

# *The Packet*

*Issue 83 Summer 2017*

*Suggested Donation £1*



### Contact the Committee.

The committee meets on the second Monday of each month at the Coach & Horses, Victoria Road, Draycott, Derbyshire, DE72 3PS at 7:30pm. Thanks Mark and staff for provision of facilities.

**Chairman:** Chris Madge, 62, Broadway, Duffield, Derbyshire DE56 4BU. Email: [chair@derbycanal.org.uk](mailto:chair@derbycanal.org.uk)  
Tel: 01332 840502: 07827 946444.

**Vice Chairman:** Eddy Case. Tel: 07523 896645.

**Secretary:** Anne Madge.

**Membership:** Roger Ashmead, 172, Sancroft Road, Spondon, Derby DE21 7LD. Email: [membership@derbycanal.org.uk](mailto:membership@derbycanal.org.uk).

**Treasurer:** Chris Rees Fitzpatrick.  
Email: [treasurer@derbycanal.org.uk](mailto:treasurer@derbycanal.org.uk)

**Working Parties:** Eddy Case. Email: [coordinator@derbycanal.org.uk](mailto:coordinator@derbycanal.org.uk)

**Editor:** Doug Flack. Email: [packet@derbycanal.org.uk](mailto:packet@derbycanal.org.uk).

**Health & Safety:** David Savidge. [savidges@supanet.com](mailto:savidges@supanet.com)

**Social Media:** Gillian Hough. Email: [socialmedia@derbycanal.org.uk](mailto:socialmedia@derbycanal.org.uk)

**Members:** Keith Johnson, Keith Taylor, Eileen Holland, Nigel Barker.

**Front Cover:** Boat Hauling on the Chesterfield.

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### **Words from the Chair.**

I'm putting this update together in early June, sitting at Hazlehurst Locks in the sunshine. Things are looking very positive as they always do after a trip to the Holly Bush. The hectic activity of the Draycott launch is behind us and whilst there's a lot of work to do there is much optimism that we are close to a stretch in water. But more of that later!

Following the appeal for help I reported that we had no takers and so were reorganising the workload. Since the last Packet Emma told us that she would have to take a break from and subsequently to give up the IT role, which included social media and website management. Emma has made a big impact in getting us organised on Facebook and the website for which we are very grateful, but with the end of maternity leave and a return to work something had to give. With the big push on with Draycott we had to do something quickly and I'm pleased to say that we have now added three new and keen volunteers in the Society, which should go a long way towards remedying the shortfall and setting us up for future efforts.

As email recipients will already know Gillian has taken over the Social Media brief. She has taken a handover of passwords, etc. from Emma and is generating a good bit of traffic and interest. One thing that didn't happen earlier was the generation of "news" and the committee have agreed to work to deliver one item a week each to keep it active.

We also have a member, Andy, who has come forward to take on the other IT area – that of updating the website. Again it will be important that the information available is kept up to date and this will be important to us going forward as outlined later.

Last, but not least, Nigel has become a new committee member. Nigel has been involved with our working parties for some time and is now helping us with admin areas. His first task will be to support Membership by making contact with members, checking details and canvassing views. We have over 700 of you, which represents a strong membership and we want to retain your support and find ways to add more members. The response from the Draycott fundraising has proved the commitment of so many of you.

I also indicated that I would be stepping down as Chair of the Society so that I could focus on restoration work with the Trust. We have a strong Society committee and so I'm delighted to tell you that our Vice Chairman, Eddy, has volunteered to stand as Chairman and he has been promised the support of remaining committee members. Whilst the

change in position must be approved by the membership at the AGM, it does allow me to start passing on some of the responsibilities and look for an orderly transition. As you'll see below there's a lot happening in the Trust.

**Entrance to the  
Derby at Sandiacre.**



### **The Packet.**

I am also pleased that Doug will take a lead in editing The Packet. Over the last few editions Eddy has been very involved in managing content, etc. so Doug's involvement will allow Eddy to take a back seat and focus on moving the Society forward.

The move to emailed copies has gone reasonably smoothly and the number of hard copy Packets distributed has been reduced substantially. As we obtain more email addresses we expect that to continue and will look for feedback on The Packet from members at the AGM together with how to manage the residual hard copy requests.

Thank you to those who have checked their standing order rates and made the necessary changes. We still have some members paying at old rates so I would ask again that you check it out and contact us if you need any information. The current annual rates are:

Adults (aged 18 to 65) £15    (Joint £20)

Concession £8                                    (Joint £12).

Please also keep us up to date with your email address, so if you use email but don't yet receive emailed updates from us please send your details (including name, membership No, address and/or postcode) to [membership@derbycanal.org.uk](mailto:membership@derbycanal.org.uk). Please note we WILL NOT bombard

you with emails and we definitely will not pass your email to any other organisation.

## **Restoration Developments.**

### **Development Group.**

I reported in the last Packet that Paul Turner was standing down from Chairing the Development Committee for reasons of “health issues and work pressures at the office and on the farm”. Paul has chided me that his friends have taken this to mean that he is seriously ill and has pointed out that this is not the case. We are all very grateful for the effort that Paul has put in over the years on the development side and indeed for mowing the grass on the Draycott/Breaston stretch. As he will also be giving up this role we are looking for a volunteer to take his place. With so many hours of volunteer effort expended on the Draycott section, it



would be a major setback not to be able to keep it looking good through the summer. We have a mower – we just need someone with a tractor or other vehicle to tow it twice a year. If you can help us please contact Eddy on:

[coordinator@derbycanal.org.uk](mailto:coordinator@derbycanal.org.uk).

**Draycott in the late 1960s.**

### **New Fencing at Draycott.**

Plans continue to put the “Golden Mile” into water. The name has been applied by locals to the stretch actually just over a kilometre in length, but

we’ve obviously adopted it as it sounds more impressive. It is planned to provide a full width canal including a boat slipway for trailboats etc. at



Hopwell Road and moorings of around 80m. About 100m will be allocated at Hopwell Road for off- road access to the slipway and parking.

We have been active in promoting the event and held a village meeting attended by 60 locals. At this meeting we kicked off the Pledge Register. Details of how to support us are on page 24 and on the website. In essence we need to raise almost £400,000 and we have launched a public appeal to raise £100,000 allowing us to prove support for the project and to have a base to raise matched funding.

Other funding options have been identified, but will not typically be lead funders. At the end of the meeting we had secured pledges of over £11,000. At the time of writing the level stands at £33,000 - so we are  $\frac{1}{3}$  of the way there. The pledge scheme asks for firm written promises to donate *WHEN* we have all other funding in place, so people know that anything they pay will result in a canal being built.

As part of our fundraising efforts we took part in Chesterfield Canal's Cuckoo boat pull. We luckily chose a good afternoon and taking over from a whole scout troop at lunch time we pulled the boat for over two miles and through a lock.

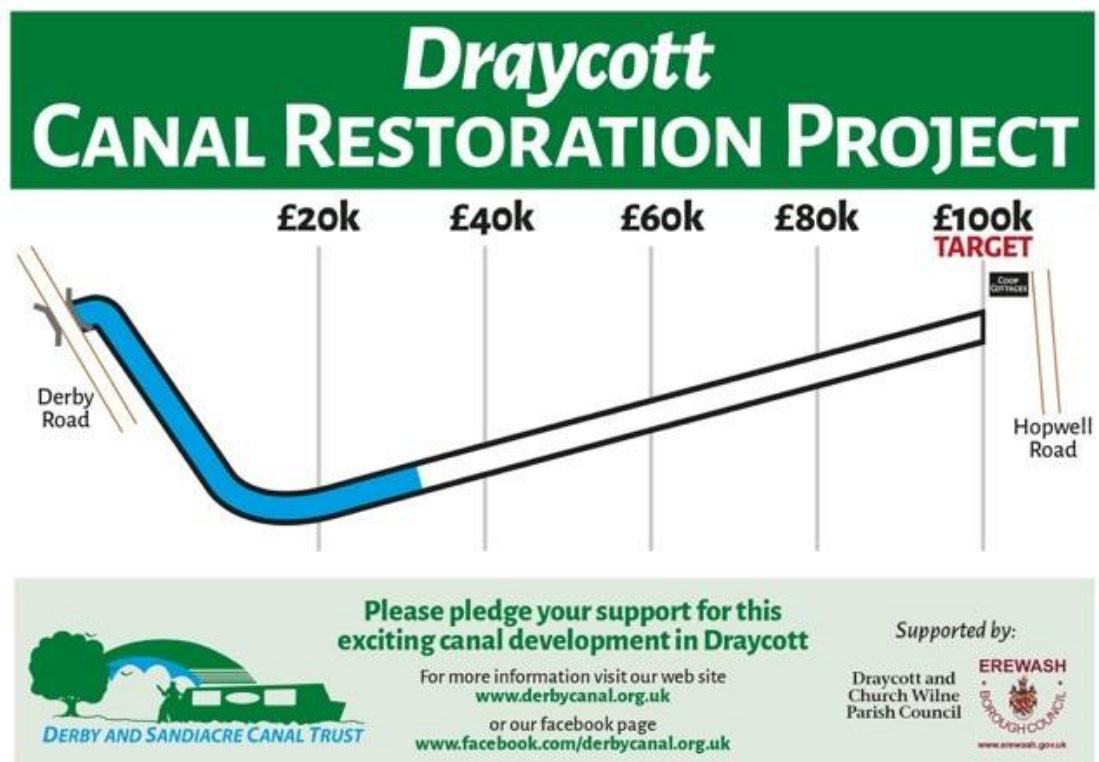
Fortunately David Savidge, who had organised it all, planned the finish at a pub, so there was no need for further incentives. We had a team of around 10 of us and raised a massive £1200 in sponsorship for the Draycott project. See *next page Ed.* Thanks to all who took part. You can view a video of the pull on

<https://www.youtube.com/watch?v=cPM3YDuzCew&feature=youtu>

Or look at more photos on the web site. If you have any ideas for fund raising, particularly any that were as enjoyable as this, please let us know.

At the public meeting we also launched a Draycott Advisory Group. This group was selected from key organisations and people in the village and has now met twice with four DSCT people. We have identified some possible extra funding via the St Chad's Anglers and have a fundraising consultant specialising in HLF who resides in the village.

We also have confirmed support from the Parish Council and members of the local Rotary, Canoe and History organisations. We have also refined the specification to ensure we have the best solution for all.



This envisages use by trailboats (hopefully a national festival), a possible trip boat to generate some funding, canoes and anglers. Income should be available from outside bodies, although we are looking to see whether grant funding up front is a better option than future income. It is our belief that the project needs to be adopted as a community scheme for it to be successful, both in construction and subsequent maintenance and use.

Our Public Relations effort was launched on May Bank Holiday with an official unveiling of new boards on the Draycott stretch. We have a large chart showing progress to date on pledges and a further interpretation panel to describe the history, the proposed works and how people can help. The PR was handled most professionally by JJPR, who offered us an unbeatably cost effective introductory offer. This secured us a good write up in the local press and a couple of interviews on Radio Derby. You can listen to it on the following link:

<http://www.bbc.co.uk/programmes/p052zgtz#play>

We are now working towards a 2018 start, but have already commissioned an ecological study to ensure we won't be harming any flora or fauna. We're particularly interested in Great Crested Newts, Water Voles and Bats, but the initial survey suggested there were no obvious issues, although we will need to undertake specific and detailed surveys just before we start. We believe this will be the only real

condition for detailed planning permission (PP) and expect our independent (and Derbyshire Wildlife Trust assisted) study conclusions to form the basis of any PP conditions. Eddy has also been trained as a water vole expert by DWT and is now their (and our) nominated expert, so that should assist the later survey and any subsequent management of their habitat.

The thought of this section in water is a massive encouragement for the whole restoration. Whilst this is the focus of the Trust we are still progressing with other areas as well.

Hopefully you will also have seen the PR in the Waterways Press and the IWA update. We now need to push forward and get more corporate and other interest and support. We already have suggestions for further grant funding and need to progress them now. Again if you have an admin/writing background we'd love to have your help.

### **Borrowash**

I'm sure that any local members will have noticed the continued progress at Borrowash. In 1998, well before my time, there was a



special effort made to clear the section from Station Road towards the Ock Brook. Over the intervening years we've had successive growth of cracked willow trees and vegetation, which has now been largely cleared. More than that we have also cleared out the mud and vegetation from

the lock chamber itself and cleared vegetation from the area between the lock and the Ock Brook. So the canal line is evident again. The area around the lock chamber has been cleared and we will be fencing it again with part of the Erewash Grant. In addition David has rewritten the interpretation panel and thanks to the EBC Grant we have a new panel to install and paint to improve the existing panel and stand. A massive thank you is due to the Wednesday team led by Keith with Karl and David ever present in support. Roger Ashmead is dealing with the technical aspects of the lock restoration. He is currently assessing the state of the mortar to make sure we don't need to strip it back before rebuilding it. In addition we have surveyed the drains and cleared the pipes to allow the canal to drain to the Ock Brook. The challenge now

will be to work out how to move the drains out of the way. We have the promise of some advice from a long standing member and will be working out options shortly.



**This is a picture of the culvert taking the Ock under the canal at Borrowash Bottom lock.**

Of course the access to water has been exercising our minds. Whilst it was originally fed from the Ock this would need some discussion to reinstate as it affect the flow downstream. The only real alternatives would be to abstract from the Derwent – requiring a serious pump and another interesting discussion with the Environment Agency. Longer term we would be best to consider extending from the Draycott stretch and watering the level pound that way. In all these cases we'd need to pump water to the top of the lock to water it up to Station Road. Much to consider!

We will soon be clearing the Alders overhanging the railway line by Station Road Bridge. Council permission has been granted to deal with them via the shared WRG Forestry team visit in late October, 2017. The remaining challenge is of course the formal agreement of Network Rail, but Chris RFP is well advanced in agreeing the safety regime, etc. that we will need to employ. We will also look to inform the local Parish Council as it may be a surprise to see these trees taken down after so long and we do not want to cause disquiet.

### **Sandiacre Lock Excavation.**

Last time I reported that at Sandiacre “Good intentions are great, but the unforeseen obstacles just continue to get in the way”. Perhaps this time the news is somewhat better and early progress here is again more likely.

In the last Packet I described that we needed to agree the H&S Method Statement with the EBC Land Contamination Officer. After significant input (without charge) by Ivy House in Ockbrook I’m pleased to say that it has been agreed what we need to do. Of course we have had to agree to special cleaning, clothing and qualified operators and to scrub down the lock chamber before repair work.

We will need to provide a tent to enclose the site (preventing wind borne asbestos particles) and a cleaning station so that all access to the site is controlled. Our next stage is to get this requoted so we can determine how much money is required.

When I last wrote we were looking to progress with HLF leading the funding, but we are now looking at an alternative. We have been encouraged by Sandiacre Parish Council to apply for an EBC Communities Grant for £25,000 for work on the lock.

If we are successful it could mean that we could match with land fill grants and not require HLF funding. This is itself a two edged sword – the benefit of this is in speed of turn around and reduction in the conditions (HLF insist on spending a lot of the grant on involving and educating the people), but the down side is that this was to have been a test case to show how we could deliver a project and therefore be trusted with a bigger one later. More thinking will be required when we have costs and a decision on the EBC grant. But it is encouraging to have this sort of decision to make.

We are aware that the Ilkeston Festival will cause lots of boats to travel up the Erewash and are looking to improve our end and get a bit of publicity. So we have commissioned an updated interpretation panel outlining the history and our plans, which we will have installed. We have also had a working party to move some of the ivy from Lock Lane bridge so that we can display some publicity.

### **Sandiacre Junction and Lock Entrance.**



### **Derbyshire County Council.**

So much has been written about the elections of late, but so far the only impact we have seen is the change in administration at Derbyshire County Council. This has gone from Labour to Conservative controlled. In truth the level of support has always been minimal so it is not the most important change. In the past the County's ownership of the Chesterfield and Cromford stretches has pushed interest to our sister restorations. As most of ours is in Derby, not Derbyshire's patch, we have looked towards the City not the County.

We lost a Labour Councillor, Michelle Booth, in the election, but it appears we may get the lead member for generation (from Ilkeston) in her place. David and I have already met with the new Leader over a drink - Barry Lewis and David Savidge share an interest in wines - Barry makes them and David drinks them. We await the settling of larger Council priorities before our nominee will be resolved, but we have our fingers crossed. The land transfers have apparently now moved to the legal department, so that represents some progress.

### **Network Rail Developments.**

There have been no further developments in the electrification process of Network Rail, but we continue to remind them we are here.

### **Derby City Developments.**

We've had a bit of a mixed bag as far as Derby City is concerned. Our meetings have continued although now through different officers. In fairness the officers have been selected to deal with the issues we have

asked to raise, although there is the feeling that they may not be so passionately behind the project.

The focus has been on several elements – most important has been the Derby Arm development. We have been held off by the developers at the “Derby Triangle” – the proposed site by the river for the Arm – citing a need to get agreement on road infrastructure first. DCC have tried to push for a meeting on our behalf, but to date this has not been forthcoming. In April the developers achieved an outline planning permission for “Access”. Following this, work on access has commenced with site roads being constructed close by Sainsbury’s roundabout on the Wyvern development. We were concerned that this was potentially damaging for the project, but this view was corrected by DCC’s Head of Planning. DCC’s view was that the successful granting of this PP would open them up to discuss our proposals. But we still wait.

It is apparent that we need to take the lead on this project if it is to succeed.

With this in mind

- Mike Wood has developed plans showing how the city and the river line could be developed for the better.
- He has been joined by Mike Wingfield in developing the video/animation showing in moving pictures how the city might look. We await a quote for the proposed mix of drone footage and “animation” with photographs. I attended a meeting with them and can see how skilled the animator, Duncan Hewitt, is. Fortunately he is also a supporter. We now need the right compromise between cost and effect.
- Mike is almost ready to go with the drone, but it is apparent that doing things properly is a very bureaucratic process – I’m sure I’ve said that before? – requiring all sorts of permissions and assessment of all conceivable risks. Fortunately Mike has the tenacity to ensure we keep driving it on.
- The work by Peter Brett Associates is continuing albeit slower than originally envisaged. This will provide an engineering basis for the project.
- The assessment of the marketing case is in discussion with Derby University, who have promised to provide traffic assessments to generate income projections. The recent proposals by the Falkirk Wheel are being reviewed to understand the implications for our project. Their need for maintenance funding and the suggested

approach of focussing the use to generate more income to fund it begs some interesting questions.

- DCC have put us into contact with a grant specialist at the Council and we will be assessing how he can help and which grants might be most suitable.
- We continue to be involved with the River Derwent Catchment Partnership, a group that aims to improve the water based environment covering most of our route. As we get more involved in it the relevance and overlap becomes clearer. The canal route can be seen as a green route through urban areas akin to a river. We can enhance the area and its wildlife. One of the concerns being raised is the potential disposal of the Spondon sluices, which were built to provide a body of water from which Celanese could abstract vast quantities of water for their processes. Now that the need has dissipated – we have acquired their abstraction rights and reduced the volume considerably – they can reduce the level of the river, which would assist flood management. Our view of course is that we need the current level of water to allow navigation. Reducing the level will also have a major effect on wildlife. So there is a potential opportunity to work together to reduce or eliminate the impact for both groups.
- The Midlands Canoe Club will be carrying out the survey of the river depth during July so that we can more easily understand and plan for the river navigation.
- Rolls Royce apprentices are continuing to work on the fully functional model of the Arm under Mike Wingfield's guidance. This will provide another source of visual material for our aspirations when it goes to the Local Studies Library in October.

Fortunately there has been no further news on the proposal for a tram connection to HS2 in Toton along the canal line, although we understand studies are continuing. We still believe that by delivering progress at Draycott we are most likely to stop it interfering with us.

Dom Anderson of Boulton Ward has now replaced Mark Tittley on our Trust Board following Mark's retirement from politics. We will miss his support, although it is apparent that Dom is keen to support us. We have been in discussions with the planners at DCC and are working with them to enhance the canal path between the A6 and Harvey Road within Dom's area. We have supported their development of the cycle/footpath and particularly the interpretation signs promoting the canal. We are

currently discussing laying a hedge along the line from the A6 to generate some money and improve our presence there.

We are also looking to ensure we generate S106 funding in future. Duncan is in discussions with the Council to set a policy in place that ensures we are considered when any development takes place alongside the canal. If the policy is already set in our favour it will then be easier to argue for a contribution as opportunities arise.

### **Widening the path.**



### **Hedge laying at the same spot.**

### **Trust Communications.**

I have already mentioned the sterling work carried out by Gillian on Social Media and that Andy has volunteered to manage our website content. We have also had a good experience with the JJPR agency in promoting us. As a Trust we believe we need to move the whole communications area up a level. Central to any communication with the outside world – whether to existing or new members, investors,

politicians or the public - is our website. It was designed more than ten years ago and needs to be revamped. Our web site will be the main way people will "check us out" and if we want their commitment to us – whether as donors, investors, promoters or volunteers – they need to believe in us, our organisation and our ability to deliver.

Chris RFP and I have therefore short listed a number of providers and will be requesting a rewrite together with training for our committee in keeping it up to date. We hope this will be ready over the summer and that you will all see an improvement in ease of navigation and information content and use it yourselves to keep up to date. We anticipate this development by obtaining a grant for a few thousand pounds, but believe it will pay back many times over.

Of course writing the website and setting up social media accounts is one thing, but it is a substantial commitment on our committees to feed it with relevant news and updates on a daily basis. We anticipate that we will spread the social media content beyond the narrow confines of our project and relate it to other developments elsewhere in canal land and wider. *So if you have any thoughts or items please let us know.*

### **Other News.**

Three directors attended the IWA/CRT Conference in April. As usual it was good value with helpful pointers on dealing with difficult areas such as Environmental Agency relationships and Health & Safety. As a result of this and the tragic death which occurred on a Wilts. and Berks. site we have reviewed our own approach. David Savidge has taken on the role as Director of H&S and been appointed to the Trust Board to prove our commitment to volunteer safety. Thank you, David.

At the Conference IWA outlined their approach to the Restoration Hub, which was launched as a welcome refocusing by them on restoration, and aimed as a package to help local Trusts like ourselves to deal with all aspects from planning to fundraising to delivery. We see great opportunities in this development and welcome the development. Part of this is to signpost various areas of expertise, so we have registered Eddy as an expert on Knotweed and hope to work more closely with other local groups in sharing resources and expertise to mutual advantage.

With this in mind Anne has agreed to support the IWA Notts & Derbys. and has taken on responsibility for organising their monthly meeting speakers. Mike Snaith obviously spotted how well she does for us!

Roger was shocked at the level of fine levied on his employer, Rolls Royce and suggested we write to MPs requesting a section of the fine for a local cause. The letters have been duly sent off and replies received from the Treasury wishing us well, but informing us that the fines were “destined for the Consolidated Fund” and would therefore be used to finance schools, hospitals, etc. Nothing ventured.....

### **Society News.**

#### **Events.**

As always we have scheduled a programme of visits to local events. We have already attended **Breaston Gala** this year with some success. The Draycott news was high on the agenda and well received. The favourite question changed from “Will it happen in my lifetime?” to “When will it extend to Breaston?” We have already updated the PC at Breaston and are fortunate to have the PC Chair for both Breaston and Draycott as Trustees.

By the time you read this we will have attended the **Draycott Open Gardens** event on 24<sup>th</sup>/25<sup>th</sup> June. We will be displaying our canal stretch as an open garden and promoting the restoration again with a stall and information. We will be splitting our resources to also cover Spondon Day on 24<sup>th</sup> June. With such a large Spondon membership following we want to keep the project visible there and provide an opportunity for people to see what is happening.

#### **Swarkestone Lock-through.**

Saturday 29<sup>th</sup> July, we will be undertaking our annual lock through this year in July. This allows us to avoid other critical events, but raise some funds and publicise our project. It is also a favourite one with helpers. For boaters there's always a rush to find a windlass!

#### **Ilkeston Festival.** (Gallows Inn Park. Bank holiday w/e 26/28<sup>th</sup> August).

As you'll be aware the national IWA festival comes to Ilkeston this year and we are looking to support the event. We've booked our large marquee and will be there for the full three days. We hope to generate interest and donations/pledges for our appeal. We'll be supporting it by cleaning up the Lock Lane bridge and making sure boats that pass are aware of the start of “The Derby”. We will need lots of support for the stand as we expect a good turnout and we have three days to cover. Please let me know if you can spare us a few hours to help us sell some merchandise and release others to tell the story.

### **Scarecrows at Draycott.**

This also takes place over August Bank Holiday and I'm delighted to say that Val Clare, one of our Trustees living in Draycott will be flying the flag for us with a canal display, just to keep us in the village's mind.

### **Sawley Marina September.**

Nigel, who has recently joined our committee, has recommended we attend this event as again it will be boater focussed and may provide more fertile ground for fund raising. We're looking forward to a new venue and hopeful of a good result.

### **Talks.**

The last six months have seen me present talks to many interested groups, including two IWA regions plus our own and local organisations. I learnt quite a lot from the IWA sessions and of course spread the contact network. Whilst we are now being more selective to find those groups with an interest in supporting us

### **Monthly Meetings.**

Anne continues to find interesting speakers and her fame has spread to the IWA at Notts/Derbys where she has agreed to help there as well.

The topics have covered The Tall Ships Trust, The Pentrich Revolution, Railway Ticketing and Honey Bees, but the highlight was a talk by Stephen Flinders on Stanton Ironworks. Stephen brought local intimate knowledge about the people there to life and a sign of his success was that he sold out of his book! I've taken lessons!

Stephen Flinders.



We are now planning the walk organised as usual by David Hayes and Derek Hathaway. This year they are covering the area where our working parties have been active – Borrowash and Draycott. I'm sure the weather will be better than last year.

The rest of this year's programme is shown below. Please note that we are now starting at agreed at to 7.30pm. Meetings will however still be at the Wilmot Arms, Derby Road, Borrowash, DE72 3HA

25<sup>th</sup> July     Five Years on a Narrowboat by Elizabeth Holloway.

25<sup>th</sup> Sept.    The School of Transport by Graham Wilde.

24<sup>th</sup> Oct.     AGM.

22<sup>nd</sup> Nov.    Beeston Lock Cottages Restoration by Duncan Grewcock.

### **Working Parties.**

Details of the impact of our working parties are recorded elsewhere in the Packet, so it remains for me to thank the team that turn out in all weathers to make the progress you can all see along the line. They have truly transformed the Draycott stretch – so vital to underpin the fundraising effort – and the work at Borrowash has been equally important.

Fencing is progressing to make sure the areas remain safe and this work enables us to be seen positively in the eyes of the local Councils who can release funding for us. I don't join the group as often as I should but every time I do I am impressed by their passion for the project. Many are in advanced years, although we are attracting more younger members as well, but all are very welcome and their efforts most gratefully received.

Finally I have the sad responsibility to report the death of a long time supporter of the Trust. Chris RFP and I were able to attend the funeral recently of Celia Swainson on behalf of us all. Celia was the author of Waterways to Derby that recorded the history of our canal and was a major incentive for new members to join. On our stands her book always outsold all the others.

We will miss her support, but we are delighted that we still have the active support of her son, who continues to help us with technical issues around drainage.

Thanks for your continued support. Please get involved as much as you can in whichever way suits you.

Chris.



**Taking down the old board.**

### **Blood, Sweat and No Tears.**

Hi folks,

The heading says it all; it has been a good autumn and winter on the working parties.

Yes, there has been the odd drop of the red stuff, and I do not mean wine spilt, only scratches and bumps. Definitely no tears, lots of good humour and, more importantly, lots of good progress made.

Work has been concentrated on Borrowash and Draycott – Keith is a star covering the Working Wednesdays, he seems to attract more help there than I can organize on a Sunday, however, Sundays have been concentrated on Draycott with the big dig out plan and I must say you should come up and see what is happening to help put the first stretch of water in place,

One thing I say to folks on the canal path is “When we put this first stretch in water, it will open the flood gates” – corny I know, but true.

Work in the pipeline involves Sandiacre, Spondon and other areas under discussion, the main thrust is to raise funds for the big dig-out; by the time you have read this the pledge board will have been unveiled at Draycott, funds should be flowing in, your job is to help us raise the funds to keep the team busy! (See picture-Ed.)

I will end this missive with a very sincere thankyou to all that have backed us over the years, the teams that turn out when we need them, and the families behind the scenes that put up with us. Eddy.

### **Borrowash Update**

The visual difference between this time last year & this year is marked. Last year we had a lock full of small trees, the banks along the section were substantially lined with trees, many on the towpath side, and quite a few in the canal bed. All in all it was very unsatisfactory. Well, action on tree removal was declared and since then the volunteers have worked very hard to get all the above substantially cleared so the line of the canal can be clearly seen. In addition the lock has also been cleared so, while empty, it is clearly there for all to see. So what next?

Well, all isn't well with the lock walls in the lower gates recesses as the brick work has been quietly degrading, one brick deep on the South side and two bricks deep on the North side. Do I hear anyone say 'that's easy?' Brick it up. Yes, but the new face wall has to be tied to the old wall so I did a little dressing of the wall in preparation for re-bricking only to find what I thought to be very soft mortar. So then I did some test drilling of the mortar bed to see just how deep this condition existed for and wasn't best pleased with the results as it was relatively soft for up to 2 feet.

Somewhat disappointed by this I have undertaken some consultation with Howard Worth of the IWA to find that old mortar is often like this and have the advice that so long as the wall sounds solid when struck with a hammer then it is actually OK. Upon learning this a hammering was undertaken and indeed the wall does sound solid. What is to happen next is to test drill & fix some long special dry pins made by a company called 'Twistfix' as used on other historic structures with the objective of being able to tie the new face to the old wall.

So by the time I next write there will have been trial fixings to check that they're effective before moving onto the task of actually carrying out the repairs. Hopefully there will also be pictures of the repaired walls.



The Wednesday team are installing a new fence on the North side of the lock. They have been very busy this year pulling out stumps of the trees cut down previously and after a fair amount of digging, they have managed to install a new link pipe from the section nearest Station road under the sewer pipe that crosses the canal about a third of the way along. This has helped drain the section allowing work to be carried out more easily on a firmer footing. Therefore very good progress and a credit to the hard work put in. Why not take a stroll along the section next time you are in the area or, if you are available on a Wednesday morning, pop along & join the team if only as an observer. No experience necessary the team will train you up. Everyone is welcome!

Roger Ashmead.

### **Inland Waterways Association Raffle.**

In previous years the IWA Raffle has allowed individual restoration Trusts to be nominated for a share of the profits; and we have done reasonably well from this. This year the focus is on the set up of a new national Restoration Hub with all profits from the raffle in support of that. If you wish to support the raffle tickets can be purchased online at [www.waterways.org.uk/shop/](http://www.waterways.org.uk/shop/) and then scroll to Raffle near the bottom of the list on the left of the screen.

If you would like a book of Raffle tickets please contact a member of the committee. The first prize this year is £1,000.

### **The Late Leonard Johnson.**

The Trust has received £183 from the funeral collection of Leonard Johnson, who was a staunch supporter of the scheme and the best mechanic we could have wished for.

The money has been allocated to the Draycott Project.

### **Encounter of the Fourth Kind.**

So I'm cruising on the Leeds/Liverpool Canal on my own in my narrowboat last summer, and after an enforced stop below Barrowford lock flight, due to a misbehaving lock cill, I'm heading for Skipton. After tying up below a lock I stride up the bank to fill it ready for entry. As etiquette dictates, I check there is no traffic approaching from the other direction before setting the lock. This is awkward as a bridge immediately beyond the bottom gate obscures my view. Lying down flat on my stomach I can just get a clear view. Nothing coming. Good. I walk back to the top gate and release the water into the belly of the lock, then nip back for another peer under the bridge.

As I get back to my feet I'm aware of voices behind me and turning around I find 3 elderly gentlemen making themselves comfortable sitting on the lock beam, flasks, biscuits and sandwiches already unwrapped. Two of them have their backs to me, and the one facing me nods politely, before returning to the more important matter in hand. He then appears to think better of it and nudges the other two. They look at him, he points at me, they then look at me and nod. I think to myself – this is like some sort of re-enactment of Last of the Summer Wine!

The tallest one then stands up and peers into the lock as the water level rises steadily. He glances again at me, then at the boat moored 50 yards away and back at me. The penny seems to drop and in a military voice that could have belonged to Foggy Dewhurst himself he asks politely "Are you coming into the lock?" I reply that I am, but that I'm in no rush and they should finish their elevenses first.



Only one of the other two speaks to me, but when he opens his mouth, he's Compo all over. He proceeds to tell me excitedly that they'd also gate-crashed a scene being filmed of Pru and Tim's canal journeys for Channel 4. He'd asked if they could be in it and were told yes they could, and where to go and sit on a bench but keep their heads down and not look at the camera.

If Nora Batty had joined us all at that moment last summer, I don't think I would have batted an eyelid...

### **Fund Raising.**

Do you know where you might have found, on 1st of May, zebras, dinosaurs, ducks, & cows? Of course, on the Derby Canal stall at the Breaston May Day Gala. We had a lovely day and thank everyone for their support. Regards Eileen.

-----

Anne Madge is knitting the toys to raise funds for the Derby Canal. They take a while to make and cost £15, all of which goes to the Society.

She has a book of patterns for wild animals as well as those pictured and has made a hippo, warthog, a giraffe and a snake.

Please think about ordering one of these, its all in a good cause and they make unusual presents!

To order contact [coordinator@derbycanal.org.uk](mailto:coordinator@derbycanal.org.uk)



### **Fundraising Successes.**

As we indicated in the last edition our attention is turning to raising funds. Many of you have responded to our request for pledges for which we are very grateful. You'll be pleased to know that the fundraising is also targeting external bodies.

The contact with HLF continues, but little movement has been possible given the state of projects.

We have gained a grant for £2,000 from Erewash Borough Council's Community fund, which has been spent on interpretation panels and fencing to support the Draycott, Borrowash and Sandiacre projects. A further application for £25,000 has been made to the same fund to assist with the Sandiacre lock work, but we have had no decision on this yet.

One of the most effective grant applications that seems to generate a good return for comparatively little effort that we have embarked upon is with the local Coop stores. As an organisation they are promoting their place in supporting local communities. At most stores they promote three charities every 6 months or so. We registered with the Sandiacre store last year and were surprised to receive an award of more than £1,300 at the end of the scheme. We are now registered with the **Coop in Borrowash** to share the Local Community Fund there. To date we have earned £830 from them and we still have three months to go.

The store selects three charities and pay 1% of the value of all own brand sales made in the 6 months to Sept 30<sup>th</sup> 2017 together with plastic bag sales. We can automatically get a share if shoppers don't register a preference. If they do register a preference for us we get it all. SO if you shop there you can register as a customer and nominate us as your charity and they tot up the relevant spend and send us a cheque. Even better than that you also receive 5% back on your own brand spend if you are registered with them

So please join the Co-op and go online to nominate us at

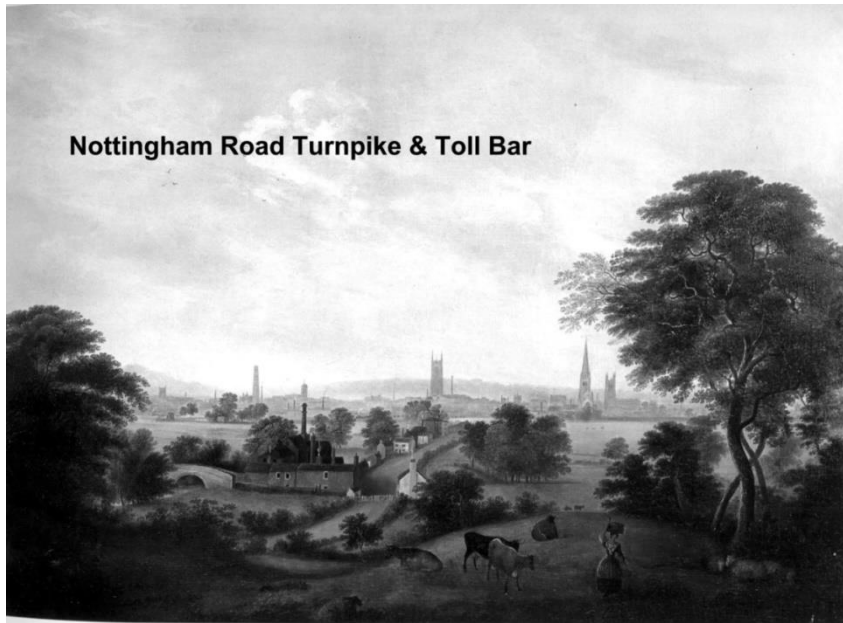
<https://membership.coop.co.uk/causes/10226/>

and then we will all benefit.

### **History.**

The following are statements made in respect of coal hauliers on the Ripley Turnpike who passed through Toll Bars without paying. The hauliers did not pay because nobody was at the Toll Bar.

The Derby Canal Company records show that the hauliers asked the company to pay the fines as they were trying to catch boats at Little Eaton Wharf.



**Kilburn Gate Tolls (As Written).**

Wm. Horsley.

Being desired by the Committee of the Derby Canal Company to give Information respecting Teams at passing this gate declares that he has watched this Gate for the last month and upwards that on the 13 Jan last John Shaw of Ripley Coal Higgler came to the weight machine near the Gate early on the morning and called up John Turner the Gate Keeper and as Turner did not come out of the House Shaw took his cart from the machine towards the Gate. They were not weighed, but Shaw paid Turner some money how much Dept (Deputy) does not know. Shaw then went through the Gate and proceeded on his journey walking this 13 Jan observed 2 other Teams one a Mr Parker of Ripley and the other Redgate of Heage loaded with coals approach the Gate they came on to the machine, but as no one came to weigh they both went forwards and did not weigh. There were 2 girls in the House and they did not come to weigh. This they Parker and Redgate acknowledged to witness.

Taken 17 Feb 1815

Wm Horsley

His mark

**County of } To the Constable of Ripley in the said County  
Derby }**

Whereas I Richard Forester Forester Doctor of Physic one of his Majesty's Justices of the peace for the county aforesaid in pursuance of an Act made in the eighteenth year of his majesty King George the third Instituted "An Act for the payment of Costs of parties on complaints determined before Justices of the peace out of Sessions for the payment of the Charges of Constables in certain Cases and for the more effectual

payment of Charges to Witnesses and prosecutors of any Larceny or other Felony” have awarded on the thirty first day of July now last past on the complaint of Leonard Lead against John Sandham of the Township of Ripley in the said County Farmer for passing through a certain Toll bar in the Township of Kilburn and County of Derby on the Turnpike Road there between Smithy Houses and Little Chester with a cart and one horse without paying the Tonage toll in respect of the coals contained in such cart, the following costs to be paid by the said John Sandham to the said Leonard Lead, Videlicit for the several attendances of the said Leonard Lead in the said complaint the sum of nine shillings, for the several attendances therein of George Bulloc a Witness the sum of ten shillings for the several attendances therein of the Constable of Ripley and the service of Summons the sum of twelve shillings and for the Information Summons and conviction therein the sum of six shillings amounting together to the sum of One pound seventeen shillings and whereas the said John Sandham being ordered by me the said Justice to pay the such sum aforesaid hath not paid down or given security for the same to the satisfaction of me the said Justice. These are therefore to command you to pay the said sum of one pound seventeen shillings by distress and sale of the goods and chattels of the said John Sandham and I do hereby Order the goods and chattels so to be distrained to be sold and disposed of within four days unless the said sum of one pound seventeen shillings for which such distress shall be made, together with the reasonable charges of taking and keeping such distress shall be sooner paid and you are hereby also commanded to certify unto me what you shall have done by virtue of this my warrant given under my hand and Seal at Derby the twenty first day of August, 1812.

R. F. Forester

### **Membership.**

We have had a number of new members joining over the last six months – perhaps due to the perceived extra activity levels – although these have been offset by a number of people not renewing. Roger is certainly more active in following up late payment of subscriptions, as perhaps you already know!

At the Draycott public meeting we were asked by a member of the public if she could make a smaller donation monthly as she couldn’t afford a full membership or pledge in one go. We’ve thought about this and Eddy has now introduced a “Friend of the Derby Canal” category of membership. It is set at £2 (or more) per month, paid by standing order and provides the same benefits as a normal membership. Obviously all new members are now offered only electronic updates and Packets. We

launched this at the Breaston show and were delighted with the response. If this is of interest contact Roger or Eddy.

Numbers are holding just over 700. I continue to follow my cause this year of asking everyone to review their membership fees to ensure they are correct to their current circumstances. So if you haven't done so yet can you please check.

Fees for existing members are Concession £8, Joint Concession £12, Adult 18-65 £15, Family (2 members) £20. Fees may be paid by Standing Order, Paypal (via the website at [derbycanal.org.uk](http://derbycanal.org.uk) ), Cheque or Cash. You can also pay by BACS to Sort code 20-63-25, Account 30467766. Please be sure to put your surname as a reference on any standing order or BACS payment.

Gift membership is also available for £15. It makes a great present and includes the book Waterways to Derby by Celia Swainson.

A warm welcome to all members who have joined since the last Packet and many thanks to all those who have renewed. Your support is much appreciated as we push to get the Borrowash section improved and Draycott Golden mile into water.

Roger Ashmead, Membership Secretary.

### **Visit by Bugsworth Basin Heritage Trust.**

On the 1<sup>st</sup> of March David Savidge, one of our Committee members, received an email from a canal colleague he had met at a Northern Canals meeting, asking if our Canal Society could assist with a walk that the Bugsworth Basin Heritage Trust were organising for the 1<sup>st</sup> of April, along the Sandiacre section of the Derby Canal.

As many Society members will know, Bugsworth Basin is located on the Peak Forest Canal just east of Whaley Bridge. On OS maps and road signs the village is called Buxworth, but the locals tend to call it Bugsworth. (Its original name).

One of the objectives of the Bugsworth Trust is to study and visit disused canals throughout the UK, looking at their potential for restoration. Its members live all over the country, so some of their walks involve a long drive to the start; many people make a long weekend of the visit. In this instance the most distant visitors came from Basingstoke, Hampshire. In total, twenty-four members of the Trust came to see the potential of the Derby Canal.



David found that all our Committee Members were either booked on canal work or were on holiday on the date. So after a brief exchange of emails, Derek Hathaway, Duncan Inwood and I volunteered to help; the offer of bacon, brie and cranberry baguettes at the Navigation Inn, Breaston, no doubt influencing our decision.

I was put in contact with Mark and Ruth Tiddy who were organising the walk. They had already reconnoitred the route from Spondon to Sandiacre and wanted us to join them to provide local knowledge about the plans to restore the Derby Canal.

The walk started at 10.30am from Megaloughton Lane with Derek and I giving an introduction to the Derby Canal, its history and restoration plans. Prior to that, our visitors had parked their cars in Borrowash and Sandiacre to provide a shuttle service along the route. Derek and Duncan then led the group to the Winding Hole, Station Road bridge, the Bourne Brook, Ullickers Bridge and Borrowash Top Lock. After crossing Station Road at Borrowash, they looked at the tree clearance work along the stretch to Borrowash Bottom Lock, heard about the plans to re-water the section and to complete the restoration of the lock.

After crossing the Ock Brook, the group collected their cars parked on Fosse Close and drove up on to Draycott Road. From there, they viewed the Draycott Ditch and heard of the plans to convert it into a navigable section of canal.



The next stop was for lunch at the Navigation Inn at Breaston. The group just fitted into the back room and was able to look at and discuss three of the Society's display boards covering the sections of the canal they had seen, or were going to see. We took the opportunity to sell copies of the Derby Canal book and give out leaflets. Our visitors very kindly passed the hat round and gave a substantial donation to the Society.

The walk then continued towards Sandiacre. Just after crossing Risley Lane we stopped to look north across the fields to Rye Hill Farm, the home of Society member 001, Paul Turner.

As we approached the M1 the route took us through a number of paddocks. Three horses decided to join us; perhaps they were looking for a narrowboat to tow.

Stopping at the M1 we explained how we envisage the canal passing under the motorway before it returns to its original line near Bostock's Lane. We then passed under Cockayne's Bridge, over Sandiacre Top Lock, past the remains of the Boat Inn, on to Sandiacre Bottom Lock and Lock Lane Bridge.

Colleagues from the Erewash Canal had kindly opened their Lock Cottage for us to take refreshments and look round at the artifacts displayed throughout the cottage.



Our guests thanked us for our contribution to the walk before finally ferrying everyone back to their cars. For me it had been a very enjoyable day talking to such an enthusiastic group of visitors.

David Hayes.

**Bottom or Shacklecross  
lock before filling in.**



## **The Weekday Working Parties:**

### **General update report, Spring 2017.**

At the commencement of the midweek Working Parties, (WPs), officially started in August 2016, it was uncertain how they would develop; whether they'd dwindle after the initial interest, (and weather), had cooled, or evolve into a sustained regular event. It had been expected that WP attendances would reduce slightly over the colder months when the lure of remaining under a warm duvet could marginally overpower the lure of working in a cold wet canal cut. However, apart from an understandable slight reduction over the Christmas period, weekday WP attendance remained strong and if anything, is becoming stronger.

These WPs have almost exclusively been at the Borrowash east subsection and since their inception, have been largely blessed with weather which, although not always ideal, has seldom been bad enough to stop us from getting the intended 3, (usually more), hours of work done per person. As a demonstration of this, note that over the last 5 months of 2016, (i.e. from the first weekday WP until the year end), we averaged a nominal 7 people and 28 man-hours per week. So far in the first 5 months of 2017, we have averaged a nominal 9 people and 34 man-hours per week; ah, the Bulldog Spirit, albeit thankfully with much less slobbering.

This performance has allowed us to:

1. Clear the bottom lock of debris and catalogue the loose stonework around it.
2. Clear the whole of this subsection of brambles, most saplings and several tree stumps.
3. Repair the drainage system in readiness for an assessment of the bed later this year.
4. Identify much of the remaining edging stonework.





The next stage will be to devote more time to the bottom lock and its surround plus continued removal of tree stumps from the bed.

These weekday WPs are officially every second Wednesday morning as published on the website but note that should you find yourself in this area on a day that is not an “official” WP day, you may nevertheless encounter a WP in progress.

This could be due to a number of reasons such as work needing to be done at short notice, the spouses/partners of the volunteers have locked them out again, or sometimes simply because some volunteers, being of advancing years, forget which day of which week was an “official” WP day and turned up anyway; Yours Truly at least!

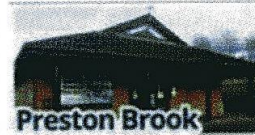
If the thought of joining these WPs has, or may be about to, cross your mind, and counselling fails to clear that thought, note that I am assured that working in a cold wet canal cut can be really quite exciting by some of our volunteers accustomed to daytime TV and as a special bonus newcomers attending their first weekday WP this summer will be exempt from the usual embarrassing initiation ceremony, (well, unless they're into that sort of thing).

Keith Johnson



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**New Old Photographs.**

It's amazing that old pictures of the canal keep appearing every so often, the latest have been sent to us by a member who now lives in Canada. They are of the culvert which took the Ock Brook under the canal just down from Borrowash Bottom lock and Station Road bridge. The culvert is shown on page , these are of Station Road bridge.



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