Mill's heritage sites, brought to life by storytellers sharing personal memories.

Langley Mill Boatyard, NG16 4AA.



Mills Dockyard

Sunday 21st September, 10:30am–3:30pm

Step inside a working dockyard and hear stories passed down through generations. Explore heritage boats, vintage vehicles and a historical exhibition. Experience a working canal boat dockyard with personal tours from Steve Mills, a third-generation owner. Enjoy live demonstrations, exhibitions, and learn how the canal supports both heritage and the local environment.

Mills Dockyard, Trent Lock, NG10 2FY



Sandiacre Lock Cottages

Sunday 21st September, 10:30am–3:30pm

Explore Sandiacre Lock Cottages and step into the life of a canal lock keeper. A family-friendly experience offering a unique glimpse into the Erewash Canal's past and its living landscape today. Explore this historic lock keeper's home and set off on an interactive quiz trail to uncover the canal's locks, wildlife, and rich heritage.

Sandiacre Lock Cottages, NG10 5LA..



A CROMFORD CANAL JIGSAW

Ken Brockway offers his suggestions

A bold and attractive picture which offers variety to the puzzle. For those who like to start with the border I suggest a change of approach, put those straight sided pieces to one side and forget them for the time being.

It's usual to sort colours and the boat would appear a good choice but take a look, it's almost half the puzzle area so it's necessary to be far more selective. Small sections of lettering might help or perhaps the diamonds along the gunnel. I might even suggest the buildings, normally left for later, and yes the guards van in its distinctive faded red.

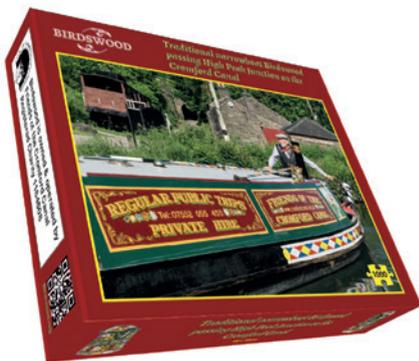
The diamonds, as anticipated, proved quite easy to sort and link so what next? While Linda starts on the buildings I have a go at the boat panels, but the colours are too limited and lettering so large that it's not as easy as it looks. So I sort the pale boat roof and successfully create a strip across the puzzle. We soon manage to link diamonds, roof and buildings not forgetting Hugh [the steerer] who

is keeping an eye on the bridge or perhaps our progress.

The roof leads into the side panels from the top and the master who put a scrape in the green paintwork above the gunnel has done us a service. The black and water is next sorted and again marks on the hull help slot pieces into place. The lettering remains a challenge and not just because I can't spell.

The good mix of shapes helps, puzzles that only have the standard jigsaw shape are more difficult. Linda loves the edges and I can't keep them from her any longer. The bottom and sides easily link into the penultimate pieces already in place. If she gets the top right it will help with the trees. More detailed sorting shades of green, with added black or grass in sharp focus all need segregating to aid piece selection.

Progress slows but then as the picture emerges and remaining pieces diminish it's a race to see who puts in the last piece. **T**



The jigsaw of Birdswood passing High Peak junction and the new one of Leewood Pump House are both available from the FCC Shop on Cromford Wharf or online.

SHOP FOR CHRISTMAS

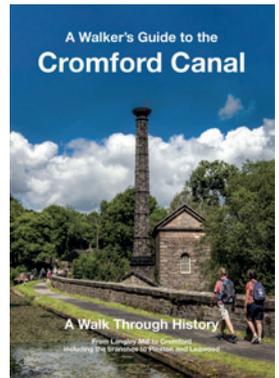
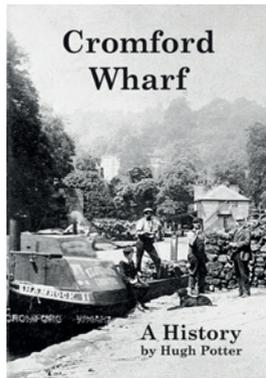
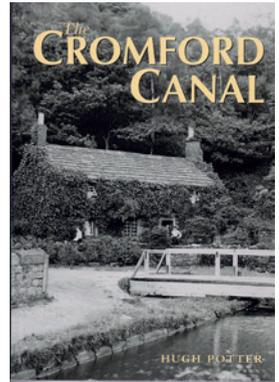
It's time to start thinking about Christmas gifts and cards! The Friends of Cromford Canal can help. We have a wide variety of unique gifts including:

- Two 1,000 piece jigsaws for those dark winter evenings
- A selection of hand painted items to brighten up the home
- Tea towels for the man who has everything except a dishwasher
- A variety of local history titles relating to the canal
- Pottery mugs to remind tea drinking friends you support FCC
- Plus our publications and a mix of pre-loved donated items

All are available from our Weighbridge Shop on Cromford Wharf which is open weekends and mid-week from 10am to around 3pm, subject to volunteer availability, until mid-October (see our Facebook page for latest opening hours). Some items are available to order from our online shop (scan the QR code), and a selection of others will be on offer at all our social meetings at Ironville Church Hall (see page 34).



FCC Shop



SPOONING ON THE CUT

By Hugh Potter

In a couple photographs of the Cromford Canal, a strange vessel is depicted at work. This is a 'spoon' dredger, used to clear the canal of accumulated silt – and those of us who steer *Birdswood* on the canal today know only too well how quickly silt builds up!

This technique of dredging goes back centuries to a time well before our modern mechanical/hydraulic buckets, draglines and backhoes. The set-up comprised a huge 'spoon', 10–12ft long, which was simply dug into the silt to remove it spoonful by spoonful and deposit it in the boat for later removal. The weight of the silt-filled spoon would be too great to handle without assistance, so a simple crane was rigged up to assist in lowering and raising the spoon as can be seen in Hugh McKnight's carefully posed photograph on the Birmingham Canals.

Despite the many modern developments in dredging, this ancient technique was still in use on the Birmingham Canal Navigations until the 1950s, particularly in hard-to-reach corners of the many basins and arms that were still used by boats in that area.

If you would like to see an example of this now rare craft, a replica is on display at the Black Country Living Museum. It would be great to 'borrow' it for the Cromford Canal, but the issue today is not the actual removal



A demonstration of how a spoon dredger worked.

Photo: Hugh McKnight



Probably the same boat as seen in the demonstration above, located elsewhere on the Birmingham canals in 1971.

of the silt from the channel but the disposal of the silt after removal. Environment Agency regulations prevent its disposal on adjacent land which is not in the same ownership as that from which it comes, and Derbyshire County Council sadly do not have any suitable land along the canal. I'm sure they did not bother with such details when the spoon dredgers were in use! ►



The best image of a spoon dredger on the Cromford Canal is this one of the warehouse at Golden Valley with the crew posing on the boat. Note the winch on the front deck to slowly pull the boat forwards.



This photograph demonstrates a spoon dredger in action and is said to have been taken near Pinxton.

LANDMARK, CANALS AND CROMFORD

By Ken Brockway



10 North Street, Cromford, is available for holiday let.

John Smith, a 'proletarian name', but one that made its mark. The John Smith in question was a friend of Tom and Sonia Rolt. He was 'maddened' by the demolition of Thomas Telford's Junction House at Hurleston on the Shropshire Union Canal in 1959. He persuaded the National Trust in 1961 to lease and then purchase the southern section of the Stratford Canal, having been appointed onto the Trust's Historic Buildings Committee. At his appointment interview Lord Esher had used the description 'proletarian name' presumably unaware that the family business was Coutts Bank, a business Smith joined when perhaps his chosen career would have been architecture.

With his knowledge of finance, Smith set up the Manifold Trust to support his other interests including the Landmark Trust, whose aim was the preservation of small buildings or structures of historic interest, architectural merit or amenity value. This would be further supported by letting the buildings for holiday use. Initially that income was a bonus because Landmark received £3m a year from the Manifold Trust. Smith conceded that

Landmark 'did not have to think about money at all' which enabled it to take on projects beyond the financial reach of others.

The Trust has two canal side cottages. These are good examples of Smith's core purpose in founding the Landmark Trust in 1965. At Lawsonford on the southern Stratford the Trust has one of the unique barrel roof cottages, unspoilt by later extensions. On the Worcester Birmingham it has a lengthman's cottage near the bottom of the Tardebigge flight. While the cottage is small, the project was large with long negotiations over access. Purchased in 1991 the cottage

had electricity of sorts, but no mains water or plumbing. A water main was brought along the track and a septic tank put in the field below. It took three years to achieve this, along with vehicle access across two fields.

With a traineeship in the theatre and an instinctive feel for timeless, unpretentious English interiors, Sonia Rolt became directly involved in the Trust, selecting and sourcing furniture and pictures. All properties have an appropriately stacked bookshelf, and at Lock Cottage the selection was made by Sonia.

The Landmark links don't end with canals. In 1771 Richard Arkwright built his first mill in Cromford plus thirty houses on North Street for his workers. Landmark Trust now owns the freehold of numbers 4, 5, 6, 8, 10 and 11. They were acquired by the Ancient Monuments Society in 1964 from Matlock Urban District Council which had planned to demolish them. Landmark Trust took over ownership in 1974, and No 10 is now let for holiday use.

The information in this article came from www.landmarktrust.org.uk and Landmark: A History of Britain in 50 Buildings by Anna Keay. ■

BIRDWOOD AT ANDERTON

Our trip boat in her working days

In a book entitled *The Anderton Boat Lift* by David Carden, several photographs of our trip boat *Birdswood* are published at a time she was still in active carrying service. On a visit to Anderton Lift on 8th September 1959, Norman Jones photographed an Admiral class motor boat with butty *Birdswood* approaching Anderton Lift from the south on the Trent & Mersey Canal and descending to the River Weaver on their journey to Ellesmere Port.

At that time the boats were in British Waterways blue & yellow colours. *Birdswood*, built as an open boat named *Ross* in 1938 for the LMS railway, was converted for long distance use by the addition of a cabin in 1955 and renamed *Birdswood*. Her full history is told in a leaflet available for purchase on board of in our Weighbridge Shop on Cromford Wharf. **T**



An Admiral class motor boat and Birdswood approach Anderton Lift on the Trent & Mersey Canal.



Birdswood and her Admiral class motor boat enter Anderton Lift with the extensive ICI Winnington chemical works across the River Weaver below.

TIMELINE PART ONE

Mike Kelley looks at events around the Cromford Canal and High Peak Junction

The following tabulated timelines have been drawn (with several additions) from a hand written display currently laid out inside the world's oldest railway workshop at High Peak Junction. People often request our volunteers for information about this place, so here it is. For us today it is amazing to see just how quickly things were done in those days. It is intended to make this into a tourist handout for next season. 'Part Two' will be in the next edition of this magazine.

1771	Richard Arkwright opened Cromford Mill, the world's first successful water powered cotton spinning mill.
1776	North Street Cromford was specifically built to house Arkwright's mill workers. Peter Nightingale, of Lea, leased Rock House to Richard Arkwright. Arkwright completed his second mill at Cromford (7 floors).
1778	The Greyhound Hotel (originally known as 'The Black Dog') was built by Arkwright in Cromford Market Place. As well as accommodation it was also used to carry out his business transactions.
1780	Philip Gell, of Hopton Hall, began construction of the Via Gellia road to improve access between the family's lead mines and smelter in Cromford. 50,000 trees were planted along the sloping terrain.
1782	Arkwright purchased the Willersley Estate from Thomas Hallet Hodges for £8,864.
1785	The sluice at Cromford, known as 'The Bear Pit', was constructed to regulate the supply of water to the mills.
1786	Richard Arkwright is knighted and the following year was appointed 'High Sheriff of Derbyshire'.
1788	The first committee of the Cromford Canal Company was formed with Sir Richard Arkwright as a shareholder and committee member.
1789	A bill was passed in Parliament for the construction of the Cromford Canal. William Jessop, supported by 25-year-old Benjamin Outram, were appointed as engineers. Arkwright frequently fell out with the canal company, complaining about the 'mess' they were making and banned Outram from going on his land, even though the canal passed through it!
1792	Sir Richard Arkwright died on 3rd August, aged 59, before his new home of Willersley Castle was completed.
1793	The first part of the canal from Langley Mill to Pinxton was opened.
1794	Cromford Canal opened throughout its whole 14.5 mile length from Cromford to Langley Mill.

1797	Saint Mary's church at Cromford completed. It was originally planned as the Arkwright family chapel. Nathaniel Wheatcroft began his first passenger service from Cromford Wharf to Nottingham twice weekly, a 38-mile journey, costing 4 shillings (20p) first class, 2 shillings (10p) second class. A journey would take one long, full day.
1800	Peak Forest Canal opened. There were hoped-for plans to connect to the Cromford Canal, which did not transpire.
1802	Leawood Branch of the canal opened and Aqueduct Cottage built to house Peter Nightingale's staff responsible for the lock at the entrance to this private arm. Aqueduct Cottage was lived in until the 1970s, without water supply or mains electricity.
1804	Strutt's North Mill opened in Belper, after fire destroyed the original mill. The new mill was built using fireproof iron framework rather than timber. This became the blueprint for future mill construction and high-rise buildings.
1821	Florence Nightingale's parents, William and Frances, and her sister, Parthenope, moved into Lea Hurst. Both sisters were born in Italy, hence their names. Her mother found it too cold and small (it only had 15 bedrooms!) and was too far from London. So Lea Hurst became the family's summer residence and Embley Park in Hampshire was purchased to become the main family home.
1824-5	Proposal to join the Cromford Canal to Peak Forest Canal. Initially another canal was considered, but rejected, and so a railway was approved. The Cromford & High Peak Railway (CHPR) was incorporated.
1826	Work on the Cromford Goods Yard Complex (now known as High Peak Junction) was begun. Josias Jessop (1781-1826), William Jessop's son, was appointed as the consulting engineer. The estimated cost of building the undertaking was £164,000 – a major underestimate.
1829	The winding beam engine, built by Butterley Iron Works, was installed at Middleton Top.



Aqueduct Cottage was built around 1802 for the lock keeper at the junction with the Leawood Branch. Originally built as single dwelling, it was later extended to its present size, as seen here at Easter 1957. It has recently been fully restored as an Information/Exhibition Centre.

1831	Opening of the complete line of the Cromford & High Peak Railway (C&HPR), operated by horse drawn wagons.
1841	The first steam locomotive, named <i>Peak</i> , built by Robert Stephenson, son of George, used on the CHPR. George Stephenson died at Tapton House on 12th August 1848 and was buried at Holy Trinity Church, Chesterfield.
1849	Due to reduction in water supply at Cromford, the impressive Leawood Pump was built, adjacent to Jessop's magnificent aqueduct across the River Derwent, to pump water from the river up into the canal. It can lift 4 tons of water in one stroke. This is still in excellent working condition and, thanks to volunteers, opens to the public for regular steaming from Easter to October each year.
1853	CHPR joins the main line at High Peak Junction. John Smedley (Jnr) established Smedley's hydrotherapy complex in Matlock, which became world renowned. During the Second World War it became the School for Military Intelligence. In 1955 it was purchased by Derbyshire County Council and is now used as its headquarters.
1857	Luke and Betty Kenny were painted by James Ward R.A. at the request of the Hurt family of Alderwasley Hall. Luke and Betty were charcoal burners and lived in a hollowed out ancient yew tree, with their 8 children, in Shining Cliff Woods near Ambergate. They used one of the branches of this tree as a cradle for their baby, which gave rise to the nursery rhyme Rock-a-bye-baby. The remains of the tree can still be seen today.
1884	Alison Uttley was born at Castle Top Farm above Cromford. She wrote over 100 books, including the 'Little Grey Rabbit' series and <i>A Traveller in Time</i> . She was only the second woman to graduate from Manchester University (physics), but still believed in fairies.



The area known today as High Peak Junction showing a loco being coupled to recently descended wagons and a tender being filled from the far water tank in 1928, almost 100 years after the line first opened in 1831. The historic workshops are on the right.

1888	Two runaway wagons, loaded with limestone and gunpowder (for the quarries) came rapidly down the Sheep Pasture incline, derailed, cleared the canal and mainline railway before exploding in fields opposite to High Peak Junction. A catch pit was later made to catch any future runaway wagons.
1897	Matlock Bath illuminations were first held to celebrate Queen Victoria's Diamond Jubilee.
1900	Butterley Tunnel closed (for the second time) having collapsed due to coal mining subsidence, cutting off the Cromford side of the canal permanently.
1918-1919	D.H. Lawrence and his wife Frieda rented a cottage at Middleton-by-Wirksworth (near Middleton Top). <i>The Wintery Peacock</i> , a short story, is set around the village of Ible three miles away. Frieda was a distant cousin of Germany's 'Red Baron' flying ace.
1923-1928	Much of Cromford village sold to pay death duties when Frederick Arkwright died unexpectedly in 1923. Willersley Castle was sold to a group of Methodist businessmen, which opened it as a Christian hotel and holiday centre in 1928.
1940	Willersley Castle used as a maternity hospital by the Salvation Army for people from the East End of London until 1946.
1943	In March and April the Derwent Dam was used by pilots of the '617 Squadron' to practice low level flights needed for the 'Dam Busters' raid on Germany. Barnes Wallis, inventor of the 'Bouncing Bomb', was born 8 miles away from Cromford in Ripley on 26th September 1887.
1944	The whole of the Cromford Canal was officially abandoned by an Act of Parliament.
1959	Crich Tramway Village was formed, using Cliff Quarry, originally owned by George Stephenson. In its day this quarry's limestone was taken by rail down a steep incline to the furnaces at Ambergate to produce burnt lime for agricultural purposes.
1967	After losing trade and revenue the CHPR finally closed. During its last working days enthusiasts were taken in open wagons along the failing railway.



The terminus of the canal, opened in 1794, is seen here in 1963 when what is now the car park was used as a lorry storage yard. Note that the church is clearly seen – today it is completely obscured by trees.

EVENTS AND MEETINGS

What's On this Autumn

FCC Meetings at Ironville

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. (Book on FCC website or at door.) Full details are on the FCC website – see QR code.

15th September

The Nottingham Canal – Mick Golds

20th October

The Robin Hood 500 Guidebook – Neil Hallam

17th November

The Sheffield Blitz – Joshua Daniels

19th January 2026

Alfreton Ironworks, the First 20 Years – Philip Fearnley of Somercotes
Local History Society and Alfreton Heritage Centre

16th February 2026

Megan & Tinkers Leen, the 50th Anniversary – the Nottingham Canal Project

16th March 2026

The Dardanelles Campaign 1915 – Anthony Laven



FCC Web Site
Events Page

Leawood Pumphouse 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 a donation of £3 is requested, to help cover the current cost of coal, which is something like £500 per day. The nearest car park is on Lea Road (DE4 5AA). It also a pleasant walk from Cromford Wharf.

Saturday 13th September *Static*
Sunday 14th September *In Steam*

Saturday 4th October *In Steam*
Sunday 5th October *In Steam*
Wednesday 29th October *Static*

ECPDA NOW ECA

Our friends and neighbours, the Erewash Canal Preservation & Development Association has a new working name: the Erewash Canal Association.

Following the sudden and sad death of Norman Cornwell, the ECA has a new Chairman, Doug Swain. Doug is an experienced boater and boat owner with links

to a number of canal and waterway groups. He began with the ECPDA as the association's archivist, before becoming a Trustee and subsequently its website manager.

The ECA headquarters are at 130 Derby Road, Langley Mill, Nottingham NG16 4AA but the Association now has a dedicated single telephone number, 0115 873 0700. **T**



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.

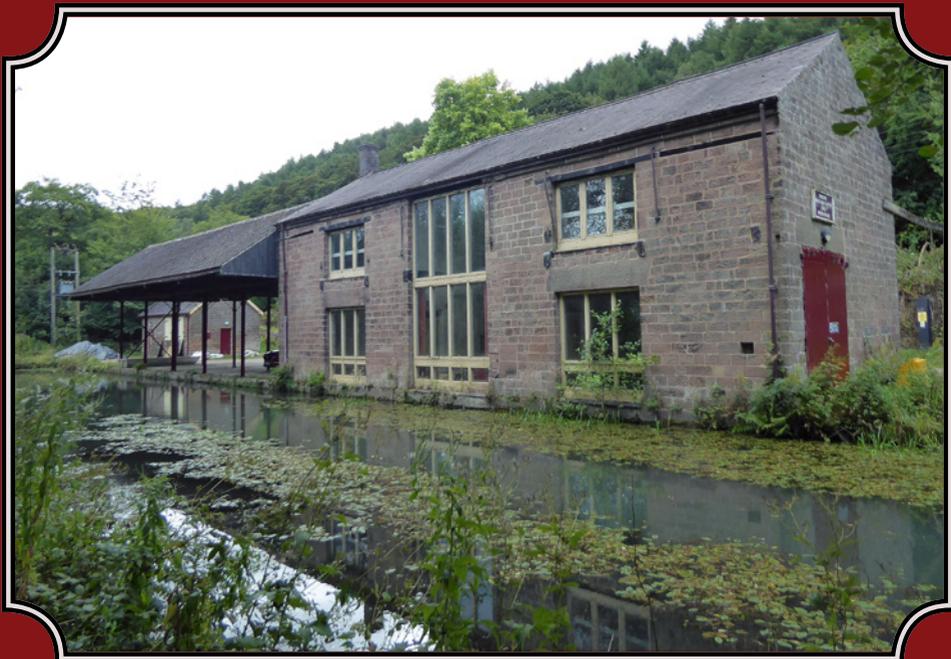
HAVE YOU MADE YOUR WILL ?

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



www.cromfordcanal.org