

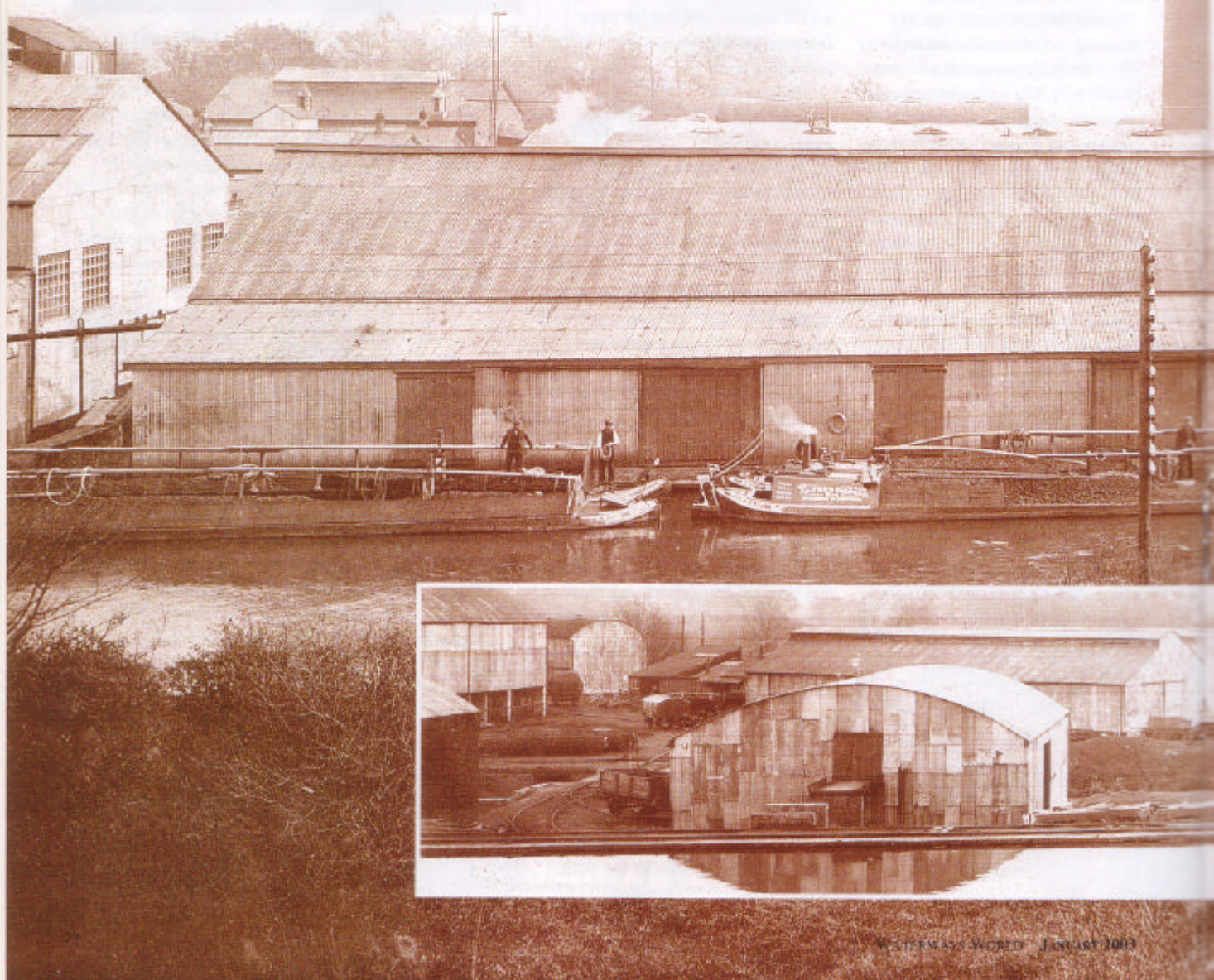
# CROXLEY

ALAN FAULKNER studies two photographs of boats at

Having read the article 'Boilers by Boat' in the August 2002 *WW*, Derek and Dot Carvin from Wellington, New Zealand, thought that we might be interested in some photographs that had belonged to their father. How right they were! The photographs had been pinned on the wall of their father's model railway room and he had actually had a canal and barge scene on the railway layout, probably using these photographs to help in its design.

Grand Union expert Alan Faulkner thinks the photographs were probably taken in the 1910s. The narrowboats (below)

were obviously carrying coal and were waiting to be unloaded by the conveyer. On the cabin side can be made out the name 'Alfred Simpson'. He was an owner boatman, a Number One, and the name of his boat lying on the outside of the two in the centre appears to be *Primrose* which was registered at Towcester in about 1898. The boat on the inside could well be the *Envy Not*. He had two boats of this name – the first was registered at Daventry in 1885 and the second in Coventry in 1912 and sold in 1925.



# CARGOES

Dickinson's Croxley Mills near Watford by the Grand Union Canal

Alan Faulkner describes the other picture (inset), showing the wide boats *Crawford* and *Nansen*, as 'intriguing'. He has searched through his abstracts of the Grand Junction Canal gauging registers for these two craft without success. However he has found a *Nansen* which was built at Berkhamsted by Costins and registered in May 1898 by Tough & Henderson at Blackfriars with a forecabin. The forecabin was taken off in 1912 and she does not appear to have such in this picture. T&H had a series of barges built at Berkhamsted up to 1904 and were regular carriers on the southern Grand Junction.

It appears that *Crawford* might be carrying straw at the front or possibly esparto grass and Alan wonders if these are the original esparto sheds at Croxley. In March 1887 the company authorised the construction of iron sheds for Esparto and it was not until 1928 that the new Esparto plant was set up to deal with 400 tons per week.

It was these later sheds whose awnings readers may remember overhanging the canal in more recent years.

If any readers have any further information they could offer on either of the two photographs then please let us know at the *WW* office. ■

