

The Packet

Issue 93 Autumn 2022



Suggested Donation £1

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	Sandiacre
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	Spondon
Chris Rees-Fitzpatrick:	Chellaston

For company law purposes all directors listed above are also deemed to be trustees and together with those listed above as trustees form the advisory committee.

Front Cover

Outram turning outside the Silk Mill on return from it's first trip with passengers on board

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From the Editor



It is now six months since the last issue of *The Packet* - and what a lot has happened since then! The cafe has been open for five months and the River Boat is operating from the temporary Causey

Bridge mooring - albeit only a limited service for able bodied passengers only. That has proved very popular with all the trips scheduled up to the end of September selling out within two days of the publicity on local radio and TV.



We have also attended a one day event at Chellaston and a three day national event at Shobnall Fields over at Burton on -Trent - the IWA's Festival of Water. There were some very interesting boats moored up for the festival and I include a few pictures here.

On the first day of the festival our double gazebo stand was visited by the editors of two national canal magazines: Andrew Denny, editor of *Waterways World*, who is covering the commencement of our river boat trips and Martin Ludgate, deputy editor of



Canal Boat, who took lots of notes and photographed all our display boards.

Also in this issue is a walk at the Swarkestone end of our canal, an interesting enquiry about a short length of disused canal at Swarkestone, and a contribution from Ian Webb about his memories of the canal in the Harvey Road area.



Contributions to future issues of *The Packet* will be most welcome - if you have anything you think might be of interest to readers please forward it to me at :

peter.warmingham@derbycanal.org.uk

Chairman/Communications Report

The Derby River Boat

There was a Derby Evening Telegraph report early April with a headline announcing “Riverboat to launch in July at a cost of £360,000!”. We hadn’t been awarded a major grant but we knew we had received £78,000 for the boat and associated works, together with some recompense from the Covid “additional restrictions grant”. The rest of it was Council costs; either spent money or an allowance for delivering the boarding platform. We had all worked without payment so it was difficult to see the costs of Council staff associated with the project, especially when not all the “help” had moved us forward and actual progress had been so slow.

However, the Council now had a significant budget and the political support to deliver. There were still significant hurdles to negotiate, the largest being planning permission. We awaited detailed drawings of the construction from Council officers so we could make the application and drive it on.

If we were running in July it would be for able bodied passengers only, working from a temporary mooring under Causey Bridge. I couldn’t believe we would get planning through in time to construct the permanent features, but to be prepared we contacted volunteer ‘drivers’ and prepared a training programme.

In May there was some progress on the able bodied passenger service. The installation of a 32 Amp recharging electric point had been promised early June - sooner than expected! We were

also expecting security fencing and bollards to be installed in June.



The focus moved to obtaining a licence to use the Council owned land at Causey Bridge, and licensing the boat and each registered boatman. Each boatman needed to be Royal Yachting Association (RYA) trained, Disclosure and Barring Service (DBS) checked, and to pass a medical health check. As the power to recharge the boat was expected to be available soon we started training runs in earnest. At last we seemed to be getting close to a real launch.

However, the planning permission was delayed - we were still awaiting boarding platform designs - but this and the surveys and assessments needed for the planning application were gradually progressing. We hoped the application could be submitted early June with a decision due 8 weeks later and construction a few weeks after that.

In June the able bodied passenger service launch was still expected to be in July. The 32 Amp charging point had been installed but we were still waiting for a meter, and for the bollard and

pigeon netting to be installed. The security fencing was awaiting sign off from a "conservation officer", but subject to that installation was only a couple of weeks away.

We had also applied for a boat licence from the Council and I had personally applied to be licensed as a boatman. Fortunately, I passed the medical, DBS, etc, so now we needed a formal licence to allow us to operate. Training sessions for the volunteer boatmen had been organised for the last week of June and if all went well they would also be applying for licences.

Phase 2 required us to submit planning permission for the disabled boarding facilities and get an update on the existing Environment Agency (EA) permit. We finally had detailed drawings from the Council and had undertaken tree and ecological surveys, so Duncan would be submitting the planning application. The EA application had already been submitted. This meant the full construction would hopefully be undertaken by the City Council around September.



By July the bollards had been installed - probably sufficient to hold an ocean liner - but the fencing and ladder access were then expected in the first week of August.

We'd also installed a cover for the foredeck. With so many trees around our moorings it had been a challenge keeping the guano at bay - hopefully it would help. It certainly improved the look and we also had a promise of sponsored printing of boards to protect the windows.

The sooner we could establish a mooring under Causey Bridge the better. During a warm holiday Saturday in July we were cast adrift by unhelpful persons unknown. Thanks to the report by a member of the public and a couple of paddle boarders we were able to get the boat back to the mooring - thankfully without any damage. It appeared that nettles, brambles and a very high security wall were insufficient so the sooner we had secure moorings, chained to the bollards the better.

Planning permission for the Phase 2 pontoon seemed to be progressing well, with a decision expected late August. In August we launched the operation of the river boat. Our first fee paying passengers were on board on 21st August following a press weekend launch the previous Sunday. The press launch went well - we had a Central News TV camera, local radio and the local paper and we even attracted national press coverage. We were also pleased to demonstrate the offering to the Chief Exec at Derby City Council, who has been very supportive and was



delighted that between us we were delivering a new activity for Derby residents and visitors.

So, it may not yet be a fully resourced service able to take disabled passengers, but we are on the river. We are also currently running purely on solar as the

final meter connection of the back up recharge point is taking longer than expected - apparently the number of new connections has escalated and engineers available reduced. The latest date for connection is mid September. In the meantime it means managing the batteries by ensuring the boat is moored in the open for a spell as the current mooring is under a very large bridge.



Outram under St Mary's Bridge on return from the first outing with passengers

The Cottages



We didn't get as much done as planned during the first weeks of April but we were nearly there. The toilets were completed, landscaping and fencing done, and the site emptied of extraneous bricks, planks, etc, etc. The team, now much smaller, had

persevered and the only things left were storage areas, 'museum' rooms and the fitting of a sink unit in our meeting room. We had to wait for a plasterer to repair the 'museum' rooms in a style such that we could display our collection of nostalgia items appropriately. The



remaining work was expected to take a few months to complete, but the pressure was off allowing the focus to move to the Riverboat and Sandiacre.

We were still advertising Cottage No 2 for rent, but the other cottages were occupied. The café opening was delayed to 7th May due to some specialist requirements in the café kitchen fit out and agreeing the lease. We were just about there!

During the previous few weeks we got to know the café operators, Joyce and Garry, much better. We had all worked closely together to get the job done, boding well for the future. The upper floors are available for letting through Joyce and Garry until they feel business is strong enough to use them as well as the ground floor areas. We celebrated the unofficial opening when Joyce presented volunteers with a welcome cup of tea in the best china.

In May the café was open and early business was brisk. All the fitting out in the kitchen was complete and the café itself looked great - as many of you already knew.



We had a trial run by welcoming 40 people from restorations across the north of England - the Northern Canals Association. It was a beautiful day and so attendees were able to make the most of the extra outdoor seating as you can see. We were also able to show other restorations that we had achieved - we received a lot of compliments and congratulations.

So with the normal frantic last minute rush we achieved the opening on 7th May as planned. The mayor of Erewash, Donna Briggs, attended to formally open the café at 10am. It was very well attended so it was fortunate we put on extra parking on site.

We also got some excellent publicity from Radio Derby and Central ITV News, who turned up with a camera and reporter. We had an excellent feature on the evening news, which showed the



result of about 14,000 hours of volunteer effort over more than four years. It is such a visible achievement that it helps us to sell the restoration to all the people we need to help us.

Hopefully by June you'd visited the café to sample the fare and friendly service. Business had been brisk, remaining at good levels since the May opening. So much so that Joyce and Garry decided to have a rest day on Tuesdays.

Thanks to those who visited and offered suggestions, most of which have been taken on board, the most important of which was to let out the first floor meeting rooms. We've installed blackout blinds so we won't be blinded by sunlight. The Trust will take a small income from this. Bookings can be made by contacting the café.

As far as works on site were concerned, the 'museum' back stairs had been refurbished, the plastering completed and painting progressing well. We added barriers around the grass at the front as the residents were being bothered by people looking into their windows! Hopefully the novelty was wearing off, particularly as our last cottage had been let. We'd also started to clear the canal route opposite. There

was just the ground floor museum to paint and fit out.



In August Don, Brian and Tony completed the Hitching Rail outside the café. They moved the tree stumps, after a fair bit of saw work, so we now have a stumpery. I never realised there was such a feature until now. However it's obviously a good idea as the stumps have been populated by both wasps and bees. Hopefully they won't upset the horses. The rails were supplied by Erewash Riders, who also provided the design, and our trio built the picnic bench from planks to sit over the access to the culvert. They've even added a mounting step out of some leftover blocks. All this is of course on the understanding that it will be relocated when we put the canal through.

Riverside Study

In April Mike Wingfield attended a presentation by Sir Tim Smit. He runs the Eden Centre in Cornwall and is looking to set up a similar attraction in Derby. He is very supportive of our plans for the river and regarded by the Council Senior Executive. We are looking to work in partnership with them to push forward an agenda to get the river in use

and the city centre much greener and they seem keen to work with us. This will give even more of a push to the Atkins Riverside Study currently under way.

Our first review in May of progress on the Atkins report on river development in Derby was positive, with a great deal

of support being recognised. As part of this development we had been working with a group driven by Sir Tim Smit - and expected to get extra traction from the connection of "blue and green" developments in the city and beyond.

In June we had a second progress review on the Atkins report on the river development in Derby. We were getting a better idea of the costs involved on the

various elements, a crucial factor in any feasibility. Atkins had also reviewed the canal restoration as a key factor in introducing boat tourists and justifying sustainability. We expected a final report at the end of July and were in talks with St Modwens to ensure we don't miss the opportunity as their triangle site is built out. The City Council remains very supportive in this.

Working Parties

Whilst work had been at a lower key for the previous few weeks, in April our volunteers moved on to grass cutting and a few specialist projects. Work continued at Breaston to remove the trimmings and complete the tidy up. It was good to work with our neighbours along this stretch.

In May, Dave organised teams across the line and ensured we met our responsibility to maintain the canal path. Mowing and tidying took place at Borrowwash, Spondon, Draycott and Breaston. The picture shows the tractor and mower in operation between Station Road, Borrowwash and Spondon Bourne.



We also extended the wing walls at Borrowwash Lock so as to be ready for the relocation of the sewer there.



While we waited for these surveys, the working party team at Sandiacre removed the tree stump alongside the lock chamber - no easy task to do this with picks, shovels and a handsaw!

No further progress was made at Chellaston, but the Trust was looking to re-establish contacts within Derby City Council following the main supporter - Ross McCrystal - losing his seat in the local elections. South Derbyshire District Council continue to be supportive.

In June, working parties continued apace at Borrowwash, Spondon, Draycott and Breaston, with the preparation of Sandiacre Lock for relocating the sewer



also progressing. Our volunteers made full use of the tractor, mower and brushcutters. We were still receiving interest from new offers of help. Thanks are due to all of them and in no small measure to Dave Savidge, who coordinates and plans the activities. As in any close team he suffers constant barracking and teasing for his pains. Key achievements by the team include the completion of the wing wall at Borrowwash Lock, bramble beating along the canal line at Borrowwash and offside clearance at Draycott.

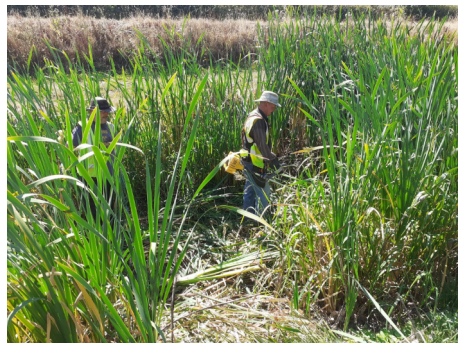
In August we continued working to keep on top of the various sections we manage. David used the good weather to good effect and working parties have brightened up a few areas. The paint



brushes have been out and we now have a very green container and sparkling black and white barriers at Borrowwash. This is in addition to trimming grass on paths (but not too wide just yet).



Meanwhile a few intrepid explorers tackled the reeds in the ditch at Draycott. As you can see there was very little water in the ditch so this sort of work was a lot easier. Working parties had also been trimming at Draycott, Breaston and Sandiacre and a push had been undertaken to improve the overgrown Spondon stretch.



BLACKWOOD CLARINETS

INNOVATIVE CLARINET ENSEMBLE BASED IN THE EAST MIDLANDS



Blackwood is an ensemble of clarinetists drawn from bands and orchestras of the East Midlands. The players join together to showcase this most versatile of wind instruments. Over the last five years Blackwood has developed from a small group of friends to become a true choir, from the piccolo clarinet to the booming contra bass.

Blackwood enjoys sponsorship from both Windblowers, Nottingham's specialist retailer, and, courtesy of Barnes and Mullins Ltd, Vandoren, the world renowned French reed and mouthpiece maker.

In 2019 the group left the U.K. for the first time, performing 3 concerts in the Marina Alta, Costa Blanca area of Spain.

The ensemble regularly play in support of good causes, most recently the Children's Bereavement Centre, a charity based in Newark.

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Sandiacre Bottom Lock

In April we broke through the hedge that was encroaching on our land. This was enabled by the erection of the new boundary fence. The hedge was opened



up and Heras fencing used to secure the site in preparation for the sewer relocation works. The CCTV pipe survey, manhole surveys, and digging of trial pits with soil sample testing was all contracted and expected to be completed in a few weeks. We hoped that we had found a contractor that would also deal cost effectively with the trench digging in due course.

In May we continued to prepare for the Severn Trent works. We did the CCTV pipe survey, and surveys of existing manholes, with a surprise or two but no shocks. Trial pits for new manholes were dug in three places where the new sewer changes direction. They showed undisturbed ground and no soil contamination. A habitat survey identified no dangers to the environment due to the works. We were waiting to see if a DNA test of the water in the lock chamber for great crested newts was needed - also for an arboricultural survey to make sure the

work will not harm any trees. Once these were complete we expected to get from Severn Trent a more detailed design and costing to move the sewer.

In June the team finally managed to dig out the two stumps alongside the lock, so there's now a clear run where the new sewer needs to go. The picture shows them being dragged away through the newly recovered stretch of land.



It was confirmed that we do NOT have great crested newts in the lock chamber - a great relief. Apparently we have smooth newts which leave the water when they've finished rearing young so work should not be held up.

The check of the impact on trees was held pending the details of the works design. We thought we'd resolved this chicken and egg challenge and expected to see the report completed, and the formal design resumed, by the end of June. On a positive note Erewash Borough Council have allocated a significant sum of \$106 funding to our Sandiacre works. This should be sufficient to fund the contractors works and some of the lock rebuild.

Draycott Canal

In April the teams tidied up the canal line. The vole fence was surveyed and strengthened, where required, and the end barrier cleared of clutter so that water can drain properly.



We also started discussions with a drainage expert for guidance on how to handle land drains and the flow of water along Hopwell Road in flood conditions. Once we have this we can finally specify the works to be done. We already have some broad quotes from potential suppliers and will refine those to incorporate best advice.

Network Rail were not being particularly helpful or prompt in settling our claim for damage of the bund, but we were making gradual progress. The result of this and enhancements to the specification is likely to be that we will need additional funding. We therefore needed a timetable that sees us move water voles

next Spring - when vegetation is lush and numbers are low - with works being carried out in the summer, when rainfall is reduced

At Draycott, Eddy and Di set up rafts to record water vole numbers in June. This should help to secure a trapping licence in the new year and ensure we have enough space for the trapped voles in the receptor area.



We made good progress with the drainage expert as regards the handling of land drains and the water flow along Hopwell Road in flood conditions. We are now looking at options to see which is best.

Members' Meetings

The April meeting was a case of “after the Lord Mayor’s Show”. Having entertained 40 members for the first meeting at the cottages in March (a talk

about early railway developments together with a tour of the Cottages complex) we had only a dozen members in April. This gave rise to concern that

we get sufficient numbers to make meetings viable. Now the café was operational we planned to open it for service (probably on a licensed basis) each month. However we need the support of members so that we can justify staff wages and pay the speaker.

Thanks to those who came along to the Beeston Lock Cottages presentation - it was a fascinating summary of how they achieved it, which was very different from our own experience at Draycott.

The portrayal of challenges faced in the canal cottages restoration at the June meeting was well supported.

The July meeting was the last before the August break and was a tour of the city centre explaining to a large group the current plans to enhance the water offering worked through with Council support. These developments will be a mix of Derby sponsored flood defence measures and our own developments - a canal basin and lock outside the Council House - which are the subject of the Atkins report. We worked with the CGI department of the University to create visuals for this work which were shared with those who attended. These changes will involve taking down buildings and creating activities for the public within the flood defences and will transform how we see the city centre.

We were joined by Max Craven, who also provided some heritage



Max Craven Outside Causey Bridge at the July Meeting

information about the original use of the river by the Silk Mill. The only sadness was that we couldn't see the Riverboat in operation as we were still waiting for licences.

Indoor Meetings will be held at the Draycott Cottages, First Floor:

Tues 25th Oct 7.30pm – Dave Savidge
Waterway Recovery Camps at Derby

Tues 22nd Nov 7.30pm – Barry Watson
The Agony and Ecstasy of a Canal Hotel Boater

Events

Thank you to those who volunteered to man our marquees at shows.



We attended the Spirit of Chellaston event on the only rainy day during mid June, but we were pleased with the result. We attracted considerable interest, a few new members, achieved our aim of publicising the plans in the area and met two local Councillors who have agreed to promote our project.

Over the August Bank Holiday weekend we attended the IWA Festival of Water

Swarkestone Enquiry

Wendy Matcham's enquiry in the July/ August 2021 issue of the "Grand Trunk" magazine, concerns the extra leg of the Derby Canal that connected the Trent and Mersey Canal to the River Trent, but which never really took off once there was a more reliable canal in place.

"I live in Swarkestone, my property is adjacent to the bridge and has, in the garden, the original entrance for the canal which



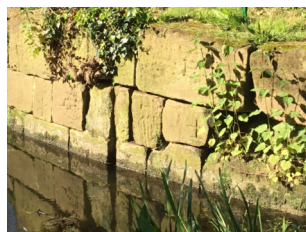
in Burton. Whilst it wasn't as busy as pre-pandemic shows it is obviously coming back in popularity. We met a few friends there, signed up a few new members and generally promoted the cause. I am assured that the beer tent



was a major, although it ran out of beer on a couple of occasions. We were able to promote the river boat and that was very well received.

connected the river with the Trent and Mersey canal at the top of the village in the late

1700s/early 1800s. Part of the bridge was destroyed in 1795 in flooding so around the same time period as the canal spur was built and was possibly designed by Thomas Sykes.



When I moved in the area was full of rubbish and dry, over the last two years



it has been allowed to refill with water and is now a pond and is left to be as natural as

possible. There is a water source that feeds the pond which I haven't been able to identify as yet. The stone walls are still visible with the stonemason's marks on them. I am keen to find out as much information as possible about the canal and would dearly love to find any



pictures or maps showing the canal as it was. If you would be able to ask your

members if anyone has information I would be most grateful

It is an amazing feature to have in the garden and, as part of my investigations into the property, I would love to know more about it."

Thank you, Wendy Matcham

T&M Canal Society Chairman Roger Evans found the following information in Jean Lindsay's book 'The Trent and Mersey Canal', which was published in 1979.

The canal, whose dividend was limited to 8%, was completed on 30th June 1796. Between Swarkestone and the River Trent there was a three furlong link with four locks, and a compensation toll of 1s had to be paid to the Trent and Mersey Canal Co., on all goods passing along this connection. The connection was a commercial failure.

The Derby Canal and Harvey Road - Ian Webb



Harvey Road bridge as it passed over the Derby Canal

Harvey Road construction began at the Allenton end (now the Spider Island) in 1928, up to the Derby Canal. A bridge was built and the road continued on to Alvaston in 1930. Municipal housing from the canal to Alvaston was built in 1932-34.

My mother, Joyce, went to live at No 589 Harvey Road, on the corner of Simpson Street, in 1934 aged 12. It had a large garden that ran down towards the Derby Canal.

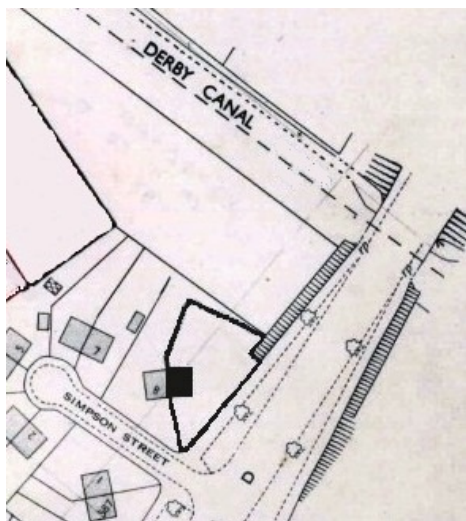
Her father, Willis, had a passion for gardening and enjoyed a large garden at



Joyce in the rear garden with Harvey Road bridge rising in the background

the rear of his house. This backed onto the Derby Canal, which was an endless supply of water for his garden. At certain times of the year the garden would

become infested with small frogs from the canal. This made it difficult to even walk down the path for fear of treading on them. He had to place house bricks to use as stepping-stones. Even the cat could be seen wandering into the house with small frogs legs sticking out of its mouth and when challenged would gulp then down.



589 Harvey Road (Outlined in Bold)

He made steps down to the canal in order to draw water in a two gallon galvanised watering can. Between his garden and the canal side, opposite to the towpath, he planted a row of willow. Each year these were cut down and used for beanpoles and stakes. They had to be completely stripped of bark or else they would start to grow once pushed back into the ground.

Willis worked for the Derby Council Works Department and he made arrangements with other council workers to tip a lorry load of sewerage silt down the bridge embankment, but he still had to shovel and wheelbarrow it onto the garden. Occasionally the tip contained a wheelbarrow, or a fork or a spade! He kept the embankment tidy by cutting the sloping grass and planting it with flowers.



Willis in the side garden of Harvey Road, with the canal bridge behind c1937

Joyce learnt to swim in the canal.

In the 1930/40s the cellars in the houses on Walbrook Road in Peartree regularly flooded when the Wal Brook was high. Major civil works were planned to alleviate the flooding, this involved constructing an underground culvert from

Peartree to the River Derwent at Alvaston. It started close to the Carnegie Library in Peartree and followed

Portland Street and Walbrook Road, onto Osmaston Park Road and along Harvey Road toward the Derwent.



Joyce on the right, aged 15 in 1937, with her friend Elsie

Where Harvey Road crossed the Derby Canal steam pilers were used to hold back the canal as the culvert

was laid. This noisy exercise was well remembered by Joyce, who lived next to the canal on Harvey Road. The construction was conducted by opening up the ground, laying the culvert and



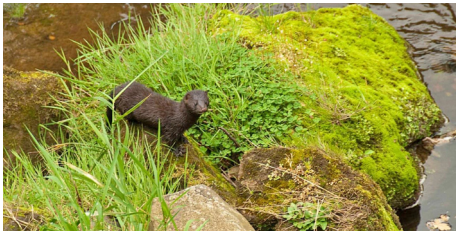
Ian (on the left) with brother at Shelton Lock in 1956

back filling. It consists of two culverts about 10 feet diameter and 3 feet diameter.

When the bridge was demolished the rubble was used to provide backfill for the cycle track banking at Moorways Sports Ground - Ed.

American Mink

The article below is reproduced with the permission of the Canal and River Trust (CRT). American Mink are a major cause of the massive decline in the water vole population, some of which we are trying to protect in the Draycott section, as reported in the Chairman's updates.



Copyright GBNS

American mink first arrived in Britain in 1929, but only in commercial fur farms. They were first reported to be breeding wild in the UK in 1956, as a result of escapees and deliberate releases. Today it is virtually impossible to estimate the number of mink living in our waterways.

Mink numbers have increased rapidly in the last 30-40 years, and they are now common and widespread. They are semi-aquatic and are frequently encountered on our canals and rivers.

Close up, American mink resemble something between a small cat and a ferret. They have a dense coat of deep brown fur, which often leads to cases of misidentification with the native otter. However, otters are shy animals unlikely to be seen during the day, quite unlike their confident American cousins who will wander the waterways at all hours. Mink are also smaller and slimmer than otters, which makes it easier for them to hunt burrow-dwelling prey such as water voles. These efficient predators are solitary animals that will fiercely defend their waterside territories. Males will sometimes allow females to make their homes inside their vast territories, but no male mink will tolerate another male nearby.

In the UK, the water vole has been in decline since the beginning of the 20th century, due to habitat loss, degradation and fragmentation. However this decline accelerated sharply throughout the 1960s and 1970s, coinciding with the spread of American mink in the wild.

Unless some areas are kept free or relatively free of mink, it's thought that the water vole will become extinct in much of Britain within a few years. The urgency of the situation is highlighted by the water voles' inclusion as a priority species in the UK Biodiversity Action Plan and the promotion of humane mink control as an essential tool

in water vole conservation, within the National Species Action Plan.

The CRT supports targeted control of American mink, in order to protect our waterways, as well as for the conservation of water vole populations. Mink control will protect our considerable investment, in recent years, in habitat improvement for water voles across the network.

Feral mink are naturally a chocolate-brown colour but farm-bred animals can vary in colour from white or grey through to black. Their limbs are short and their tails are about one third of their body length of 42-65cm. They weigh 600g-1kg.

Derby Canal Walks - Swarkestone

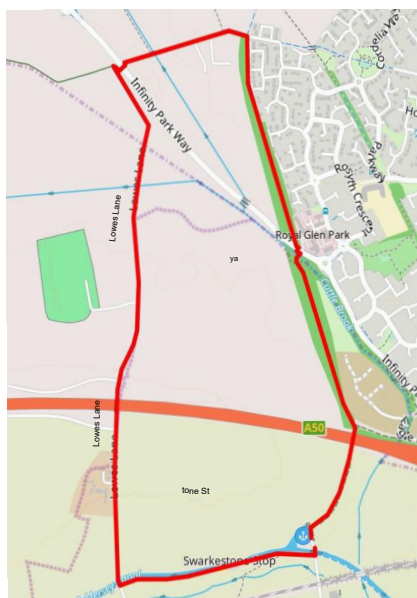
Starting from the Swarkestone Lock on the Trent and Mersey Canal, this walk takes you a short way along the Trent and Mersey Canal before heading

north to the new Infinity Park Way and then back along the route of the Derby Canal, about 3 miles total.

Access

There is limited public car parking close to the route but there is usually space along Eagle Drive on the north side of the A50 and near Swarkestone Lock. From the A50 roundabout at Chellaston, either take Infinity Park Way by the Bonnie Prince and left turn onto Eagle Drive or head on the A5132 south for about a mile then turn right into Pingle Lane (the signpost to the church is at the end of Pingle Lane).

From Derby there are a number of buses that get you close to Swarkestone Lock. The best is Aviva Route 2 to Swadlincote, it stops at the bottom of Pingle Lane just before Swarkestone, Aviva 2C will take you as far as Chellaston centre and Aviva 2B will take you to Infinity Park Way,





opposite Eagle drive on the north side of the A50. Check with Aviva for times.

The Route

1. Starting at the Swarkestone Lock, head along the towpath with the canal on your right; almost immediately, a short arm of canal opposite (now home to Swarkestone Boat Club) is all that remains of the southern junction with the Derby Canal. Heading west you pass on the towpath side, there is an octagonal cottage (shown below), originally for taking tolls, but the narrowing of the canal shows that there was also a stop lock here (and has the name Swarkestone Stop). Just beyond this point the original Derby Canal extended down to the the River Trent, but this was abandoned before the railway final cut the access off.



The railway line is now used only for freight (and occasional passenger diversions), running between the Derby-Birmingham line at Willington to the Derby-London route at Trent Junction.

2. After about half a mile, leave the towpath, turning right over bridge 16 and head up Lowes Lane heading north, (unless you want a brief detour to



Swarkestone Garden Centre in the opposite direction).

3. If you want to extend the walk by another 1½ miles, continue on to the next bridge and turn right, following the road until you re-join Lowes Lane near the bridge over the A50. This is not for you, however, if you are looking for rural tranquillity as a significant length parallels the noisy dual carriageway. You soon pass a well-restored farm complex on the left, including Lowes House, then cross over the A50.

4. Follow the narrowing track for about a mile, until you converge with Infinity Park Way and cross using the pedestrian lights. The concrete buildings visible on the left are Rolls-Royce test beds.

5. Continue along the track which becomes Sinfin Moor Lane. Just before the road enters the new houses, turn right at what was Baltimore Bridge and head south along the original Derby

Canal. The original line of the towpath and canal are clearly visible.



6. Shortly, on the left, there is a modern reproduction of a canal milepost. It is unclear why the distance is shown to Tonge, 5 miles, south as the crow flies and with no canal connection! The one at Swarkestone says the same?



7. Continue along the path until you once again cross Infinity Park Way. When the road was built, the Council had a legal obligation to bridge the canal route, but the Trust agreed to waive this with a promise that this would be provided once the restoration was under way. Immediately after you cross the road, you cross Cuttle Brook on

a foot bridge; if you search around you can find some remains of the aqueduct used by the canal.

8. Continuing south you will be walking along the line of the original towpath and the canal bed is clearly seen on your right. Trees here have been recently made safe by removal of rotten trees and the ivy that was



damaging the trees. Wildlife habitats have been created along the off side bank using the cut branches from the cleared trees.

9. As you approach the A50, the track passes through a bridge that seems tailor-made for the canal. In fact, the construction of the A50 cut through the canal route just before legislation would have obliged the development to preserve the route. This bridge, seemingly complete with towpath



(albeit on the wrong side) is actually an occupation bridge owned by a local

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farm. However, the Trust is looking to see if it can be used for the restoration of the canal at the appropriate time.

10. Continuing along the path you come back to the line of the original Derby Canal between the A50 and the Trent and Mersey Canal.



11. As you return to Swarkestone Lock, and the Trent and Mersey Canal and Pingle Lane, the brick bridge on your

right is Swarkestone Bridge and was an early restoration project by the Canal Trust in 2000.



12. Outside the gates to Swarkestone Boat Club there is another cycle path mile post giving the wrong destination of the canal. This finds you back at Swarkestone Lock, your starting point.

Walk devised by Derek Hathaway and David Hayes, with additional information from David Savidge

Tranquillity at Shardlow



Another beautiful photograph of the Trent and Mersey Canal at Shardlow is reproduced at the bottom of the previous page with the permission

of John Bennett who posts on the Derby Past and Present Facebook page.

Update from Chesterfield Canal Trust - Rod Auton



After months of frustration with getting a licence, finding appropriate specialist insurance, getting volunteers trained and qualified etc., we finally launched our Paddlesports Hire from Hollingwood Hub on 13th August. It has been an instant hit. We have five paddleboards, two single kayaks, a double kayak and a Canadian canoe. They can be hired for 1 hour, 3 hours or 6 hours.



We started off expecting just to run on Saturdays, but such was the demand that we tried on Sundays as well until the end of August, but now we have extended weekends until the end of September.



On most days so far, we have had almost all the paddleboards out all day and the other craft are in use more than half the time. All the bookings can be made online, but quite often they are booked at very short notice.

We have had a few experienced customers, but most are new or have only tried it once or twice. We have had a lot of families. It's amazing how quickly they pick it up. It is also great for the customers at Katey's Coffee Shop to watch all the action.

The income has been incredibly welcome because we have scarcely been able to run either of our Derbyshire

based trip boats because of lack of water from the river Rother which feeds the canal.

We are not sure how long into the autumn we will continue – it partially depends upon demand - but the water

temperature will make a difference. With the hot weather, the water is currently quite warm if you fall in just wearing shorts and a T-shirt, but it might be a bit different in October!

Would you like to help the Derby Canal Restoration?

Would you like to help the Trust?

Can you spare a couple of hours per month?

Do you know someone that could?

The Trust needs help in the following areas:

Bridges: Are you a civil or structural engineer (whether currently retired or a trainee/student) with knowledge of road bridge design and/or construction? If so, the Trust's engineering team would really appreciate some specialist knowledge and assistance.

If you are interested, then please contact Chris Rees-Fitzpatrick on 07757 979271 or by email at chris.reesfitzpatrick@derbycanal.org.uk to discuss further.

Fundraising: The Trust is currently looking at fundraising for various restoration projects including works at Sandiacre, Derby and Chellaston. We have skills with regard to the technical side of the applications - could you help with the administration or adding a marketing or sales spin to the applications to make them more appealing to funders? Some help is also needed sifting through the myriad of funders that exist to find suitable ones we can apply to. Whilst no previous

fundraising experience is needed, but if you have some that would be a bonus.

If you are interested, please contact Chris Rees-Fitzpatrick as above to discuss further.

Ecology: Do you have a fascination with flora and fauna, do you want to help rejuvenate the biodiversity of the canal route? Can you get involved with surveys and monitoring? We are looking to plan our restorations to improve wildlife for all, so whether you simply have an interest or you have any ecology qualifications you would be more than welcome.

If you are interested, then please contact Chris Madge on 07827 946444 or by email at chris.madge@derbycanal.org.uk to discuss further.

Marketing: Do you have marketing skills (whether currently employed in this field, retired or a trainee/student)? If so, the Trust's Communications Group would welcome input as to how we may develop a wider audience to our activities. As a volunteer in this area, you would support our existing website, social media and Packet volunteers.

If you are interested, then please contact Chris Madge as above to discuss further.

General Admin or Secretarial Support:

Do you have office based experience and familiarity with software such as Excel, Word, or dealing with accounts or archiving. Could you take on projects to get us better organised? If so give Chris Madge a call.

In all the above cases experience and knowledge is very helpful, but the key criteria is a desire to change our communities for the better. The amount of time spent will be set by your availability, but the salary is non existent!

Obituary for John Baylis



It was with great sadness that I had to report that John Baylis passed away on Wednesday 7th July 2022, age 82, after an illness. John has been a Trustee for DSCT since before I became involved in 2003. I believe from those that know that he was there when the Trust was started.

John was a founding director of Waterways Recovery Group at the

IWA and was involved with camps and restorations for over 50 years. From his workshop at Langley Mill he was often able to make and supply items for restoration and we have benefited from this on a number of occasions. John will be best remembered for his quiet support; at Trust meetings he would listen to the latest challenge we faced and come up with helpful suggestions derived from his decades of service to waterways restoration. It is these decades of support to the national restoration effort that saw him recognised with the award of the British Empire Medal (BEM).

Chris Madge

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Please note the new format of the email addresses - Ed

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