

The Packet



Issue 74
Winter, 2013/4.



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

Front Cover: Excavating Borrowash Bottom Lock, 1995.
(it cost all of £250 !)

Centre Spread: A series of pictures taken of road works resulting from a water main burst on Old Nottingham Road, where the Little Eaton line went under. *See pages 12 & 13.*

Derby City Council – Local Development Plan Framework

In this plan there is welcome support for “protecting” the canal restoration, However, this falls short of actively promoting the restoration. The Plan is out for public consultation and I think it would be useful to get as many comments as possible from members to address this. Closing date for responses is 20th December so please make your comments known to the council e.g. that they should actively support us, either in writing, via the link on our the website or via

<http://www.derby.gov.uk/environment-and-planning/planning/local-development-framework/#Draft-Core-Strategy>

EDITOR’S CORNER.

Please do remember to send all material for the next issue to Doug Flack no later than the middle of March, 2014.

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.

Photographs.

If you have or know anyone who has a picture of the canal, please let me know so that we can scan them for our archives.

Monthly Meetings.

I’m not usually able to attend most monthly meetings but I managed to attend the AGM a few weeks ago when after the usual reports, elections etc., we were entertained by John Wain who, in 1961 tried his best to save the canal from closure. He and his friends did their utmost but to no avail.

One thing that he told us was that in the Act of Parliament there is a right of navigation as usual but...there was no right to navigate. In other words the company had the power to decide who could and who couldn’t navigate the canal.

It would seem that their actions in stopping Atlas & Vela in 1946 and felling a tree across the entrance lock at Sandiacre could have been legal.

John also related a tale of their very public protest in Derby. They had fixed up a dinghy on with a hardboard sail with all sorts of pictures, logos etc., put on a trailer and towed it round the city centre – remember you could drive anywhere in those days – behind a Land-Rover, causing chaos and widespread disruption. After three circuits and whilst heading up St. Peter's Street, they were approached by a big, burly Sergeant who told them in no uncertain terms that they had had their fun and to scarper quick! One of them had the presence of mind to say that they had to return to Findern and so were pointing the wrong way and that they couldn't turn round as the street was too narrow – the copper gave in and said ok one more circuit, and so achieved another complete circuit!

The dinghy features in the photos of the protest – as does John – and also the wonderful pictures sailing on the cut at Borrowash top lock.



He then went on to tell us the reason for the opening out of Cuttle Brook where it crosses the line of the canal at Chellaston.

Rolls Royce had built a new foundry at Sinfin which needed lots and lots of cooling water – no problem – but where was it to go after use? RR pumped

it into Cuttle Brook but that had the effect of flooding part of Sinfin Moor as the culvert under the canal could not cope with the additional water.

The canal company gave RR permission to open out the embankment to the north of the culvert, which solved the problem.....

..... however, the Ramblers Association became aware of this and pointed out to the company that they had blocked a public right of way i.e. the tow-path. A short time afterwards, a footbridge appeared, literally overnight and, to this day, nobody has admitted erecting it!

Cuttle Brook Cul-
vert



The opened-out section with mysterious footbridge.



John also related the tale of Cuttle Brook bridge; bridge 46 (just about where the A50 now crosses the line), was redundant and the TA were tasked with it's demolition, as an exercise for them. The bridge was duly prepared and everybody retired to the safety of bridge 47 at the junction.

There was quite a bang followed by clouds of dust as you would expect – but it had no apparent effect on the bridge, which had just risen vertically and settled back into it's original position, albeit not very safely!

Eventually the regular army were called in and they demolished the bridge in no time.



Bridge 46, Swarkestone before demolition. This bridge was next to Cuttle Wharf which was the loading point for alabaster.

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 an invaluable 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 @ £7.00 or £7.50 including post & packaging from Paul’s address.

They were produced with grants very kindly given to us by The Foyle Foundation and the Derbyshire Community Foundation.

Words from the Chair.

Our AGM.

I’m just recovering from an exciting AGM. I know that seems like an oxymoron, but it’s only when you present more formal reports that you realise how busy we’ve been over the last year.

I am pleased to report that at the AGM we welcomed Eddy Case to the Committee. Eddy has already been a stalwart of the working parties group and has lots of good ideas that keep the older hands on the mettle. I’m sorry that David Hayes won’t be attending our committee meetings as Secretary, but delighted that he is to focus his administrative skills in the Development Group and particularly around our HLF bid application. With this exception I’m pleased that the other Committee members have all agreed to continue for another year. It will be easier to support the restoration in the active years ahead with experienced and committed heads.

At the AGM we presented The Kate Birtles Award, which recognises the person who has contributed most to the restoration effort during the past year. We were delighted to recognise Mike Wood, our heritage architect, who has invested many, many hours of time planning schemes at Chellaston and Pride Park. Mike also attends the Development Group and by the time you read these words we expect he will have successfully negotiated funding and future commitment from Derby City Council to the work on the canal route and particularly at Chellaston and Pride Park. Whilst Pride Park is not very active at the moment, awaiting commercial opportunity to resurface, Mike has been preparing the ground with some publicity material. An old friend, Duncan Hewitt, has come back to help and has produced an animation of the Arm in its new format lifting boats from the aqueduct level down to the Derwent and visitor centre. We were able to

present the first run at the AGM. It'll be good to take it to talks and events - a picture will save me at least a thousand words of description. This will be presented with better information on marketing provided by Derby University with data from the Falkirk Wheel to present the commercial case for investment.

The high spot of the AGM was however listening to John Wain, a key figure in the fight to keep the canal open in the sixties, and to understand better the people involved, the politics behind the activity and the successes achieved. I'm delighted to say that John is still a member and we wish him every success with his aim to publish his experiences. We also hope to add some of his archive material to supplement our own. Thanks John for entertaining us. (see Editor's comments pages 2 to 4).

Thank you all for your feedback on the last Packet. It seems that you enjoyed the upmarket, colour format, so we are continuing in the same vein. Thanks to all those who have sent material, it makes it much more varied and hopefully more interesting. We continue to welcome contributions featuring news, adverts, advice or articles on your experiences.

Other Restoration Developments.

In the last Packet I wrote "The development at Chellaston continues to be the most likely first win and confidential discussions continue strongly around private sector funding that will deliver a stretch of canal tied to commercial and housing developments".

We had hoped to go public by now, but delayed dates mean we now expect to sign an agreement in early November.

Watch this space.

In September I presented our case to a formal South Derbyshire District Council meeting and received polite applause and encouragement in the form of suggestions to help the restoration.

A recent Trust meeting agreed to commission a water study so that we can better understand the likely water flows of any water abstracted from the Derwent to feed the canal at Spondon. Whilst Celanese are happy in principle to provide us with some of their existing water abstraction rights we need to be able to put a strongly argued case to the Environment Agency to secure at least a partial transfer. Water is a precious asset and I'm sure the EA will be very careful over any decision.



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The HLF bid has progressed well. We have now discussed options for funding with them and concluded our best chance of success rests with the end stretch at Sandiacre. We are drafting the application ready for a review in November, a workshop in January and submission in February. As we are aiming for more than £1m we are taking on all offers of guidance. A major part of the process is to produce an activity plan that will engage the community. A strength in our bid is the existing scale of community involvement – attending fairs and shows, a large membership, promotion at talks and the interpretation panels and of course our working party activity. HLF needs to know that any money invested will be useful and make a difference in the long term. Jeff Howe is leading the Sandiacre section restoration and with the recurrence of his cancer special efforts are being made to ensure all his good work comes to a successful conclusion as soon as possible.

During the last few months we have had more contact with the Canal & River Trust and I am pleased to tell you that, unlike BW, they formally recognise that restoration is a part of their remit and the draft Strategy document of the East Midlands Region includes an objective to support the restoration of the Derby and Sandiacre Canal! We are now hoping for their expertise to be made available to us in future.

Working Parties.

Despite the summer break we have continued with progress on our projects.

We struggled for a time with water levels at Spondon, but have now made more progress. As the wet weather progressed the area started to look quite untidy. We were invaded with Himalayan Balsam and everything grew quickly. Since then we have taken advantage of the water levels subsiding. We brought a JCB in to take out the many tree roots and also removed the Balsam and cut the weeds. Scott has supervised the uncovering of the wall by The Moon pub so we can now see the extent of the original hole.

There's more to do, but again we are dodging the water levels. Next we need to make the banks safe – The Moon was rebuilt at a much higher level so there is quite a gradient from the car park to the wall - level the soil and create a grassed bottom, then restore the walls and bank areas. We are also talking to the publican about opening up a route directly to the pub, which should make it more accessible. The walls look like a heavy and specialist job so we have applied to the IWA Recovery Group for some help. A decision is expected later in November, so fingers crossed.

The Sickle mowing machine has been in action at Draycott as we restart our work there. We are back to hedge laying and trimming to deal with the summer growth. Thanks are due to Paul Turner for taking over the mowing of the towpath side and he is now looking to see if he can use the bigger mowers to keep the far side under control as well. Once we have the hedges organised we are going to look at clearing the ditch a little so that the water voles are encouraged.

At Borrowash we have erected the safety fence again after some vandalism. A more liberal use of thorns and concrete may, we hope, make the fence more secure. We've also continued to tidy up some cracked willow in the canal bed with help from Nigel Dagley's local volunteers, but no news from Network Rail about trimming the towpath trees overhanging their line at Borrowash.

The Autumn's first working party showed increased numbers with an attendance of 10 people, several were even under the age of 50! In order to encourage new helpers we've set dates on a regular basis on alternate Sundays from 9.30am as follows:

10 th Nov,	24 th Nov,	8 th Dec,	12 th Jan,	26 th Jan,
9 th Feb,	23 rd Feb,	9 th Mar,	23 rd Mar,	6 th Apr.

We'll meet at the canal crossing at Hopwell Road, Draycott until further notice. Anyone with any gardening experience would be most welcome. Every hour of volunteer time spent also counts as matched funding for the grant applications so we benefit twice over.

Events.

We've attended a few events, which have been well supported at the County Show, Mercia Marina and a "save our pub" rally at the Navigation, Breaston and enlisted a good number of new members, sold some merchandise and talked to lots of people extolling the virtues of the canal restoration.

Communications.

Doug has organised a reprint of "The Derby Canal" after the last edition was sold out and has commissioned a new calendar for 2014 with more old photos of the canal. These are available from anyone on the committee priced £7 and £5 respectively. Please support us by buying one – special deals are available for bulk purchase for Christmas presents! We've also enhanced the website again with Doug and Chris Rees FitzPatrick continuing to update it. Any news that you want to publicise please let them know.

Northern Canals Association.

And finally we have been asked by the Northern Canals Association to host one of their 6-monthly meetings. This means that we will entertain about 25 different canal restoration groups working on projects in the north of England and have a chance to show them what we are doing. We are planning to focus on Chellaston, but this involves catering for them during the day. It is now planned for Sunday 27th April, so again anyone who is handy with a teapot and/or sandwiches then please let us know. One thing's for sure there's always plenty to get involved in if you have a spare hour or so and the inclination.

I hope to see you all in November, but if not have a merry Christmas!

Membership Fees.

The membership fees that are paid to the Trust have been unchanged for a number of years. It was agreed at the recent Society AGM to increase some categories of membership for new members and those that renew manually by cash or cheque. For those existing members that pay their subscription by standing order, and are paying less than the new rates detailed below, we would simply ask them to consider asking their bank to increase the amount of the standing order. Those existing members paying less than the amounts below by standing order are welcome to continue to do so if they don't feel able to increase their level of support.

The rationale for the increase is that as we move towards actual restoration work we will have to find a match funding contribution for any grant application we make. Through increased membership subscriptions we can provide a greater contribution to match funding, this will also assist in negotiating contributions from other sources as we will never be able to raise all the match funding we need from members.

The new subscription rates, which are effective from 1st November 2013, are:-

- Individual membership: £15
- Family membership: £20
- Concession membership: £8

Monthly Meeting Entrance Fees.

An increased entrance fee will be charged to non-members of £3 to partly cover increasing costs of speakers and to set a differential to members who will continue to be asked to pay £2.

These pictures were taken by Paul Severn of a water main burst on the bridge where the Little Eaton Line turned under Nottingham Road, appearing to show the original structure of the bridge.

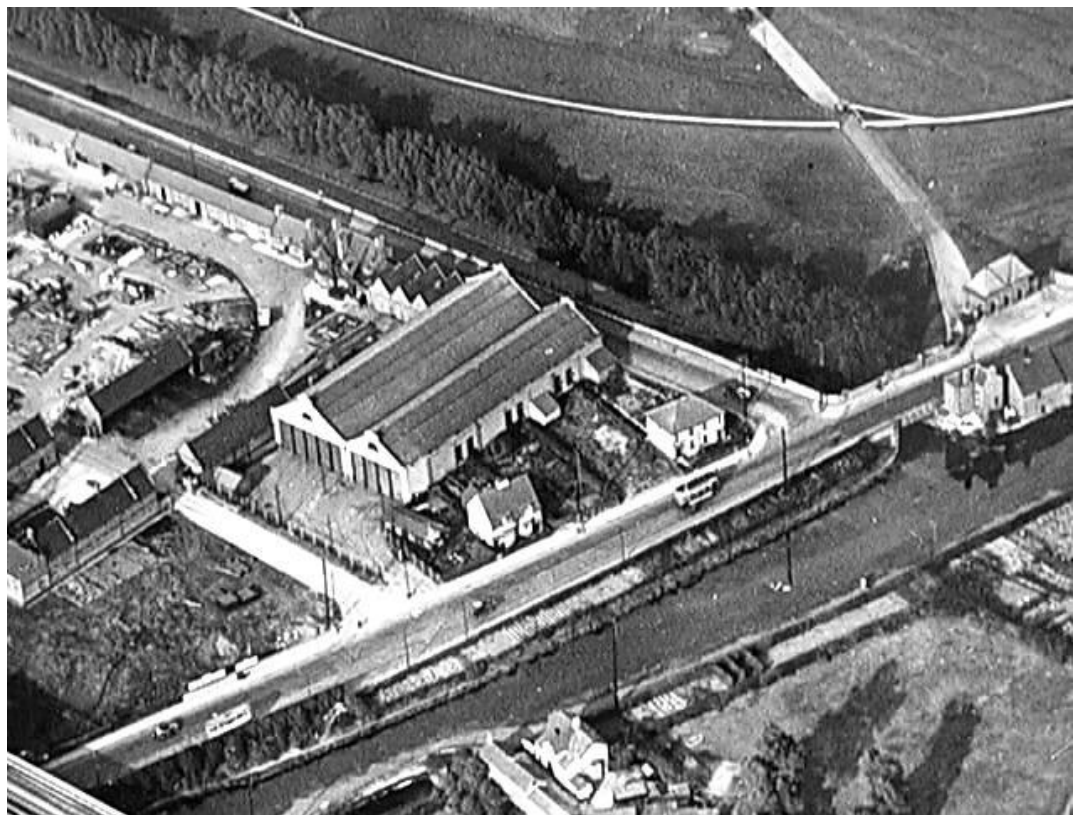


Note the tram rails – it is said that the only things holding up London Road bridge at Litchurch Lane are the rails!





You can see the remains of the bridge top right & left – the girders form the kerb. In the background is Pentagon Vauxhall.



The bridge is shown centre right.



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Meetings.

Anne and Eileen have organised a full programme for 2014 with a focus on canals and trains following input from regular attendees. As always everyone is welcome on the fourth Tuesdays at the Wilmot Arms, 49 Derby Road, Borrowash from 8pm. Next meetings are:

Nov 26th Rod Pearson (of Manchester Ship Canal fame) on Problem Solving on Canals
Jan 28th Richard Booth on the Ashover Light Railway
Feb 25th Barrie Lings Life in the Slow Lane – Canal Mania
Mar 25th Nigel Crowe with an update from the Canal & River Trust
April 22nd John Ward on the History of the Derwent Valley

Reflections.

I am sitting here on a cold dark wet afternoon in October, thinking about our recent outing to the event in Breaston, which was run by the village to support the Navigation pub. I really can't believe that it was only a couple of weeks ago, on a beautiful sunny autumn day!

We set up our stall on the canal line by the pub and enjoyed an afternoon of fun and interest. I think the entire village must have turned out, their local pub is obviously at the heart of their community and they feel strongly about keeping it open.

There were a variety of attractions there, as well as us, including a Women's Institute cake stall - full of tempting treats! - local grown potatoes for sale, craft and plant stalls, real ale and a barbecue.

Eileen and I were kept quite busy on the stall, and the display boards attracted plenty of interest, people always love to look at the old photos and many remember the canal from their younger days. Between all of us, we managed to sign up several new members as well, so it was time well spent, and, as always, the publicity is the most important thing.

That will be the last outdoor event of a busy summer, it has been fun and rewarding to be involved, and we're always happy to have additional volunteers - see you next year perhaps!

Anne Madge.

Development Committee - Heritage Lottery Fund Application. (HLF)

Work is progressing on a two stage application to the HLF for a grant to restore the Sandiacre section of the canal. The section will run from Lock Lane Bridge, where the Derby meets the Erewash canal, to just beyond Cockayne's Bridge. It will involve restoring the Top Lock, Bottom Lock and Lock Lane Bridge as well as excavating the canal channel.

To be successful HLF will require us to engage with people in the local community and develop their interest and involvement in the heritage of the canal. Any members who know of any organisations or people in the Sandiacre area who may like to contribute to the understanding of the canal's heritage are invited to contact our Treasurer, Chris ReesFitzPatrick, who is dealing with this aspect of the project.

The first stage of the application is due to be submitted in early February; it will cover the work necessary to prepare for placing a contract to carry out the restoration. We will learn if we have been successful or not by June; if we are, we will then go on to write the second stage application.

HLF will not fund all the work, we will have to raise substantial amounts of money to pay our share of the total bill.

Water Extraction.

Discussions are going on with Celanese, at Spondon, and the Environment Agency (EA) to enable us to use part of Celanese's rights to extract water from the River Derwent. Originally the canal was filled from the river above Longbridge Weir in the centre of Derby, the highest point of the canal. That is no longer possible, so our objective is to fill up from the river at Spondon.

EA have some concerns about the volume and depth of water in the river in dry periods. To enable the negotiations to proceed on a sound footing the Trust has commissioned a Water Cycle Strategy study to be carried out by BWB Consulting.

The T12 Road at Chellaston.

A new road, known as T12, is going to be built in Chellaston, heading north-west from the A50 junction, to a new Technology Centre south of the Rolls-Royce Wilmore Road site. It will cross the route of the canal near Cuttle Brook. Ultimately it will be necessary for the road to pass over the canal via a bridge. To assist the funding arrangements for the road, the Trust has been asked by Derby City Council to agree to the road being built initially without a bridge over the canal. A legal agreement has been

drawn up committing the council to build the bridge as soon as the Trust has the funding to restore the canal from the Trent & Mersey Canal to north of the T12 road. By the time you read this Packet the agreement should have been signed and a compensatory sum paid to the Trust.

David Hayes, Secretary, Joint Development Committee

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Fundraising.

We now have a number of new fund raising initiatives that are available to raise further funds to help drive forward our ambition of restoring the Derby and Sandiacre Canal.



Through Recycle 4 Charity we are able to recycle inkjet cartridges, mobile phones and laser or toner cartridges, and a payment will be made to the Trust. Any of these can be brought along to a Society meeting and handed to a Committee member. Alternatively inkjet cartridges and old mobile phones can be sent for recycling in the envelope that is enclosed with this addition of The Packet. Before sending off the envelope; please add your name and address on the back so that Recycle 4 Charity can send more envelopes direct to you for future use. If you don't have anything to recycle please pass on the envelope to a friend or relative that does.

If you have laser or toner cartridges and can't bring them to a society meeting or you would like a collection box for a larger quantity of cartridges or for a business please contact our treasurer Chris ReesFitzPatrick.



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Derby Canal Company Dapol 00 Gauge Private Owner Wagon.

Having seen reviews of Dapol private owner wagons, in the Railway Modeller magazine, that are sold to raise funds for various charities a decision has been taken to commission a limited edition of approximately 100 wagons. The wagon will have a green background with "Derby Canal Company Established 1796" emblazoned in white text.

The wagon is relatively expensive to commission and this means that it will have a sale price of £12; which is in line with those advertised in the Railway Modeller magazine. If you wish to order one (or more) please contact Chris ReesFitzPatrick. Postage and packing costs will be determined once the stock is received and measured and weighed; for those of you that are local to the canal's route delivery can be arranged.

There are plenty of other items for sale such as Polo Shirts, Sweat Shirts, calendars, books etc. available from

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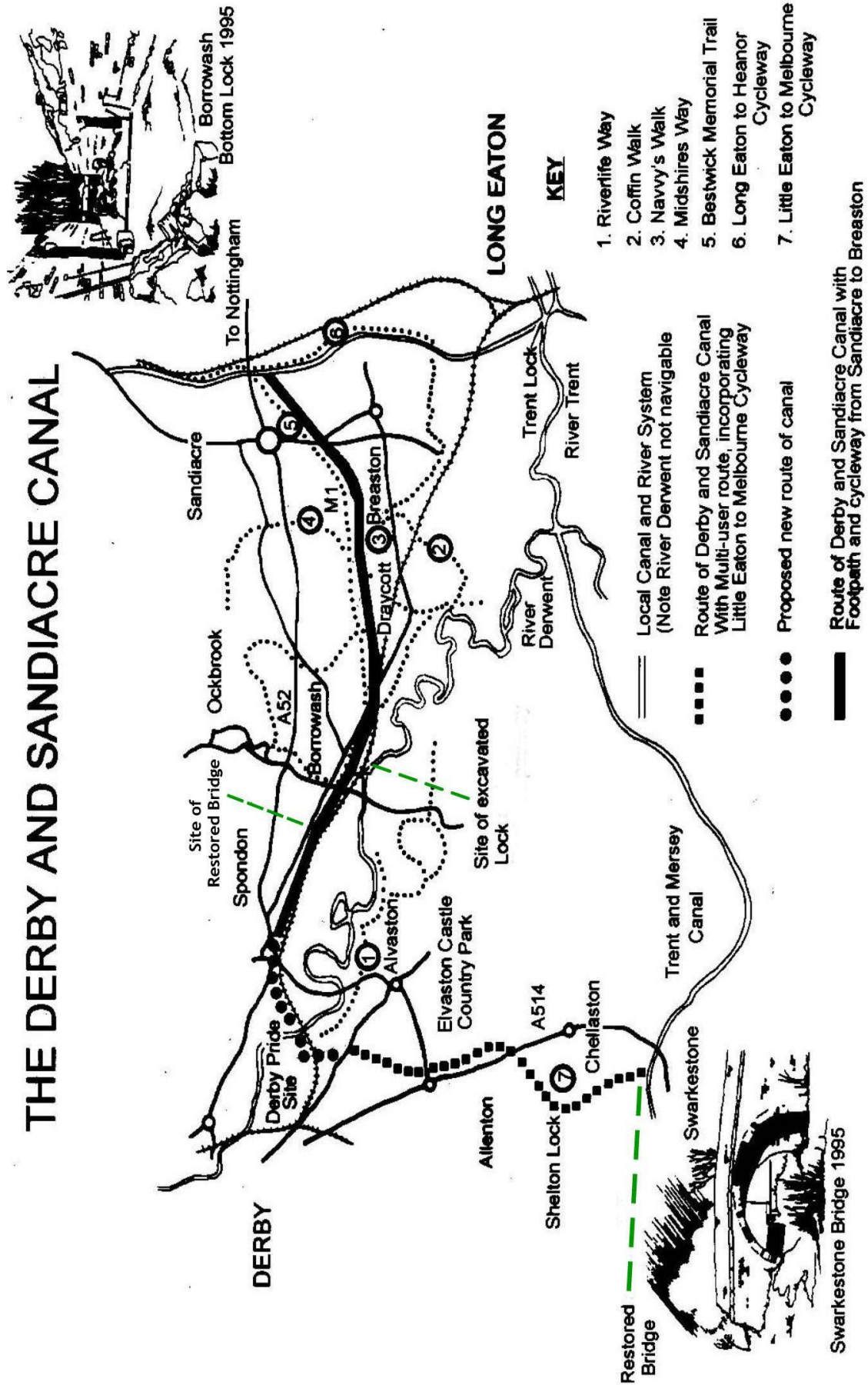


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THE DERBY AND SANDIACRE CANAL



News just in from Private Eye.

Cure for Alzheimer's 'greeted with dismay'

There was widespread alarm at yesterday's announcement by top scientists that they may have found a cure for the degenerative memory loss condition that has afflicted so many public figures in the last few years.

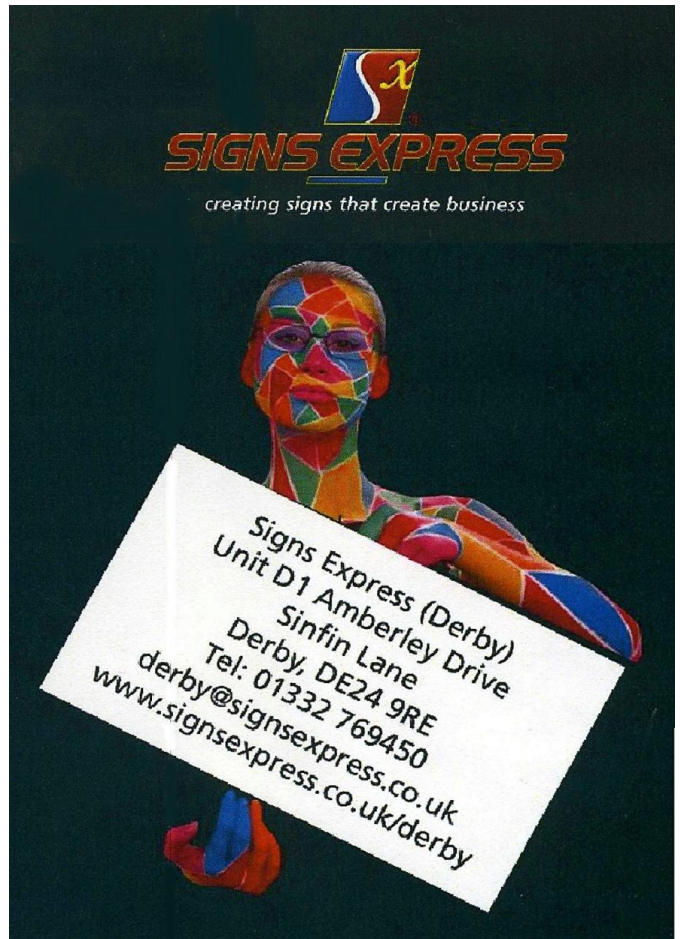
A PR spokesman, Mr. Matthew Fraud, told reporters, "This breakthrough is a real set-back for those top executives who can't remember anything when asked to recall key events in the past"

"If for example, prominent figures in the media are no longer allowed to tell public enquiries that they have no recall of anything important, then what are they meant to do?"

"This is a sad day" he said, "that brings no hope for victims like Rupert Murdoch, Mark Thompson and Tony Blair".

"To be honest," he concluded "I can't remember a worse day for those who (cont. page 93)

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