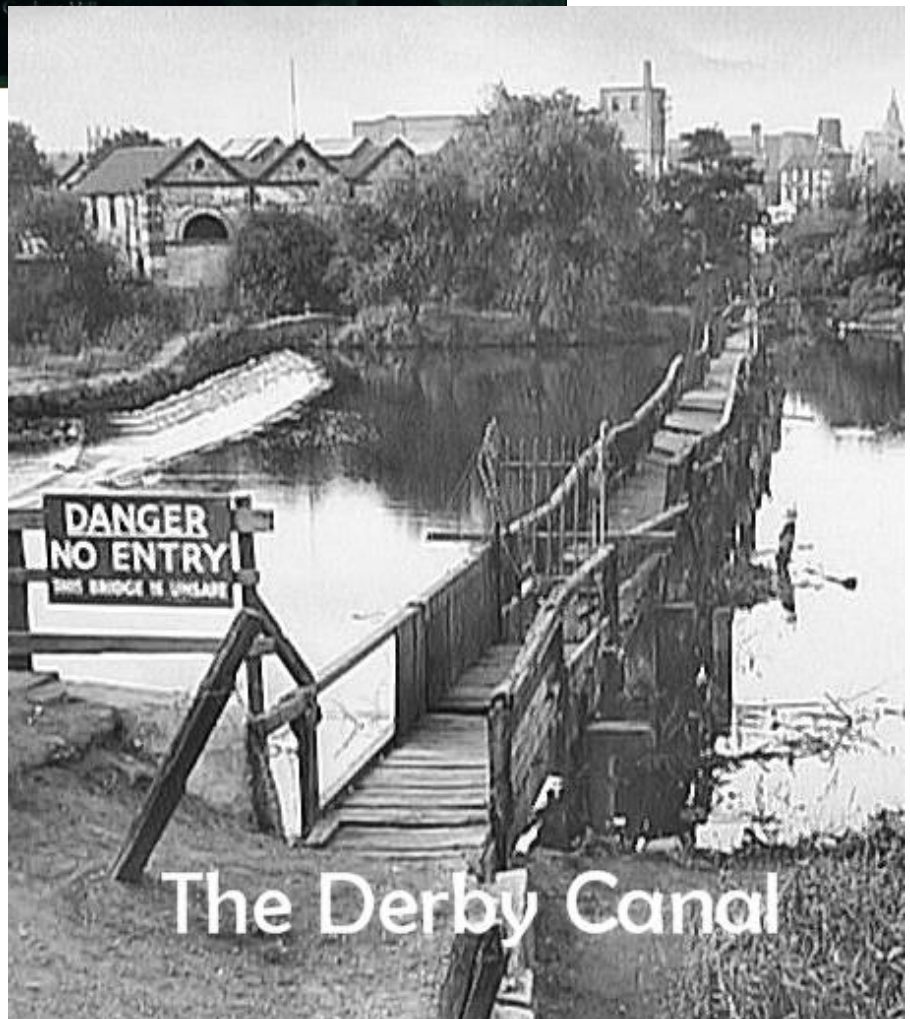


The Packet



The Derby Canal

Issue 72
Autumn 2012



The Derby Canal

COMMITTEE MEMBERS – Autumn 2012 Issue 72.

Chairman: Chris Madge, 62, Broadway, Duffield, Derbyshire, DE56 4BU. **Email:** chris@gowercroft.com **(home)** 01332 840502.

Vice Chairman: Paul Birtles, 54, Springfield Avenue, Sandiacre, Derbyshire NG10 5LZ. **(home)** 0115 9730207

Membership & Monthly Draw Chris ReesFitzPatrick.

Treasurer: Chris ReesFitzPatrick, 6 The Croft, Melbourne, Derby DE73 8GS

Working Parties: Vacant

Editor, The Packet & Website:

Doug Flack, 46, Fife Street, Alvaston, Derby DE24 8TN.

Email:smallpipes@btinternet.com
(home) 01332 576037.

Minutes Secretary: David Hayes: 31 Church Hill, Spondon, DE21 7LJ
(home) 01332 662963

NON COMMITTEE MEMBERS.

Publicity/Press Liaison: Philip Thompson, 113, Station Road, Draycott, Derby DE72 3QB. **(Office Hours)** 0115 9495213 **(home)** 01332 872381.
Email: phil.thompson.net@boltblue.com

WEB-SITE ADDRESS: www.derbycanal.org.uk

DERBY AND SANDIACRE TRUST:

Please contact Chris Madge or Doug Flack at the above addresses.

Front Cover.

Front Cover:-

The covers of our publications 'The Derby Canal' and our 2013 calendar.

The book details the history of the Derby Canal from its inception in the late 18th century until closure in the 1960s, with an up to date resume of the Trust and Society's activities and progress.

The Calendar is full of archive pictures of the canal and will bring back memories of yesteryear.

EDITOR'S CORNER.

Advertising.

If you wish to advertise or, most importantly, know anyone that does, contact the Editor. Don't forget, there are 3 issues per year.

We are indebted to Interhire Power Tool service Ltd, (0115 9306382) of Park Road, Ilkeston, Derbys. DE7 5DA for the free use of tools and plant on our Working Parties.

Acknowledgements.

Views expressed by individuals in The Packet are not necessarily those of the Society or Trust.

This edition was printed by Eight Days a Week Print Solutions.

Book – The Derby Canal by Mike Smith.

In 1978 Mike Smith wrote a book entitled "The Derby Canal" which detailed the history, decline and closure of our canal and which is a valuable source of information. He gave us permission to re-issue the book and I have spent some time updating it and having it printed.

It is available from Paul Birtles at our meetings, along with a 2013 Calendar showing the canal or by post for £5.50 black & white, £7.50 colour and £7.20 for the calendar – all including post & packaging from Paul Birtles - address.

They were produced with a grant very kindly given to us by The Foyle Foundation.

Please do remember to send all material for the next issue to Doug Flack no later than the middle of January, 2013.

Our grateful thanks go to Paul Turner for cutting the grass this year as Dick and Brian were not able to for personal reasons.

I don't know what it is about the Society but we had a third marriage as a result of people meeting each other over the last 16 years. Dave Russell and Rachel Read were married a short time ago and are now living happily on their boat at Shardlow.

From the Chair.

Welcome to the second edition of the Packet for 2012. The Trust and Society have been very busy since the last edition, so apologies for those who have waited a little longer than normal for this edition.

Restoration Progress.

The Masterplan has now been adopted by Derbyshire County Council as part of their infrastructure plan. This means that all developments by the County will take our canal route into account and IF money becomes available we would be recognised as a potential recipient. The Masterplan will also be a persuasive document as we move into restoration of sections and seek funding.

We still recognise that our first section in water will be the wake-up call that will make other sections easier. With this in mind we have focussed our attention in the Development Group on finding the first section. The Development Group comprises Trust directors, Society Committee members together with Mike Wood of ADDC Architects and David Hollingsworth of BWB Consultants all of whom work as unpaid volunteers.

We have singled out four main areas for promotion on the grounds they are the most likely first candidates:

- Pride Park and the Derby Arm. Mike has been very active in promoting our interests around the Arm. We have now had positive talks with St Modwen, who are the developers appointed by Network Rail are looking to develop their land – the triangle bounded by the Wyvern, Pride Park Stadium and the railway line. Further conversations with Derby City Council also suggest our interests will be supported as the Council recognises the value it will bring to the city – as long as we cover the issues raised by Highways and the Environment Agency. Progress in this area is largely with the developers and the economic climate. In the meantime we have applied for funding to cover studies to support the commercial viability of the plan. Whilst we were unsuccessful we are looking to apply again shortly.
- The development between Swarkestone and Shelton Lock. The planned Technology Park being developed on Rolls Royce land in Sinfen is moving forward slowly. The need for the park to gain access over the canal route in Chellaston means that we are in discussion

with the city Council to come to a mutually beneficial compromise that moves us substantially closer to a stretch of canal. After initial discussions progress slowed, but we are now moving strongly forward to the hoped for mutual benefits.

- The Spondon area still represents a strong option for an early success. We have a remarkably strong and well organised local community association fully behind and promoting the canal restoration. We are looking to local developers to work with us when the economy improves and we are looking at tying this to a bid to Lottery funding to restore a section including Borrowash Top Lock. To this end we are working on cleaning up the Spondon winding hole to promote the canal features locally.
- Sandiacre (the stretch from the Erewash to Springfield Avenue) also presents an option for early restoration. The land is owned by the County Council and we have located a water source, which would provide the potential for a stretch accessible by boats, albeit with restricted turning. This section includes two locks to be repaired and requires the relocation of several Severn Trent pipes and a bridge repair on Lock Lane by the County. Despite this we are optimistic we could get it moving if we can raise the funding. We are delighted that Jeff Howe has joined the Development Group and is taking the lead on this section. Anyone who knows Jeff will realise success is surely just a matter of time!!

Working Parties.

We normally have a quiet time on the working parties group during the summer, but this year we have spent it getting our equipment organised and planning for the next big event. We keep our equipment in secure storage on a farm in Breaston owned by Marcus Sail, but it was in sore need of a good sort out. We have a small JCB type digger that is being serviced and we have finally disposed of the old caravan used for shows until 5 years ago. As it has latterly been occupied solely by mice we were pleased to find a new home locally.

During September we have started the clear up of the winding hole at Spondon by the Moon pub in Station Road. It's a two year project – we

clear half of it this year, then take a break and allow wildlife to recover before restarting next September. After a successful first session when we cleared the growth at each end of the winding hole the Council were able to take down the bulk of the crack willows by the towpath and in the centre. We've made good progress clearing the trees away and should have completed the clearance up the back wall by mid October. With the Trust looking to promote the Spondon section we feel that work such as this will be very visible and hence promote our bigger projects and the fundraising required. We've already attracted several new volunteers locally.

We plan to get back to the Draycott hedge laying in the new year. In the meantime we will be updating our chainsaw training for three of our working group.

I'd like to use this space to thank Paul Shepherd and his regular team of Scott Birkhead, Ian Bowley, Mike Bardill and Keith Taylor and not to forget Irene Shepherd for the impact they've made and for their ongoing commitment for the year to come. Paul is now aiming to take more of a back seat and so we will be looking for a new leader at the AGM in October. This is more about organising the teams than the work itself. As always we are also looking for new and younger enthusiasts to help out especially to support the trained volunteers. As we get older the pace slows a little and the ailments increase and we need an injection of energy from new younger members.

Please let me know if you are available on any of the following dates to help. No particular skills are required and tools are provided but gloves, a hard hat and substantial footwear are advisable. Please contact me on 07827 946444 for details before turning up.

WORKING PARTY DATES FOR 2012 ARE:

October Sat 13th & Sun 28th.
November Sat. 10th & Sun 25th.
December Sat 2nd & Sun 16th.

Meet at The Moon Park, Station Road, Spondon 9:30am, work until 2:30pm or whatever you can spare.



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Events.

As planned we attended the Spondon Community Spring Fair on Sat 5th May (thanks David and Derek), the Breaston Gala on 7th May (thanks Paul B and family) and undertook a reasonably profitable, although poorly supported Lock Wheel at Swarkestone on 2nd June.

However nothing could compare with The County Show on Sun 24th June – midsummer's day! We spent the day in boots to combat the weather, but achieved a reasonable sympathy vote and restocked ourselves with lamps – our biggest fundraiser.

Fortunately the Mercia Marina Open weekend on 7/8th July was drier – just about. However a benefit of a large marquee in the rain is the opportunity for a captive audience – a point seized upon to great profit by Paul B. We had lots of interest from the public and Anne and I spent a very pleasant evening unwinding by inspecting Paul and Jacquie's boat and watching the firework display.

This is always a very friendly event and one I personally look forward to.

We brought the curtain down on the show/event season with a return to Spondon Carnival. As we were able to tie it into the Winding Hole clear up we gained quite a bit of interest and a couple of volunteers.

Monthly Draw.

Thank you again for your continued support of our monthly draw. Recent winners were

August Andy Cash, Ian Slater, John Badger

September Neil Hallsworth, Mary Root, Andrew Cupit

We have reorganised our approach to membership so that the records and paperwork are combined with the Treasurer's role. This makes it much easier to tie in with renewals, etc. However we are lacking someone to make our new members welcome and keep in touch with them, so we will be looking for someone to fill the role at the forthcoming AGM.

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Meetings.

We are now settled into our new monthly venue at the Wilmot Arms in Derby Road, Borrowash.

We have been made most welcome and I'm pleased to say members seem to be enjoying the bar food and cellar. We have had a number of most interesting and well supported meetings on varied themes with reasonably broad appeal, so thank you to Eileen and Anne for their sterling efforts.

We also have the basis for into next year almost finalised as follows:

- | | |
|---------------------------|--|
| October 23 rd | AGM covering committee elections, a formal Trust update and a chance to look at our own canal with Doug Flack. |
| November 27 th | History of the Chellaston Plaster Pits by Fred Hinds. |
| January 22 nd | Bits and Bobs by Bob Neill. |
| February 26 th | The Lichfield and Hatherton Canal by Bob Williams. |
| March 26 th | Birds of Prey by Ken McLoughlin. |
| April 23 rd | Days of Steam by Philip Lee. |
| May 28 th | Seaside, Skegness and Hand Knitted Bathing Costumes by Bill Allen. |

Our AGM notice is on pages and we encourage all members to attend. There will be room for all and we are assured it will be easier than last year.

Thanks again for your continuing support

Chris Madge.

Derby & Sandiacre Canal Society. Minutes of the Annual General Meeting held on 25 October, 2011 at the Moon Hotel, Spondon.

Present: 32 members.

Welcome: Chris Madge welcomed members to the meeting.

Apologies: Marylyn Clark, Anne Bailey, Keith Taylor (for late arrival).

Acceptance of minutes of previous AGM: An amendment was agreed stating that the proceeds of the sale of a batch of archive boxes should be paid to the Society and not the Trust.

Matters arising: none.

Chairman's report: Chris Madge gave a comprehensive report of the year's activities. The report covered:

- The enthusiasm demonstrated by the committee
- The working party's activities and the training programmes in hedge laying and chain saw operation
- A very successful series of Society meetings with a varied and interesting set of speakers
- Attendance at events, mainly canal based and outdoors, which have maintained the Society's image and raised money through sales. A significant new feature at these events is the new wheel based narrow boat that Paul Birtles has built using the old trailer as a base.
- An overhaul and audit of the membership database plus the development of the way new members are welcomed on joining.
- The gaining of outline planning permission from all three councils through whose districts the canal route passes.
- Thanks to the committee members for their support during the year.

Treasurer's report: Chris ReesFitzPatrick who had taken on the role of treasurer in December 2011 presented his report, the main features of which were: balances brought forward: £5,418, income: £2,101, expenditure: £7,194, balance: £324.

Questions: Does money from Sustrans for mowing go to the Trust?

Answer: yes.

The report and accounts were accepted by the meeting.



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Working Parties: Paul Shepherd thanked members who had helped on the Working Parties over the last year. Activities included: mowing at Draycott, hedge laying from the Spondon boundary to Station Road, Borrowash and on to the bottom lock. Six members had gone on a hedge laying course and one on a chain saw course, each funded with grant aid money supplemented by Society funds.

The working party programme is on the web site and in the Packet. If groups want to work in the week, they can arrange that with Paul.

Fund Raising Events: Paul Birtles reported on a very active year with attendances at fairs and shows in Breaston, Spondon, Mercia Marina, Elvas-ton, Swarkstone and Burton. A batch of coloured glass lanterns turned out to be very successful sales item.

Society Meetings: Anne Madge gave a report on the plans for the Society's meetings for the coming year. Anne told members about the article in Derbyshire Life which had provided good publicity for the Trust and Society.

Committee elections: the following members were elected to the committee:

Chair: Chris Madge.

Vice Chair: Paul Birtles.

Treasurer: Chris ReesFitzPatrick.

Secretary: David Hayes.

Membership Secretary: Catherine Felber.

Committee members:

Society meetings and publicity organisers: Anne Madge and Eileen Holland.

Working Party: Paul Shepherd.

Packet editor and website controller: Doug Flack.

The Kate Birtles Award: the award was presented to Paul Birtles for his work on building the new narrowboat trailer. This is destined to become an eye catching feature at the fund raising events.

Any Other Business: none.

Following the meeting David Hollingsworth gave a talk about the work involved in obtaining planning permissions from the three councils and the challenges that lay ahead in converting the permissions into reality.

**Derby & Sandiacre Canal Society. Annual General Meeting
8.00pm Tuesday 23 October 2012. The Wilmot Arms, Borrowash.**

Agenda.

1. Welcome by Chairman.
2. Apologies for absence.
3. Acceptance of the Minutes of 2011 AGM.
4. Matters arising from the minutes.
5. Chairman's review of the year.
6. Treasurer's report.
 - 6.1 Questions on report.
 - 6.2 Acceptance of the report and accounts.
7. Working Party report.
8. Outdoor Events report.
9. Programme of Society meetings for 2013.
10. Election of Officers and Committee Members.
 - a) Chairman.
 - b) Vice-chairman.
 - c) Treasurer.
 - d) General Secretary. }
 - e) Minutes Secretary. } either of these may be combined with the post of :-
 - f) Membership Secretary } General Secretary.
 - g) Committee members (at least three but no more than fourteen).

Committee members take on roles such as: working party organiser, Packet editor, web site manager; external events organiser, society meetings organiser, publicity officer and other tasks as and when identified.

9. The Kate Birtles Award.
10. Any Other Business.
11. From the Archives – An Illustrated talk by Doug Flack.

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The following is an article sent to me By Mike Handford.

RESTORATION, RETROSPECTIVE AND PROSPECTIVE.

We are a new canal age. The last 50 years have seen an astonishing change in both public and political perceptions of inland waterways. Restoration is no longer some lunatic ideal but one accepted as obvious and desirable by the man or woman in the street. If you need any proof of this go to the centre of Birmingham or Leeds where the developments of pubs, nightclubs and restaurants **face** the canal not back on to it. Properties facing the canal fetch a premium of around 20% compared with identical properties that do not.

Money has not really been a problem. The costs of restoration escalate with health & safety requirements and the greater difficulty of later canal schemes. At the same time we have had Manpower Services, Heritage Lottery, Regional Development Agencies, European money and others. The ease of accessing money has waxed and waned. Nevertheless I remain to hear of any well-managed, well-respected, well-planned scheme held up for lack of money. Of course schemes need to fight for money and progress here can be maddeningly slow, but it is progress even so.

So what has been achieved?

First generation restorations like the K & A have been completed. Here the entire track remained in the same ownership and each obstacle was manageable with engineering solutions. Even the formidable Caen Hill flight is only one lock to restore 29 times. Given that, and given money from Heritage Lottery, the restoration was simple and straightforward when compared with later schemes.

Second generation of restorations was more difficult. Schemes like the Forth & Clyde, Union, Rochdale and Huddersfield Narrow had the benefit of essentially single ownership (apart from the Falkirk flight of locks) and the disadvantage of major obstacles. In the case of the Rochdale this involved moving a supermarket, repositioning a motorway and nearly 2 miles of concrete backfill. The Huddersfield had Standedge Tunnel and bates factory. Nevertheless, given access to funding and engineering expertise, solutions were found and restorations completed. The Montgomery is also in this category and restoration proceeds – slowly but the important fact is that it **does** proceed.



Demolition of Risley Lane bridge, Breaston.



Proposed replacement.

The third generation of schemes is with us now. Restorations like the Cotswolds have part of the track intact and part of it lost. Part is held in one ownership (The Company of Proprietors of the Stroudwater Navigation) and part (mostly the Thames & Severn eastern side) is in multiple ownership. So the problems to be resolved include repurchasing and rebuilding lost sections of the canal. Here again £25m sourced from Heritage Lottery, Regional Development Agency and others is now restoring the canals from Stonehouse to Brimscombe. The next objective will be to restore the Stroudwater from Saul to Stonehouse, thereby linking the canals to the national network.

The fourth generation is also with us. Examples include the Wey & Arun and the Herefordshire and Gloucester Canals. Here there are problems of both tracks which are not intact and multiple ownership. This is not entirely true for the Ledbury to Hereford length of the Hereford & Gloucester but the essential problems of reassembling land ownership remain. Despite these substantial issues restoration in both cases proceeds with impressive expertise and achievement. Big money has not arrived yet though the Wey & Arun Trust in particular is skilled in raising eye-watering sums of money from volunteers and other sources. (*I presume we are in this group*) Ed.

What could happen as these schemes approach completion? I suspect the fifth generation of restorations will follow. This could include restoration and completion (for some were not completed) of the Kington, Leominster & Stourport; the Chard; the Dorset & Somerset; the Bude and other canals. Here there are formidable obstacles – virtually no intact track, multiple ownership. Yet even here each obstacle could be solvable with expertise and money. The Bude has a restoration Trust and an active member's society. The others, including the Salisbury & Southampton and the Itchen Navigation, do not.

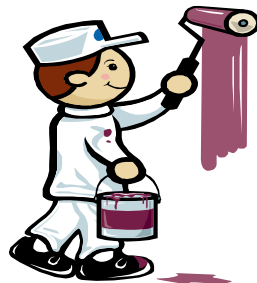
Is there a sixth generation to come? I suspect there is. These are most likely to be new canals linking existing destination waterways that are connected with the national system at only one end. So we may see new canals linking Oakham and Stamford, the Grantham and Sleaford, the Cambridge to Lee & Stortford, the Broads and the eastern waterways, Gloucester & Berkeley Canal to Bristol, Cromford to Chesterfield and (via the Peak Forest Tramroad) to Whaley Bridge in the Peak Forest, Ashby to the Trent & Mersey and/or the Charnwood Forest, Kielder water to Ripon, Newtown on the Montgomery to the Kington Leominster and Stourport, Hereford & Gloucester at Hereford to Brecon on the Brecon & Abergavenny and others.

Is this impractical? Go back I ask you and remember the totally impractical, enormously difficult and expensive, pointless proposals to restore the K & A in the 1950s. We have made the future in the form we wanted. The fact that there are first and second generations of schemes completed and third and fourth generations taking place speaks for itself. If you do not believe this is possible you need to explain why we can put a men on the moon but not restore fifth and build the sixth generation.

Mike Handford.

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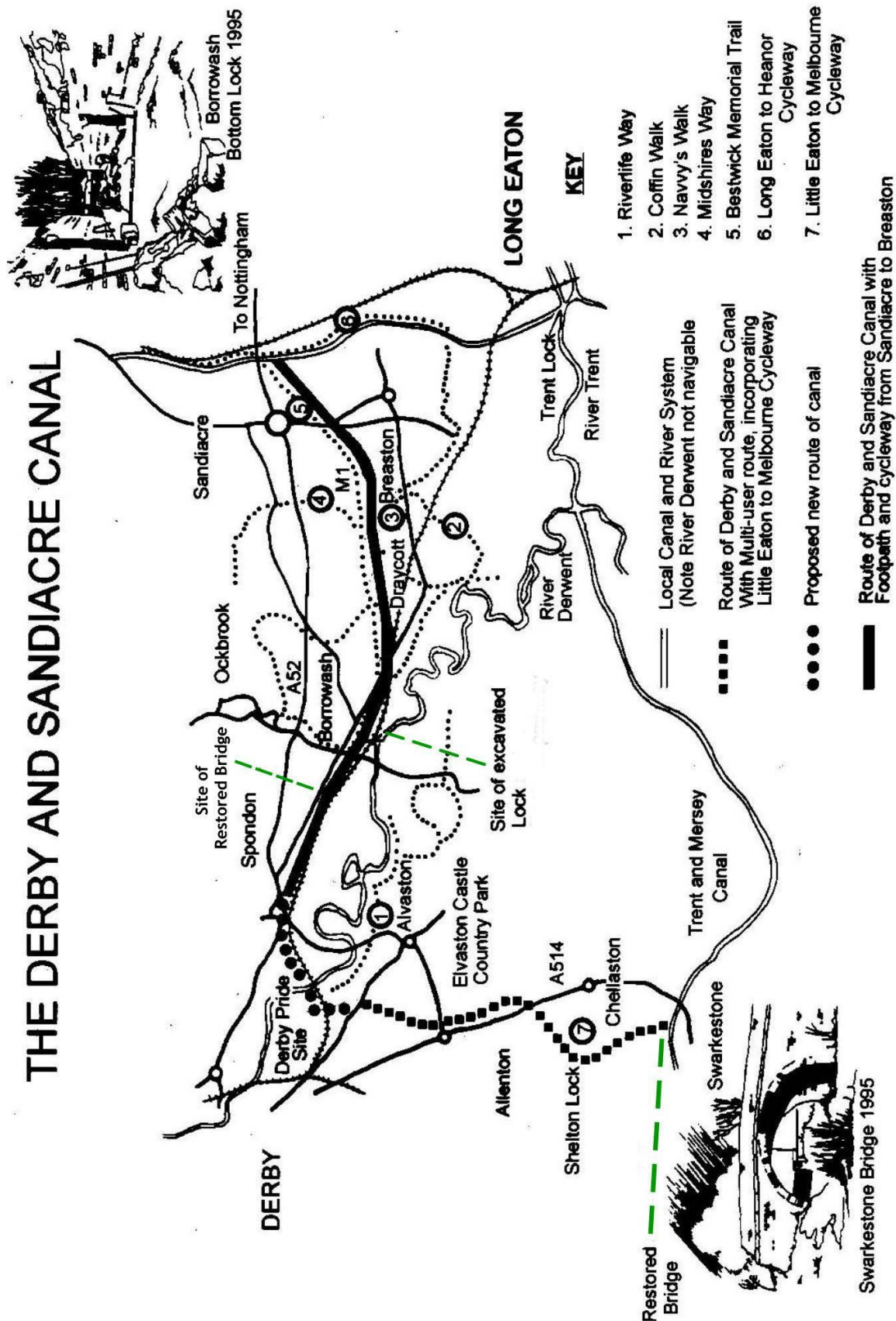
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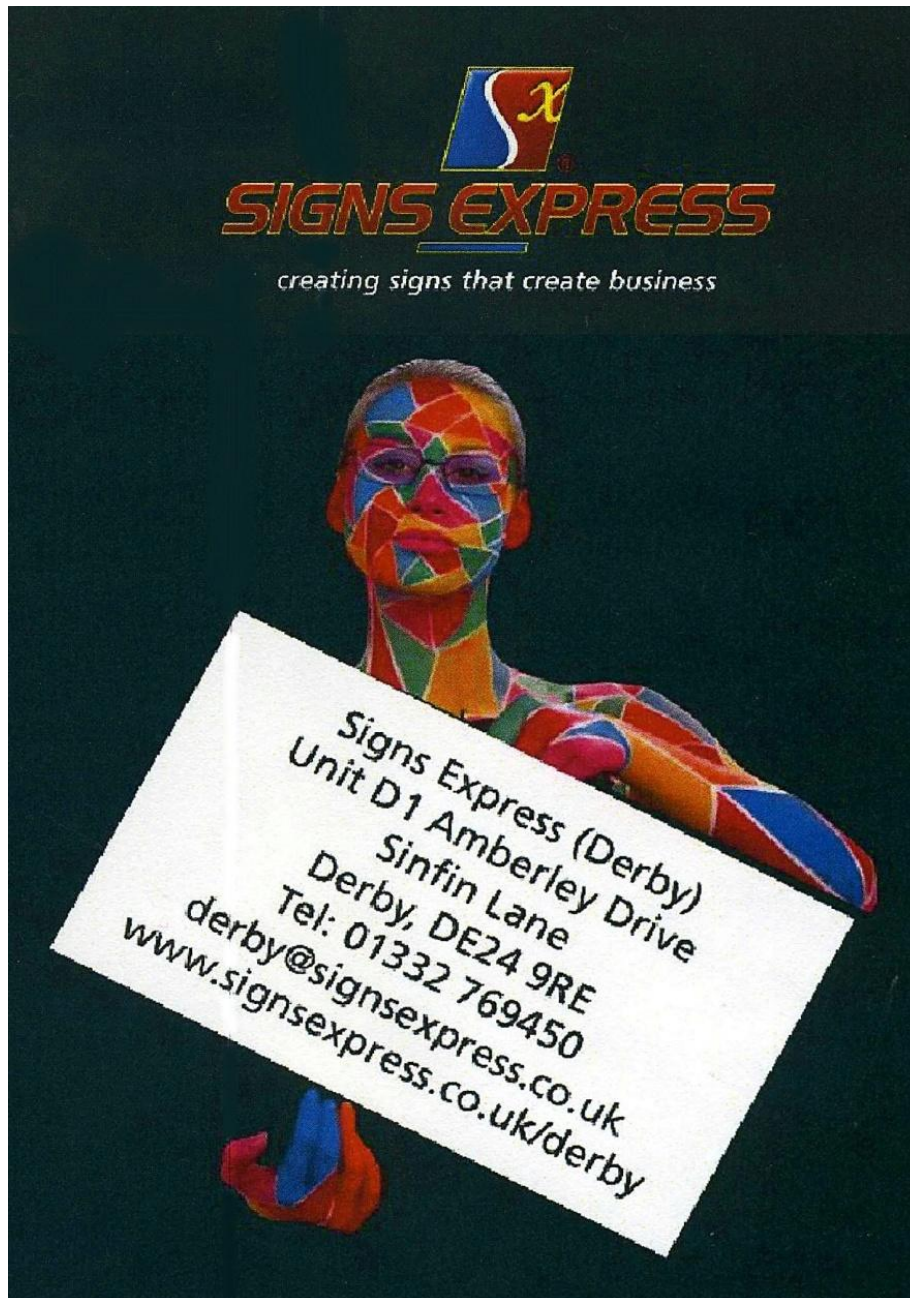
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