

# Pennine Link

Members Quarterly Journal - Issue 139 - Winter 2001



# Huddersfield Canal Society Ltd

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239 Mossley Road, Ashton-under-Lyne, Lancashire, OL6 6LN

Tel: 0161 339 1332 Fax: 0161 343 2262

EMail: [hcs@hcanals.demon.co.uk](mailto:hcs@hcanals.demon.co.uk) Website: [www.hcanals.demon.co.uk](http://www.hcanals.demon.co.uk)

*Volunteer Co-ordinator - Frank Smith*

*Office Manager - Robert Gough*

---

**David Sumner** 4 Whiteoak Close, Marple, Stockport, Cheshire SK6 6NT  
*Chairman Tel: 0161 449 9084*

**Trevor Ellis** 20 Batley Avenue, Marsh, Huddersfield, HD1 4NA  
*Vice-Chairman Tel: 01484 534666*

**John Sully** 19 Kingfishers, Orton Wistow, Peterborough, Cambs. PE2 6YH  
*Treasurer Tel: 01733 236650*

**John Fryer** Ramsdens Solicitors, Ramsden Street, Huddersfield, HD1 2TH  
*Company Secretary*

**Keith Gibson** Syke Cottage, Scholes Moor Road, Holmfirth, HD9 1SJ  
*HCS Restoration Ltd Tel: 01484 681245*

**Jack Carr** 19 Sycamore Avenue, Euxton, Chorley, Lancashire, PR7 6JR  
*West Side Social Chairman Tel: 01257 265786*

**Josephine Young** HCS Ltd, 239 Mossley Road, Ashton-u-Lyne, Lancs., OL6 6LN  
*Membership Secretary Tel: 0161 339 1332*

**Brian Minor** 45 Gorton Street, Peel Green, Eccles, Manchester, M30 7LZ  
*Editor, Pennine Link Tel: 0161 288 5324*

**David Finnis** Fall Bottom, Oliver Lane, Marsden, Huddersfield, HD7 6BZ  
*Press Officer Tel: 01484 847016*

**Allan Knott** 64 High Street, Godley, Hyde, Cheshire, SK14 2PU  
*W.Side Boats Co-ordinator Tel: 0161 343 6400*

**Robert Reed** 82 Bourn View Road, Netherton, Huddersfield, HD4 7JZ  
*E.Side Boats Co-ordinator Tel: 01484 661066*

**Vince Willey** 45 Egmont Street, Mossley, Ashton-u-Lyne, Lancs., OL5 9NB  
*Boats Officer Tel: 0161 339 1332*

**Alwyn Ogborn** 14 Stanhope Street, Mossley, Ashton-u-Lyne, Lancs., OL5 9LX  
*Special Events Co-ordinator Tel: 01457 833329*

**Allen Brett** 31 Woodlands Road, Milnrow, Rochdale, Lancs., OL16 4EY  
*General Council Member Tel: 01706 641203*

**Neville Kenyon** Meadow Head, Tottington, Bury, Lancashire, BL8 3PP  
*General Council Member*

**Keith Noble** The Dene, Triangle, Sowerby Bridge, West Yorkshire, HX6 3EA  
*General Council Member Tel: 01422 823562*

**Alec Ramsden** 16 Edgemoor Road, Huddersfield, West Yorkshire, HD7 2HP  
*General Council Member Tel: 01484 662246*

**Ken Wright** Bridge House, Dobcross, Oldham, Lancashire, OL3 5NL  
*General Council Member Tel: 01457 873599*

# Pennine *Link*

Winter 2001 Issue 139



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*Back Cover: Bob Derrick, 'River Witham, Boston'*



## Editorial

Well no one threw bricks or rotten tomatoes at me after the last issue so maybe it was well received. Don't forget that this magazine is yours -

not mine - if you feel strongly about any part of the waterways or the way it or the Society is being run, send me a letter or an Email. Provided that we are not going to face a slander or libel suit, or offend public decency, we will print it!

A couple of innovations in this Issue. As our restoration is complete (although not perfect!) I am asking people involved in other local restorations to keep us up to date with their efforts and progress. I know that many members of HCS are also members of other groups, I am a member of the MBBC Society, although I take no part in their efforts. As a result of my involvement, the first of these reports is by Margaret Fletcher, the MBBC Society's Chairman, on her canal. Margaret and her husband John (he is chairman of the North West Area for the IWA) are both members of HCS.

The second of these innovations is a series of articles on things to see along the canal. As members from outside the local area come to visit and maybe to traverse the canal, my idea is to let them know where it is worth stopping and looking around.

The first of these articles (p35) is on the Portland Basin Museum, which I think is a super place to visit - particularly as it is free!

The National Waterways Festival is nearly on the HNC next August, it is on the Broad, so it is likely that many people will be sailing the full length of the canal to reach this event or as part of a holiday on the way

home. The slight problem is that the Broad locks are only 57ft long and full length narrow boats will be unable to reach the site. However, mooring in Apsley Basin or near to, will be only about half a mile from the site and if other Nationals are anything to go by, that is quite near!

Talking of lock sizes made me look up a 1918 version of Bradshaw I have at home (to be pedantic it is the 1914 edition updated slightly as it was not printed during the war). This gives the maximum dimensions for boats to travel the full length of the HNC. They are 70ft long; 7 ft wide and with 6ft 8ins headroom. The headroom was the maximum permitted through Standedge Tunnel in those days. It also quotes a minimum width through the tunnel of 7ft 8 ins. Assuming that this width was correct 80 years ago, it means that the locks must have been at least 7ft 2 ins wide to work the boats through.

I just wonder if somewhere, someone had an Irish bankers calculator and wrongly converted to metric sizes as with Euros and Pesetas in the recent case. Quite frankly, I struggle with metric measurements, and I think that anyone over a certain age probably has the same problems. The younger generation think only in metric sizes and have no feeling for imperial measures. So, basically, everyone accepts the other figure when the two are quoted together assuming that whoever has done the calculation knows his/her ratios. Some of the strange rainfall figures on Television are caused by this. Can I have your views?

Incidentally, there is the timing for the tunnel in this guide, less than 4 hours are allowed for a boat to go through, this was legging them don't forget, and as the current trip takes just over three hours progress has not been so rapid!

**Brian Minor**



## Chairman's Remarks

If the year 2001 marked the rebirth of the Huddersfield Narrow Canal, then 2002 will see its christening. Next year, the canal will

see its heaviest traffic for many a year probably since the mid nineteenth century.

The regeneration of the canal network in the North of England will once again be in the public eye as more schemes are completed. The Anderton Boat Lift is scheduled to reopen, the Ribble Link will open up the delights of the Lancaster Canal to main waterway system navigators and the Rochdale Canal will be completed. The reopening of the Rochdale Canal will create another trans-Pennine link between Lancashire and Yorkshire - a Ring of Roses - and make ring cruising for the intrepid navigators a 'must do' for 2002. I hope that this new ring will create more business for the hire companies, such as Shire Cruisers, who have done so much to encourage use of the canals in hither to unfashionable parts of the country.

Not only will use of the Huddersfield Narrow be increased by the extension of the network, but in 2002 we will see two major events close to the canals in our area. Our own event - the Stalybridge Rally - will attract more boats to the Narrow. In July, to coincide with the Commonwealth Games, British Waterways are holding an AquaFest on the Ashton Canal and over the August Bank Holiday weekend, the IWA National Rally will celebrate the reopening of the Huddersfield at the site known as the Leeds Road Playing Fields, off the A62 in Huddersfield.

I have been given the honour of chairing this festival and already the Committee is

working hard to make this a success. In terms of organisation for this event, we are ahead of schedule compared to previous years and I am pleased to report that many of our council members have key roles on the 2002 Festival Committee. Your editor is retraining as a car park manager and Ken Wright and Keith Noble are involved in site services and moorings. If anyone else wishes to help in the planning, or over the weekend, please let me know.

Kirklees Council and British Waterways are our enthusiastic partners for the National Rally. Because of the expected logistical challenges next year, scheduling boats under and over the Pennines, British Waterways have allocated a senior manager to look at all the aspects, such as water supply, moorings, dredging and tunnel passages.

We will launch this eventful year with our Stalybridge Rally, which, chaired by Alwyn Ogborn, is receiving support from British Waterways and Tameside Council.

There is a lot to look forward to in 2002. For those who want a reminder of the restoration of the Huddersfield Canal, without which all the events scheduled for 2002 would be either impossible or the poorer, a new video of the latter stages of the restoration has been commissioned by our partners and is now on sale at £10.99 (see the advertisement on the inside back cover and Keith Gibson's review on page 9.) With our own video produced in 1992, these two productions give a potted history and a balanced view of the completion of the Impossible Restoration.

*Happy Christmas  
and a  
Prosperous New Year*

**David M Sumner**



## I Left it Too Late!

No longer having projects or progress on the canal to write about, I am lost for words when the Editor asks "Where's your article?" I have

vague ideas of writing something about the key steps a voluntary waterway restoration society must take to achieve success, with examples showing how HCS and others have succeeded, or failed. It's not easy to write that - and yet again I have left it too late. Perhaps you will be thankful for that. To show that, even though I am doing very little for HCS now, I am still trying to further the cause (who said I'm "very trying!"), here is a piece I wrote for 'The Keel', the journal of the Barnsley, Dearne and Dove Canals Trust. I will follow the progress that is made from the event described with interest. The link those canals would make, if restored, especially if the Chesterfield Canal Trust's suggestion of a Rother Link between the Sheffield and South Yorkshire Navigation and the Chesterfield Canal came off too, would change the cruising network that the Huddersfield Narrow links to the east of the Pennines dramatically.

### *Article published in 'The Keel'*

Waterway restoration by volunteers is perfectly possible and practicable, but only if the scale of the project is something they can manage. But to restore 31 miles of the Barnsley and the Dearne & Dove Canals will need millions of pounds of investment. How is that to be achieved?

Local authorities and any bodies that might give grants - Government, European Community etc. - are not interested in restoring canals to benefit middle class

boaters, or because of their historic importance, or for environmental reasons. They might agree that restoration is desirable, but they don't have spare cash when there are bigger problems to deal with - sorting out the Health Service or the railways might be harder, but they will always come first. But millions of public money have gone into waterways - the Huddersfield Narrow Canal reopened this year at a total cost of around £45m, the Forth & Clyde and the Union Canals in the Scottish Lowlands reopened a few weeks later at almost twice that cost, and the Rochdale Canal will re-join the national waterway network next year. These canals have been restored because funding bodies were persuaded that investment in grants would benefit the wider communities on their routes - not just special interest groups - and because it was demonstrated that every pound of public money put in would have a return of several pounds of private investment creating jobs and new housing and increasing land and property values to the benefit of the community.

But to prove that required the investment of money in expensive consultants reports. The Huddersfield Canal Society alone spent £70,000 in consultants fees on the evidence needed to convince the Millennium Commission to offer money to complete the canal - and then a great deal more on consultants to actually put that application together and to meet the terms of the grant, and to persuade English Partnerships to match the Millennium money. And the local authorities and British Waterways were also contributing on a similar scale. Doubters would say that the Barnsley and Dearne & Dove Canals Trust can never emulate that scale of spending, so the restoration of these canals will always remain a pipe-dream.

Poppycok! Absolute nonsense! That completely fails to understand how the leaders of the successful restoration projects built up from early work by volunteers, to small scale work by contractors, medium scale works, and finally the enormous tasks of removing the big obstacles to through navigation - a supermarket and a motorway crossing on the Rochdale, or one and a half miles of filled in canal including the route through a town centre and industrial premises on the Huddersfield Narrow.

These canals were restored in a piecemeal fashion, but each stage had benefits for the communities - either immediate environmental benefits, or the prospects of wider regenerative benefits - that justified the money being found. The grants that restored these canals did not exist when work started, but the partners in the enterprises were willing to take an opportunistic approach to whatever changes in grant regimes, rules and priorities came along, moulding the scheme to the opportunities that were available and reinventing their plans to fit the changes, and all for the benefit of the communities.

Now the key word in that last sentence is 'partners' - not partners in crime, but partners in a great enterprise aimed at changing the economic, environmental and social future of a corridor of opportunity - the valleys through which the waterways ran. Who were the partners? Essentially, the public sector represented by the local authorities, the private sector represented by the owners of the waterways (yes, I know British Waterways is a public sector organisation, but it has a private sector land ownership role), and the voluntary sector represented by a local waterway society.

Generally the partnership has been created by that society gaining credibility through its membership, by the slow task of political persuasion, and by bringing all the main players together. The partnerships have

taken different forms, but the key factor has been the willingness to meet regularly with a common aim, leading to the partners choosing to work together to promote and achieve a common objective, and (ultimately when big money is involved) to join together in the legal and financial arrangements needed to complete the task.

The idea of creating a partnership to seek restoration of the Barnsley and the Dearne & Dove Canals is not new, but there seems to be a window of opportunity now. Completion of the Huddersfield and Rochdale restorations brings into focus the lack of success of the Barnsley and Dearne & Dove Canals Trust. That seems inexplicable considering that these canals are in a part of the country where grants for economic and environmental regeneration and social inclusion are more readily available than anywhere else - certainly more available than in the South Pennines, home to the Rochdale and Huddersfield Narrow Canals. The Barnsley and the Dearne & Dove, linking the waterways of West and South Yorkshire, are the only major regional waterway link in the UK waterway systems that is not either open to navigation or actively under restoration.

As Chairman of the Northern Canals Association, the informal talking shop for waterway restoration in England and Wales north of Birmingham where representatives of waterway restoration societies, IWA, IWAAC, the Waterways Trust, and BW meet regularly, I see that there are winners amongst the groups attending. People who, no matter how many difficulties are thrown in their path, will get there in the end. But there are others - and I will not call them losers - who for varying reasons have been unable to make the next move. Stuck, as I have unkindly said, in the mud at Elsecar.

I have tried to help by suggesting ways that the Trust could remodel itself but, after a long period of failing to make the crucial



next step, that is clearly difficult. I have also talked to Ian White, the Regional Director of British Waterways. We agreed that the way forward had to be to move up the ladder rung by rung beginning with putting together a partnership, just as happened for the Rochdale or the Huddersfield Narrow.

Remember this, though - those partnerships began fifteen or twenty years ago. So, with a great deal of help from the Trust in organising the logistics, we invited the potential key players in what could become a great enterprise to unlock the potential of these waterways to a seminar at Tunnel End, Marsden on Thursday 4th October. I chaired the event. Ian White spoke about waterway restoration and showed what had been achieved by examples from elsewhere. Glen Miller of BW's headquarters office, spoke about the benefits of waterway restoration, and a little about the type of studies required by funding bodies to prove that these benefits will be achieved. David Sumner, the Chairman of the Huddersfield Canal Society, spoke about partnerships, and how a partnership approach had achieved the restoration of the Huddersfield Narrow Canal that delegates could see through the windows.

After lunch the party took a coach over the Pennines to see Slatybridge - a small cotton town that had completely obliterated any trace of there ever having been a canal through its centre and had fallen on hard times. The canal has been rebuilt, and the environment of the centre of the town transformed. Development is beginning to be attracted, new houses are being built, a canalside warehouse is being converted, and a massive historic mill that seemed a hopeless case for restoration now seems certain to come back to life. Councillor Kevin Welsh, a local Councillor for the town, told the visitors how the town was changing - not just by what they could see. Estate Agents who previously found property

difficult to sell in the town were reporting that demand had overtaken supply. And people felt differently about the town - pride was returning.

What did we achieve? First, that none of the participants now doubted that the Barnsley Canal could be restored (and we concentrated on that canal because, by any logical assessment, that canal must be restored first, with the Dearne & Dove - which will be an almost completely new waterway - following later). Secondly, that none of the participants now doubted that the Barnsley Canal should be restored. Thirdly, an understanding that restoration of other waterways had been achieved in an incremental step by step way by a partnership approach.

What will happen next? That rather depends on you, the Canals Trust, and on British Waterways and the other key players at the seminar. There was general sympathy for the idea of a partnership, and I hope that British Waterways will be able to provide a central point of contact to organise early meetings.

I would urge a little caution and a lot of patience on you, the Trust. It will take time to bring people together and to get them to act collectively, and they may not do so on your terms, or in the way that you thought would be best. A crucial point is that you must now put any difficulties and animosities that have resulted from years of stagnation behind you, and work together for the common good. If you cannot do that, then the restoration of the waterways will not happen, or it will happen despite you.

**Keith Gibson**

Chairman  
Northern Canals Association



# The Impossible Dream

## A Video by Stephinson Television

*Restoration Chairman, Keith Gibson, reviews the long-awaited new video.*

After watching the BBC2 programme of the same name that used some of this video footage, I watched this with some trepidation, afraid that it would present restoration of the canal in the same simplistic way. You might remember that, if the BBC's version of the story was to be believed, the canal was restored by volunteers, who realised that they couldn't do everything and were then rescued by British Waterways who actually restored the canal. The intervening 15 or so years were completely airbrushed out. HCS and the local authorities had not apparently restored sixty odd locks, dredged and repaired the canal between them and rebuilt road bridges to allow for navigation.

This new video naturally concentrates on the work of the last few years. That's when filming took place, and it was originally commissioned by the Huddersfield Canal Company to tell the story of the Millennium work, but the emphasis is completely changed from the BBC version. There is no rewriting of history. The script and the editing make it quite clear that HCS and the local authorities were in partnership with BW to complete restoration of the canal, and that without you - the members of the Society - the canal would not have been restored. Although I would have liked to see more to explain what happened in the years missing from the BBC version, that never was what this video was about, but the script now gives credit where credit is due.

Having got that off my chest, should you buy it? After all that's what a review is about. The short answer is "yes!" The video tells the story of the last years of restoration work very well, and allows the engineers to tell their own story - Pete Rawson and Lee Holland (Tameside), Freda Rashdi and

Joanna Heap (Oldham), Andy Wheeler and Jon Walsh (Kirklees) are interviewed as are John Hallam and Mike Marshall from BW. HCS is represented by David Sumner who is clearly speaking from the heart at the end, and the producers had a bit of luck meeting Bob Dewey and Derek Walker in Stalybridge to talk about the early days (complete with Derek's wonderful T-shirt!) There are interviews with Mike Lucas and Sue Day, and - a stroke of genius on someone's part - with Keith Willis, who, as Engineer and Surveyor to the Urban District Council, completed the filling in of the canal through Slaithwaite. An essentially honest and decent man, he cannot hide his jealousy of the later engineers who had the opportunity to re-open the canal.

I've really only one criticism. They have pinched my title! "The Impossible Dream" is the working title (and may yet be the actual title) of the book I am writing about the history of the canal! I know from this experience how difficult it is to squeeze the events of years into a few words, and that Ken Stephinson could not have included everyone, or everything we might have liked to see. He has, though, succeeded in producing a very watchable programme, that gives a fair impression of what happened in the last few years; the photography is good and the script, spoken so well by Timothy West, is fair and mainly accurate.

Buy it. It's the best there is - at least until HCS decides to commission its own up to date video. But, would you like to decide who is in that, and who is left out?

**Keith Gibson**

*The Impossible Dream, 56mins, £10.99 plus  
£1.95 p+p is available from the Canal  
Society offices in Ashton.*

# Gates & Gearing on the HNC

*The first part of an in-depth look by Frank Smith at the various forms of gates and gearing on the Narrow Canal.*

When the HNC was operational, locks were fitted with only two types of gearing. The majority being the standard rack and pinion gears mounted on wooden 'inverted T' pedestal units, the other style, and mainly limited to the Diggle Flight, were inclined ground paddles. Unfortunately, nearly all of the original gearing disappeared when the gates were removed and the locks 'landscaped'. During the 20+ year restoration programme, a variety of other non-HNC style gearing units have been installed, some even twice, i.e. hydraulic back to traditional.



Uniquely on the Diggle Flight, all the locks had single tail gates with double inclined ground paddles at both head and tail - in addition, they were all installed on the same side of the canal. Two reasons for why it was built this way have been proffered (1) as the cost of completing the canal was escalating, it was quicker and cheaper to build the Diggle Flight with single gates and ground paddles and (2) it



was built this way to assist boaters in the operation of the flight, especially with such short pounds, i.e. paddle gear and balance beams on the same side. Both suggestions have merit.

From a boater's point of view, with the length and weight of the tail paddles and rods, a long handled windlass is recommended. A rudimentary security device has been fitted to the Diggle gearing - a metal loop has been welded to one side of the spindle which is locked via a handcuff key. It works, however, it does prevent the use of two windlasses at the same time when the gearing is perhaps a little stiff, or boaters have not had their Weetabix.



As the rate of restoration progress increased following the formation of the HNC Joint Committee in the mid 1980's and BW's then policy of fitting hydraulic gearing, sufficient sets of hydraulics were set aside by BW to refurbish the whole of the Huddersfield Narrow. The only exception was in conservation areas where locks were fitted with traditional gears (Trent and Mersey). The spare sets of hydraulics have been used up over the years to replace inoperative or vandalised units. Installing hydraulics on former traditional housings at head chambers was relatively straight forward, however, with the size of the tail gate units, additional rebates had to be cut in tail gate recesses.



required to wind open and then close paddles, and occasionally, gates as well.

Various other anti-hydraulic reasons abound including emergency procedures in locks and rubbish stuck underneath paddles etc. which slowly drains the pounds down, however, BW, in recommending hydraulics, saw them as safer to operate, easier to maintain, and probably easier for the female boater or crew to use. The small 'pepper pots' (below), seen mainly in the Tameside area, were installed by HCS Restoration - they are not bollards, but cover the ventilation holes over the head chamber culverts.



Indicators were fitted to the units to show whether the paddles were open or closed. They took the form of either moveable white discs fitted to the side of the units, or vertical rods which came out of the top. Over the years, both patterns have been subject to vandalism - discs are unscrewed and rods were bent over. Every hydraulic unit is fitted with a security clasp to prevent unauthorised tampering. It is generally understood that boaters do not like hydraulic gearing because of the time taken to open and close units and the amount of energy



**Frank Smith**  
*Photos: Martin Clark*

# 2001 Photographic Competition - Results

We had 58 entries this year from 15 different photographers. Slightly down on last year's 60 but of ever-improving quality, according to judge Geoff Hope, past president of Oldham Photographic Society. Again, there was only one entry in the Junior section, which is a pity. One notable fact is that entrants are from widely scattered parts of the country.

As usual, all contributors will receive a copy of the judge's notes on each photograph they entered and Geoff has said that anyone who wants any help or advice on photographic matters can contact him by letter to the Ashton office.

Our thanks to all of you who took the trouble to enter in this very special Society year. Prize money is calculated from entry fees and the cheque we received for winning the Tom Rolt Best Society Magazine Award yet again!

## RESULTS

### Category 'A' - HNC - Senior

#### **WINNER, OVERALL WINNER, CHALLENGE SHIELD WINNER**

**John Lower**, Chesterfield  
"After the crowds had gone"

#### **RUNNER-UP**

**Barbara Lower**, Chesterfield  
"13 Miles to Huddersfield"

**COMMENDED:** Julian Morgan, Guildford;  
Anne Wright, Dobcross

### Category 'B' - HNC - Junior

#### **WINNER**

**James Archer** (8), Linthwaite  
"Trip Boat at Visitor Centre"

### Category 'B' - Other Waterways - Senior

#### **WINNER**

**John Lower**, Chesterfield  
"Cooper Bridge"

#### **RUNNER-UP**

**Bob Derrick**, Wotton-under-Edge, Glos.  
"River Witham, Boston"

**COMMENDED:** Sally Schupke, Guildford;  
Anne Wright, Dobcross.

John Lower, the overall winner (and well-known canal "travel" writer) will receive the Challenge Shield, to hold for one year, a replica to keep, a signed certificate and a PAIR OF BINOCULARS kindly donated by ARCADE PHOTO SERVICES, IMPERICAL ARCADE, HUDDERSFIELD.

The other winners will receive a cash prize of £30 and the runners-up a cash prize of £20, together with a signed certificate. The "commendeds" will get a signed certificate.

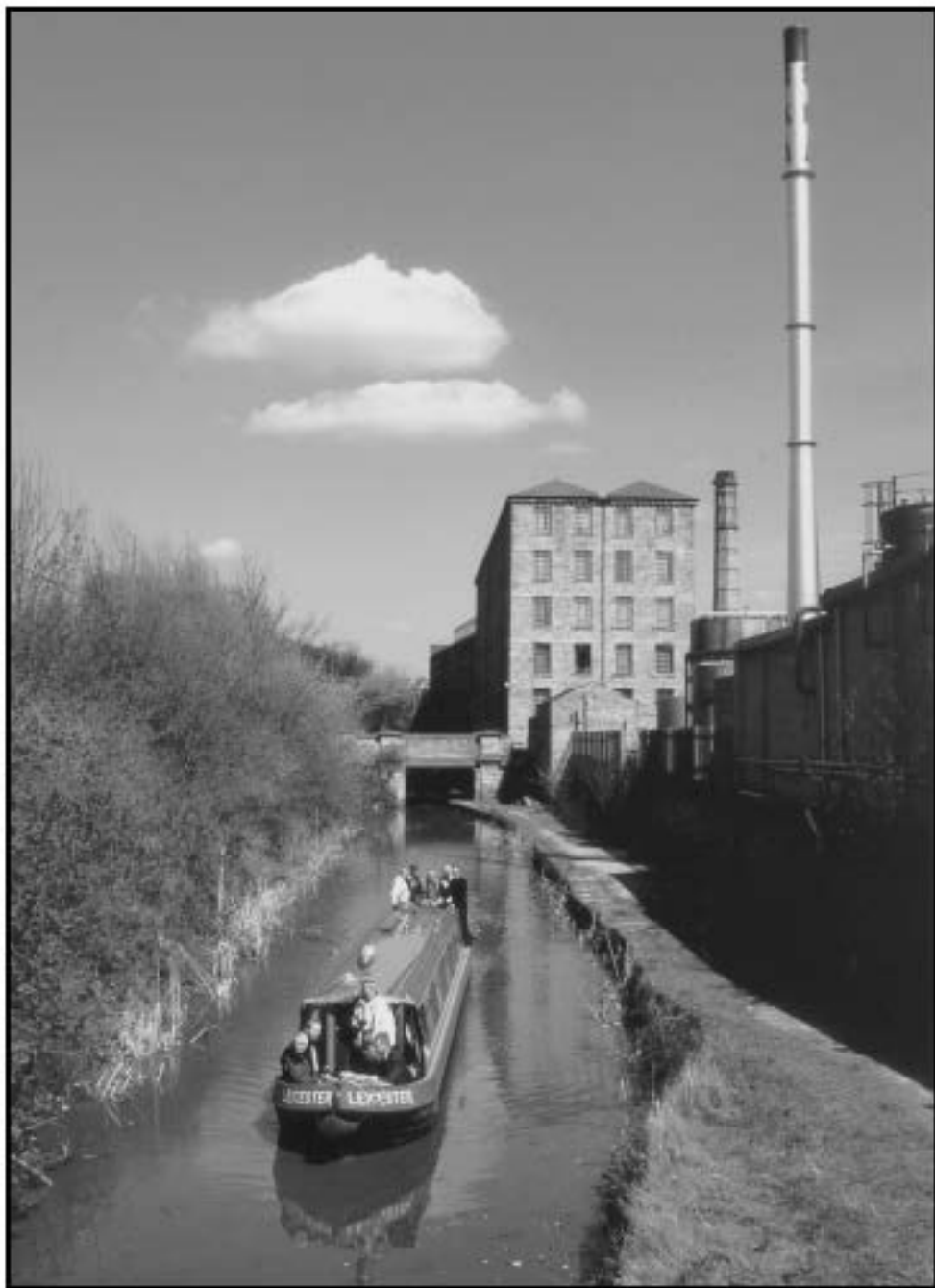
Now for the judge's notes - generally, and on the winners' and runners'-up, which are shown against our black and white reproductions.

"Another eventful year in the life of 'our canal' has passed and it is again the chance for Members with an artistic bent to show us their photographic impressions of canal life, both local and beyond.

Altogether we have nearly 60 entries in 3 classes representing the work of 15 workers. It is also noticeable that we have entries both from conventional photographers and also from digital sources, thus showing that although our canals have their roots well in the history of Britain, canal enthusiasts are well abreast of modern technology.

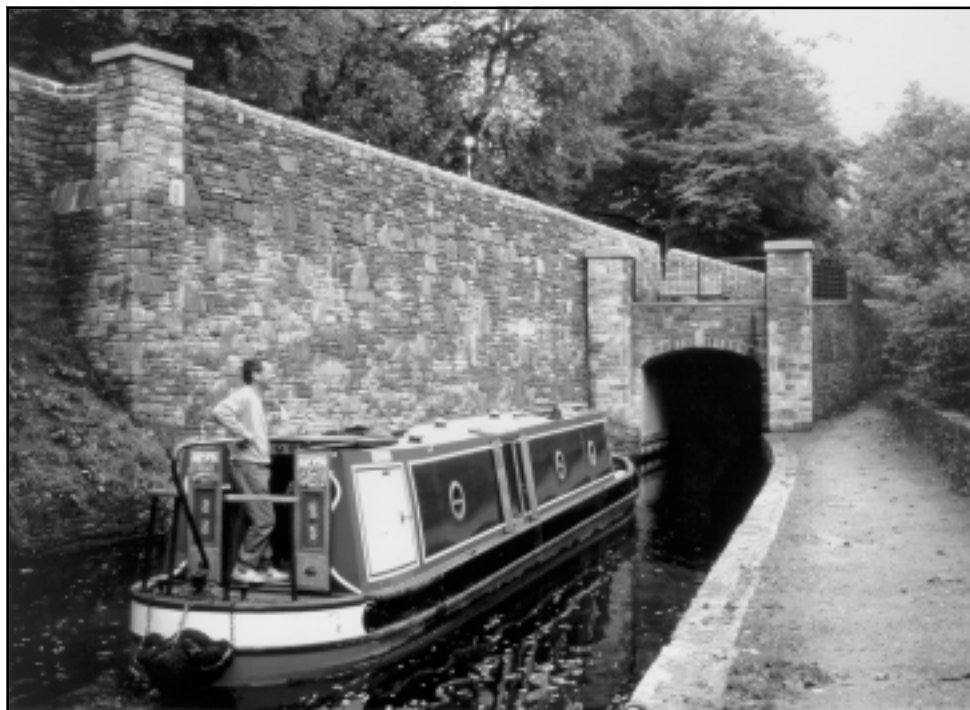
#### **Summary**

Altogether an excellent entry for this competition. The standard has risen steadily over the years and nearly every picture submitted this year could have been a potential winner in the first year when the competition started. The hard part comes now, for amongst this excellent selection we have to choose winners. After long deliberation we have to make a decision!



*'After the crowds had gone.'* John Lower

A super shot, very well composed showing the canal and the industry it used to serve. The narrow boat is in a perfect position and its red colour acts as a perfect foil for the rest of the picture. The final bonus is the interesting cloud formation in a clear blue sky.

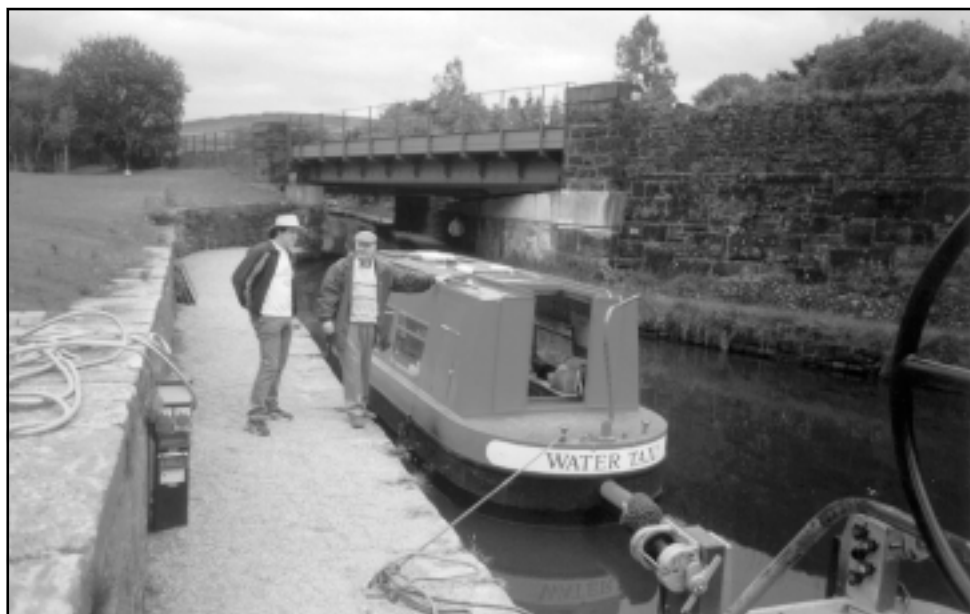


*Above: '13 miles to Huddersfield'. Barbara Lower*

Another digital print of excellent quality showing a perfectly positioned narrow boat entering the newly opened Uppermill locks. The line of the wall and towpath make an almost 3D effect. First class work with nothing to criticise.

*Below: 'Trip Boat at Visitor Centre'. James Archer*

A well constructed photograph of an interesting feature of the Canal. The red taxis positioned well in the picture and the figures add even more interest.







*'Cooper Bridge'. John Lower*

A super shot showing the lock at Cooper Bridge and the lock keepers house. The narrow boat in the lock is an added bonus and the figures give atmosphere to the finished picture. Again it is perfectly exposed and sharp. The very interesting sky also adds to the result.





*'River Witham, Boston'. Bob Derrick*

A very well produced sunset picture. The reflections are very effective and I reckon you owe that duck a special treat for turning up to complete your lovely entry.

### **A note for next year!**

In view of the increasing interest in digital imagery and the continuing lack of real interest in the junior sections, I am proposing to rejig the categories for next year's competition as follows:-

Category 'A' Huddersfield Narrow Canal

Category 'B' All other waterways

Category 'C' All waterways – digital

With special awards for the best winner and runner-up under 16 from all entries.

Simple and more realistic, I think?

**Ken Wright**

# The Oldham Group

*Ken Wright gives us the lowdown on how the canal infrastructure is being managed within the Oldham district boundary.*

If it hasn't been made clear, over the years that we have been reporting on restoration, our canal runs through three metropolitan districts, Tameside, Oldham and Kirklees. The Oldham length is all within Saddleworth (which was originally part of the West Riding of Yorkshire until 1974 and is still within that historical boundary). This length is approximately 5 miles, a quarter of which is in Standedge Tunnel.

During restoration work in Saddleworth, Oldham Council undertook extensive public consultation exercises and introduced monthly meetings of council and contractors' staff, local residents and business people, to promote goodwill and ensure a smooth completion of the work. Public meetings with sophisticated slide shows were also held.

To provide a background to this, the Council formed a liaison group to examine all activities alongside the canal which could be affected by the regeneration of the canal corridor. The sorts of subjects to be included were town planning, land use, leisure facilities, wildlife, art projects, traffic management, derelict land, new businesses, apart from the obvious direct canal issues such as project management, boating, walking, cycling and angling.

The liaison group was multi-disciplined with members from the Council's engineering, planning, leisure and countryside units and from Oldham Chamber (Business and Commercial), Canal Society, Canal Company (Alan Stopher was the founding chairperson) and Groundwork Trust, with others called upon as needed.

British Waterways should have attended but were too involved in other matters and, I suppose, felt that they would be better represented at a liaison group covering the whole of the canal. However, they do receive minutes and are able to comment on them.

The success of the group, in keeping fully informed on canalside activities, has led to the meetings being continued, even though the basic task of re-opening the canal has been completed. There remains much to be done in planning, conservation and leisure matters.

Items that have been progressed through the group include the official Oldham opening on May 18<sup>th</sup>, the Uppermill brass band and choral concert on June 20<sup>th</sup>, commissioning music for Diggle Band, creating canalside sculptures, childrens' playgrounds and a tunnel mural for Wool Road under the "percent for art" scheme.

Items for regular discussion include future plans for Diggle, the possible new Diggle rail halt, redevelopment of derelict land and improvements to leisure and countryside facilities.

Another main subject is the involvement of the Council and the Canal Society in the future operation and maintenance of the canal. The group will monitor these matters for Oldham Council.

As far as we know there is nothing equivalent to this group in Tameside or Kirklees and I consider that to be their loss!

Next time I shall be able to include pictures of the arts projects mentioned above.

**Ken Wright**

# Letters to the Editor

Sir,

## Is It Art? Do We Need It?

Hidden away in the press cuttings (Plink Autumn 2001) was a bit from the Oldham Chronicle about sculptures to be made from canal rubbish and erected in four unspecified places. I hope that these places will be a long way from the canal itself but fear that the restoration will be defaced by a litter of art. I have no objection to sculptures made from rubbish nor even to public money paying for them, but please let's confine them to places where they can do no harm.

I was not particularly impressed by Tate Modern, despite all the hype and much trumpeted visitor numbers. How many will pay a second visit? However, there the exhibits do not impinge on the retinas of people who choose not to visit the gallery. More and more, however, art is seen as "a good thing" and gets dumped around public places whether we like it or not. Not even my closest friends would necessarily appreciate all those objects with which I might adorn my drawing room or stairs. Michaelangelo's 'David' or the 'Mona Lisa' are fine in the galleries of Florence or Paris but would you want to see them on the canal bank?

Whether or not it is good art, I like the sculpture at Sowerby Bridge Wharf because it is relevant to the navigation as is the statue of James Brindley at Etruria. They are both in urban settings and complement their surroundings. However, as I cruise the canal system, more and more irrelevancies are appearing amongst the trees and hedges. No doubt I shall be told to keep an open mind about the rubbish sculptures but anticipate that, if we get them, we'll be stuck with them whether we like them or not.

If, as I fear, these threatened sculptures are planted alongside the canal, I can only hope that they will draw the attention of vandals away from the vulnerable parts of the canal itself. My further fear is, of course, that they

will end up where they came from and clog my prop.

Some of the "art" alongside the Coventry Canal may have been discarded from the set of a kitchen sink drama but at least it is firmly within a scruffy urban setting. As at least one of your recent correspondents appreciates, most of the Narrow runs through surprisingly rural surroundings and this needs no additional enhancement.

**Keith Noble**, Sowerby Bridge

*I agree with Keith about most of the rubbish that masquerades as 'art' these days. I saw a newspaper item the other day about a cleaner who had put one of these 'works of art' into a bin bag for rubbish collection being convinced that it was just something that had been dumped!! Ed.*

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Dear Brian,

I was very interested to read in the last issue of Pennine Link Keith Gibson's continuing history of the Huddersfield Canal Society.

The piece about Tunnel End reminded me of how I first became involved with the Huddersfield Canal Society. I visited Lock 1 east when the Waterway Recovery Group tried to restore it. I forget the date.

In 1981 I became the Chairman of the Recreation and Arts Committee of West Yorkshire County Council- a position I held until its abolition in 1986. The County Council had already started a job creation scheme on the Rochdale Canal after I went for a bike ride from Sowerby Bridge to Hebden Bridge in 1976.

I also became aware of Huddersfield Canal Society members, including then Publicity Officer, Dave Finnis, who were always putting stickers on me saying 'Restore the Huddersfield Narrow Canal now!' I think I told Dave Finnis on one occasion that I did not think the Huddersfield Narrow Canal could be restored.

Anyway, I think it was in 1981 my officer, Geoff Clegg, came to me and said the Huddersfield Canal Society were asking the County Council to undertake a Manpower Services Commission Scheme, which would restore the derelict Tunnel End cottages. They could then be used by the County Council as a Ranger base and information centre and by the Canal Society.

I learnt later that Dave Finnis wanted to get the County Council involved in this scheme so that they might become locked into the possible restoration of the Huddersfield Narrow Canal and so he had arranged the meeting with Geoff Clegg. We agreed to the MSC scheme for Tunnel End Cottages and this was our first involvement with the canal.

Tunnel End Cottages was opened by the County Council Chairman Bill Banks on a very wet day and Cynthia, my wife and I found ourselves judging floats. Dave's idea of using Tunnel End Cottages to hook the County Council onto the canal worked incredibly well. I decided I had better see the Huddersfield Narrow Canal for myself and cycled with Dave from Marsden to Huddersfield, being photographed at Slaithwaite with Garth Pratt pumping up my tyres. BW were unwilling to let me cycle on the west side so David Sumner took me by car on the west side and showed me many of the blockages and wonders of the canal including the aqueduct at Stalybridge. After that I realised the restoration might be possible.

We organised an MSC scheme to restore locks from Marsden to Slaithwaite and in March 1986 opened the new cut for the canal under Wakefield Road in Huddersfield. I took the boat under Wakefield Road in 1986.

I did not believe then that I would be on the first boat steered by Cynthia into Slaithwaite from either east or west on May 2 but it happened and the Huddersfield Examiner published our photographs on May 4.

**J M Sully**, Peterborough

*Of the 'shakers and movers', John is certainly up there with the best of them! Ed.*

*John Lower, who with his wife Barbara has more or less swept the board in this year's photo competition, included a note with his entry, part of which is worthy of publication, as it has interesting things to say in the continuing debate about Standedge Tunnel passage and the canal generally.*

Dear Editor,

.....we had an excellent week's holiday over the October half-term. We cruised from Macclesfield to Sowerby Bridge and all the photos were taken during the week. We only had one or two minor hold-ups due to low pounds.

The locks which were restored some years ago with hydraulic gear were very hard work but the new ones in Stalybridge, Slaithwaite and Huddersfield were a delight. Diggle was a lot easier than expected and we even had sunshine.

The scenery was excellent, but then we knew that already. My highlight of the week was the passage of Standedge Tunnel, no damage to the boat and standing in the open rear of the passenger pod was fascinating and thirty five quid well spent. (I'd always argued we should be able to do it ourselves, but now I'm sure I'd take the tug even if given the choice).

As for your comments in the last *Plink* (page 54) that my guide book is out of date, I'd comment that it is still more accurate than BW's freebie. Perhaps if I prepared some amendments they could be put on an appropriate website.

Yours sincerely,

**John Lower**, Chesterfield.

*I'd go along with all that! Except that the front of the pod is even better, if a bit cold. John also refers to 'a gang of disreputable characters' visible on his winning (and front cover) photo. Close inspection will reveal Alan Stopher and John Sully, but can we also see Trevor Ellis and Dave Finnis! Ed.*

Dear Brian ,

I read Keith Gibson's article in Plink 138 with interest. Although I've been an HCS member for at least 15 years, and an active one for about 8 years, much of the restoration history was news to me, at least in detail.

Now can I request a similar article on the HCS trip boats? For many, many years they were the public face of both the Society and the restoration scheme. Many society members gave up a day every couple of months or so to operate Greater Manchester or the Marsden Shuttle to promote the value of the unrestored canal, and encourage the general public to support the Huddersfield's restoration. A real hearts and minds operation and as vital, in the long term, as some of the physical or committee work.

Please can we have an article reminding us of the boats, the organisers, the tutors, the skippers and the crews who have put in so much time for HCS over the years.

Best wishes,

**Christine Johnstone**, Wakefield

*Yes, I think an article from the beginnings, with our little electric boat, Stan, at Marsden that needed constant pressure with the right knee to keep the throttle opened; the perpetual battle with the engine of Benjie both at Uppermill and later on at Marsden and the fun we had when the company making the Shuttle went bankrupt a week before delivery, should be written! I will have to talk to Trevor Ellis and Harold Nield about the early, totally disorganised days! Ed.*

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Dear Editor,

Would you please convey the Jazz Festival Committee's thanks to Huddersfield Canal Society for providing and crewing the trip boat and sponsoring the band at this year's festival. It all added to the wonderful atmosphere of the weekend.

I only saw the boat disappearing into the distance (the music sounded great) but I had

several reports from people who had walked alongside the boat and thought it was a great idea. Can we do the same thing next year please?

Best wishes

**Mike Lucas**, Festival Co-ordinator

---

Dear Sir,

## PROGRESS

My first trip on the Huddersfield Narrow Canal was in 1976 in my sailing dinghy "Asterix" (BWB Licence No. 15176 dd 01/07/1976, reproduced below).



My most recent trip was in October 2001 on John Lund's boat "Pennine Moonraker", my views therefore span a quarter of a century. What do I see?

Massive improvements in facilities for navigation - more boats (no one overtook us in 1976!) a lively, busy, attractive canal which is steadily improving. Can't be bad.

**Bob Maycock**, Shaw

*Hope you had some good French wine on your Gallic titled craft Bob! There is no doubt that the opening of the canal has enormously improved the waterways and the two valleys. I am glad that Bob has reminded us of this. Ed.*

# New Directors

*Two new directors have been appointed to HCS Council, Allan Knott and Bob Reed. They are Boat Crew Co-ordinators for the West and East side respectively and here they introduce themselves by way of personal profiles.*

## Allan Knott



I first caught the canal bug when only 11 years old when Dad and his mate built their own cabin cruiser out of marine plywood, then found a beautiful mooring on the British Legion

side of the basin at Marple Top Lock. I had spent every winter evening holding up timbers whilst the two of them, with lighted Woodbines hanging from their lips, worked furiously to put the boat together.

I immediately fell in love with the Macclesfield Canal even though there was much pond weed and often only a narrow channel between heavy weed growth, particularly between Congleton and Kidsgrove. My first encounter with Bosley Locks was very late one evening during darkness when the lock keeper at the top lock leaned out of his bedroom window to tell us where to moor, wearing his striped nightshirt and nightcap. I really had discovered a different world!

In 1957 we even won a photo competition at Dad's place of work on the grounds that a canal holiday was something quite different from snaps at the usual seaside resort.

During the early 1970's, I discovered what a Dirty Weekend really was, working mainly in the Hyde and Ashton areas to clear the canal of rubbish. At the massive clean-up operation known as ASHTAC, I was photographed clearing out old bicycles etc. from Portland Basin which then, being drained, was clearly some 5 - 6 feet deep. With the advent of supermarket trolleys, it is now sometimes shallower in places.

Over the years, I have taken many holidays on hire boats, the first of which was in 1971 on the isolated Lancaster Canal. As Pam and I now have our own boat, I can't wait to re-visit it next Summer by using the new Ribble Link from the main canal system.

After joining HCS in the early 1980's, I soon became a member of the volunteer boat crew when Frank Smith and Bob Maycock trained a group of us on the former trip boat, Greater Manchester. As Bob was busy training crew to become Licensed Skippers, I took on the task of Boat Crew Co-ordinator and have been making phone calls on a weekly basis, in an attempt to crew up trip boats at Marsden and now, just Ashton, since Bob Reed came on board to look after the East side. The job also includes weekly maintenance, checking equipment and most enjoyably, training up

*A young Allan, far right, getting a taste for life afloat!*



new members to become competent skippers and crew.

During these years, I have made many friends in HCS by crewing the boats. It is an activity that one can take part in as an individual yet quickly become part of a team. It was through boating at Portland Basin that I met my partner, Pam, who had just flown in from Australia and was fascinated with the discovery of the local canal. As well as becoming a crew member, Pam has also been known to double up as a Little Elf and Christmas Fairy, helping on the Santa Specials!

Now that I am actively retired, I visit the HCS office weekly to phone round for crew for the following weeks and ensuring the boats are fit for cruising. I am always keen to welcome new recruits who wish to develop their skills on the tiller!

**Alan Knott**

## **Bob Reed**



Standing west of Lock 35E, I found myself fishing with two magnets and Ronnie Rose. The Marsden Shuttle's steel window shutter was our objective, but neither the magnets or

Ronnie were strong or attractive enough to raise the metal sheet.

It was freezing cold and windy, with drizzle in the air. We were 'enjoying' this heady experience because of mindless hooligans and the unique water supply system to the Huddersfield Narrow.

Having recently joined the Society to help prepare and crew our boats at Ashton and Marsden and involvement with the first Link Day celebrations, I had looked forwards to the Canal Celebration organised by the Colne Valley Trust. Getting the boats down with very enthusiastic help from east and westenders on Friday, running trips on Saturday and Sunday, we started back up from Lock 21E at 9.30am, Monday. Fantastic effort and teamwork got us to 35E in a couple of hours, but with less and less water as we approached Marsden.

Frequent phone contact with British Waterways finally revealed we would get no further water until midnight on Tuesday. At Lock 35E on Wednesday morning I was examining the Marsden Shuttle with the local police. The boat was minus a steel shutter, window, fire extinguishers plus tiller arm and pin. Damage to the approximate value of £500 was the result of being stranded in a relatively isolated spot and the twisted idea of 'fun' had by a malicious few. Despite promises of contact to confirm available water, It was Saturday before we could get to Tunnel End.

This sorry tale has not, however, dampened my enthusiasm for the Society's efforts to see the new completed canal improved and contributing to local communities along its length.

In my own career, I have had false starts, beginning with Teacher Training College (main Art/Sculpture, subsidiary Maths & Chemistry) convincing me to take employment with ICI at Blackley, Manchester. Half a dozen years later, I had qualified in Chemistry and headed the Paper Laboratory Dyeing and Colour Matching team and ready to tackle something new.

Having reorganised, I was the 'bucket', rather than the academic, type of chemist (unlike my father and brother) and was



# Web Cam & SSSI

*Frank Smith describes how British Waterways are making use of modern surveillance techniques to monitor the impact of boat movements on the canal's flora and fauna.*

Nearly a third of the Huddersfield Narrow Canal has been designated a SSSI. This protective status for flora and fauna, accompanied by regulations and legal powers, was placed on the HNC many years ago by the Nature Conservancy Council, now known as English Nature. British Waterways work very closely with English Nature in order to protect and manage this special wildlife habitat.

The whole length of the SSSI is in the Tameside Metropolitan Borough area west of the Pennines and runs from Portland Basin, Ashton-under-Lyne (yes, technically the Ashton Canal) all the way to Roaches Lock, Mossley (Lock 15W).

Most of this section was restored over six years ago by the Society itself using the resources of its subsidiary, H.C.S. Restoration Limited. A great deal of time and effort was put into this

particular restoration scheme in order to comply with the terms of the SSSI arranged between British Waterways and English Nature, which included anything from the dredging profile and fish rescue, to the protection or temporary removal of specific aquatic plants and animals.

In general terms, the agreed dredging profile was in line with British Waterways national specifications and guidelines with additional requirements stipulated by English Nature. This resulted in leaving a one-metre shelf on the towpath side, a two-metre shelf on the off-side, and a navigable channel down the middle. Some will say that this shelf, which may have increased in size somewhat over the years, prevents boaters getting close into the side to moor up. This is true, as it is on many canals throughout the country. It must be pointed out that even in the canals operational days, boats could only get right into the side at specific wharves, mills and warehouses to load and unload commercial cargoes. Generally, wash walls which ran through non industrial/rural sections were built on shallow

*cont'd ...*

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attracted to the application of my knowledge. I joined a small but growing company - Allied Colloids, Bradford - as a technical representative in South West England and Wales.

It wasn't long before France, Italy and North Africa were added to my list of responsibilities for commercial and technical support. After promotion to Assistant Divisional Manager, I was transferred to Bradford and following my boss's appointment to head our USA subsidiary, given the task of running the Paper Division.

Twenty busy years of travelling the world, learning new skills and meeting a wide variety of people, ended with ill health and early retirement.

In the city of Galway, Eire, I discovered

boats and a passion for almost anything that floats. Building a house and living by the greatest bay on the west coast, I learnt to sail with the help of a Breton skipper.

My wife, Maureen, and I returned to the UK, children, grandchildren and parents to quite a different life to that in Ireland. Feeling landlocked, back in Huddersfield again, I bought and repaired an old GP14 sailing dingy and began to tackle the basic sailing skills. A year later, my 'fleet' now includes a couple of canoes and a fifty year-old wooden inland cruiser.

With much to learn about sailing, work on the cruiser, plus the Society, my ambition to 'go back to the sea' will probably be on hold for some time to come.

**Bob Reed**

foundations which prevents any significant reduction of the shelf – dig too near the wall and it may collapse.

Now that the Huddersfield Narrow is completely open to through navigation, it is important that details of the SSSI and its protection are made known to all canal users and not just the restorers. It is quite obvious to many of those who know about the SSSI, that damage or misuse of the waterway, especially the part designated SSSI, is being caused by a basic lack of knowledge. British Waterways, with others, is endeavouring to remedy this situation. One tool in monitoring current use is a web cam, or what some people may call, a speed camera.

The web camera, situated in the Stalybridge area, takes photographs of all boats passing by. It takes two photographs of each boat, canoe or dingy, and from the wake behind the boat

can identify the speed. British Waterways are currently not operating the camera as a speed trap, but using it initially to monitor the number of boat movements on the SSSI.

The camera operates automatically by sensing any change to the picture in its designated view. The amount of change is measured in percentages which can be adjusted - currently it is set between 17-22%. This has the effect of photographing boats but not every duck or goose which may paddle or fly by.

From the photographs you can see the difference between a boat cruising within the speed limit of 4mph (*top right*) and one that is not (*below, left & right*). The turbulence from speeding boats can, in addition to eroding the walls and embankments, also damage aquatic plants which are the building blocks of the canal's ecosystem.



It is up to everyone who uses the canal to be aware of the impact they make on the environment whilst using the canal. Most canal users are considerate, however, there are still those who abuse the system by either dropping litter, permitting dogs to foul the towpath, ignoring speed limits, rutting the towpath surface with cycle wheels, and discarding fishing tackle to mention a few - much of which is an eyesore, can be inconvenient, but more importantly, could be hazardous to the health of humans and wildlife alike.

**Frank Smith**



British Waterways



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# The Stamford Group



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# The Huddersfield Narrow Canal



**F** Approaching L21W



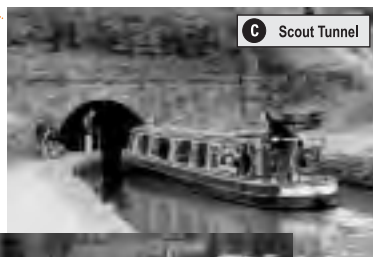
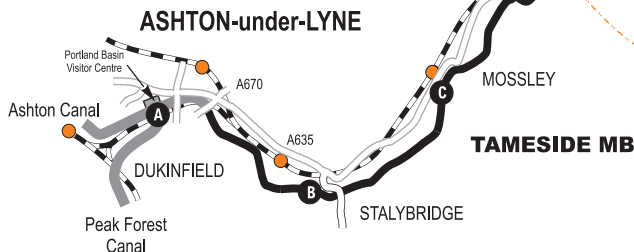
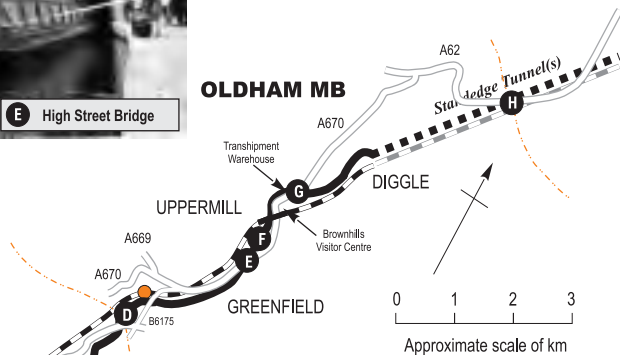
**G** Wool Road Bridge



**E** High Street Bridge



**D** Division Bridge Aqueduct



**C** Scout Tunnel



**A** Portland Basin Museum



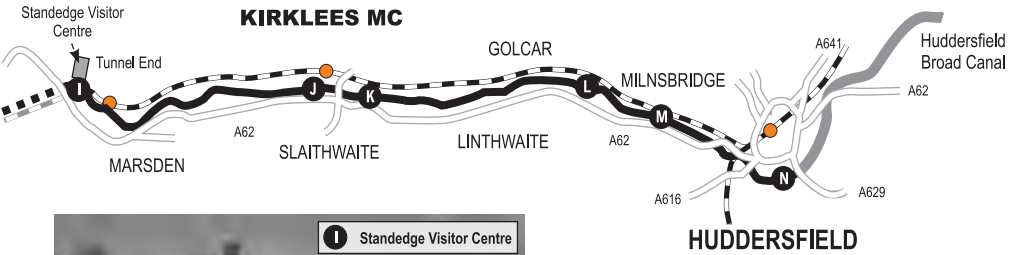
**B** Stalybridge Town Centre



**H** Standedge Tunnel



**N** Approach to Bates tunnel



**I** Standedge Visitor Centre



**L** Golcar Aqueduct



**J** Guillotine gate, L24E



**K** Slaithwaite Town Centre



**M** Mark Bottoms Bridge





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# Manchester, Bolton and Bury Canal Society

*Margaret Fletcher, Chairman of the MB&BCS, gives us the background to this local canal and the work of of their Society.*

The Manchester Bolton and Bury Canal used to run from the River Irwell in Salford, ascending through 17 locks (including two 2-rise staircases and two 3-rise staircases) to a junction on the summit level at Nob End, from which two arms ran, one each to the town centres of Bolton and Bury. The total length of waterway was just over 15 miles and about a third is in water, a third dry and a third filled in with a few embankments and light buildings on the line of the canal. It was closed as a through navigation by two breaches (much of the canal is built high on the valley sides of the rivers Irwell and Croal) in 1936, which were never repaired.

A canal society was formed much later than many others - in 1987. In its earliest stages, it benefited enormously from advice from members of the local established waterway societies – including the present editor of Pennine Link! While some small scale restoration has been undertaken by the Society, it has concentrated on changing the political will for restoration, promoting the canal and on protecting the line of the canal from further deterioration and obstruction.

The last few months have seen great strides forward. Tom Rowe, the Waterway Manager for the canal, set up a Working Group to look at the restoration prospects. The Working Group, which

*Lock 1, 1905  
Entrance to the Manchester Bolton & Bury Canal from the River Irwell in 1905. This is the site of the tunnel now under construction. (Manchester City Engineers Department).*



meets frequently, is led by the Project Manager (from British Waterways), Marcus Chaloner, and there are representatives from the three local authorities of Bolton, Bury and Salford, and the Manchester Bolton & Bury Canal Society. A number of studies are currently being done by British Waterways. The Society and The Waterways Trust have funded an independent economic study. In my opinion, the group is working well and we are able to assist British Waterways by passing on substantial amounts of information relevant to both the history of the canal and to the riparian contacts we have made.

The Manchester and Salford Inner Relief Road is currently being built and goes over the entrance to the canal from the River Irwell. The original planning permission would have allowed the canal to be reopened but using an alternative profile at the entrance. A revised planning application, to allow for the possibility of building the Ordsall Chord (Railway line) in the future, seriously affected the restoration of the canal. (The "Ordsall Chord" is a proposal to make the third side of a triangular railway junction between the line from Deansgate to Salford Crescent and the line from Victoria and Salford Central to Salford Crescent.) British Waterways, the canal society and the Inland Waterways Association, submitted objections to the planning application. To cut a long story short, a compromise was reached which meant that the canal could be reopened in the future; but it will mean that instead of locking up from the River Irwell, a boat will enter a tunnel to go under the road first and the locks will be re-located further from the river.

The next very important thing to happen was the press release from the government, stating that if a canal has a realistic chance of being restored that any new road must be built so as to allow for navigation in the future. BW approached the Government Office for the North West and £300,000 has been provided to allow the canal to go under the inner relief road in a culvert which can be made navigable without disturbing the road above. Piles will be inserted on both sides of the canal and will be decked over so that the tunnel for the canal can be excavated when that part of the canal is restored. We were delighted that the MB&BC was the first to benefit from this promise. During November 2001 locks one and two were exposed and the stonework was removed for future use and the piles were driven.

Earlier this year towpath improvements in Radcliffe between Coney Green High School and Bank Top Bridge near Elton have been carried out. Addastone has been used and now that part of the towpath looks impressive. The funding for the improvements came from the Northwest Development Agency.

Fred Dibnah is the President of the Manchester Bolton & Bury Canal Society. Fred remembers the canal from when he was a child and has a wealth of stories to tell about the canal and surrounding industry. Since his appointment he has launched a water cycle on the canal, presented a cheque for us to British Waterways towards the study referred to earlier and led a guided walk along the canal.

I think that following the publication of "Waterways for Tomorrow" in June 2000 the attitude towards canal restoration has changed almost beyond belief. British Waterways can now take a more active role in canal restoration and we are benefiting. The council of the Manchester Bolton & Bury Canal Society believe that they can achieve much more working in partnership with the local authorities and British Waterways than they could have achieved on their own.

Marcus Chaloner the Project Manager for the canal is now a regular contributor to the canal society magazine.

The society holds open meetings during the winter months at Elton Sailing Club. The sailing club leases Elton Reservoir and allowed the society to hold a small boat rally there earlier this year. The water supply for the canal comes from the River

Irwell at Burrs and comes down the two-mile feeder to Elton Reservoir, which is not far from the Bury terminus of the canal, so it is fitting that the society has close connections with the Sailing Club.

As soon as the reports, which are currently being produced, have been studied and the implications of their findings understood, we have high hopes that the restoration of the Manchester Bolton & Bury Canal will proceed. Following the restoration of the Huddersfield Narrow Canal, the completion of restoration of the Rochdale Canal, the Manchester Bolton and Bury will further increase the network for all those interested in using the waterways.

**Margaret Fletcher**  
Chairman MB&BCS

*Near Coney Green School, Bury MBC.  
Part of the towpath improvements.*



MBBCS



# Portland Basin Museum

Huddersfield Canal Society



**The original warehouse was built in 1834 at the junction of the Peak Forest and Ashton canals, both of which had been in operation for over 30 years.**

Designed and used by the Ashton Canal Company, it added to the warehouses the company already used at Ducie St in Manchester and at Heaton Norris in Stockport.

The building was unusual in that the original design had three internal canal arms instead of the more usual two; the design also allowed for a more open space than was normal at that time. The original building was destroyed by

fire in 1972, just as the canal restoration movement started to develop beyond a few enthusiasts. The 'shell' stood over-looking the early Ashton Canal Festivals.

The site was redeveloped in the 80's, but it was realised that the new building, although incorporating much of the original fabric, was not right for the proposed museum. So an entirely new building was designed with much of the external appearance of the original. This is the building we see today and it was officially opened in 1999.

Although the internal canal arms have gone, the approach is still there, although usually full of boats being restored by the locally based, Wooden Boat Trust. Outside, in the courtyard, is a restored waterwheel (left), one of the biggest ever made. This was restored by HCS Restoration as one of the projects they undertook outside their remit of basic canal restoration work.

This is a magnificent construction which was driven

Brian Minor



by water from the canal and dumped into the river (showing that in 1840 there was no water shortage on the local canals!) It was restarted, after restoration, by Mrs Barbara Castle (MEP at that time) when she was President of the Tameside Canals Festival. Although not connected up today, the wheel drove the hoists and other machinery in the warehouse.

Across the basin is the beautifully arched horse bridge crossing the entrance to the Peak Forest Canal. This bridge, with its date of 1835, is probably one of the most photographed and painted structures on the waterways.

Inside the museum on the ground floor is a unique collection of items made in Tameside. The diversity of the local industry ranged from Bowler hats to modern computers and there are examples of almost every type of manufacture. I was astonished by the range of products that had been (and still are in some cases) made locally.

An area for young children is in one corner enabling them to enjoy themselves in a safe environment. Other exhibits invite older children to try on hats, or to test their skills in boat handling with a remote controlled narrow boat on a miniature waterway. (Not just children, I found this to be great fun!) A display by the local Archaeological Society, with a video, describes a local dig and a display of farm life in the 19th century completes the exhibits on this level. A cafe, run by volunteers, provides the opportunity to sit outside by the canal and watch the boats go by, whilst partaking of refreshments at a reasonable cost.

Upstairs, confusingly, as the building is built on a steep slope, is the marvellous 1920's street. This reconstruction, using artefacts of the time, is for anyone of my vintage, pure nostalgia. Their period kitchen and parlour are pictured below. I think that some of the items date from the 1930's, as I remember many of them in



Brian Minor

use. In fact looking at the chip shop, with the pudding basins to take home your purchases, brought back happy childhood memories of clutching such a receptacle and standing in the warmth of the shop clutching my sixpence! The reconstructions are enhanced by atmospheric recordings of the sounds, appropriate to the exhibits, being played. If you never visit another museum in your life, this street reconstruction will leave you with lasting memories of how the past should be presented.

There are also many letters on display, from companies in the area - mainly, I'm sorry to say, because they were behind with their rents! A souvenir shop completes the rest of the building.

Looking from the building across the canal to the Peak Forest Canal and the landscaped areas on either side, it is difficult to visualise that this was once a hive of industry. There were three mills grouped round the basin, further up, towards the

lift bridge, was a gas works and indeed the canal just under the present railway bridge had a long parallel coaling arm.

The entrance to the museum is free and has more positives in its favour than very many 'paid for' attractions. Car parking is plentiful and free, mooring outside the Museum is difficult, as most of the moorings are taken up by the Wooden Boat Trust and three trip boats (including the Canal Society's Tug and Butty), but there is plenty of space up the arm towards the Huddersfield Narrow. The Museum has been made accessible in all areas for wheelchair users.

A visit is well worth the time spent and is to be highly recommended. The only blank spot is the lack of a description of the work done by HCS in restoring the whole area, but this is an omission by the Society and not by the Museum authorities; hopefully we shall soon see an exhibit recording our efforts.

**Brian Minor**



Brian Minor



# Harwood's St Lawrence Seaway

The Saint Lawrence Seaway is a development of the former routes used by the early settlers of Canada in southeastern Canada and northeastern United States that now permits oceangoing vessels to navigate between the Great Lakes and the Atlantic Ocean.

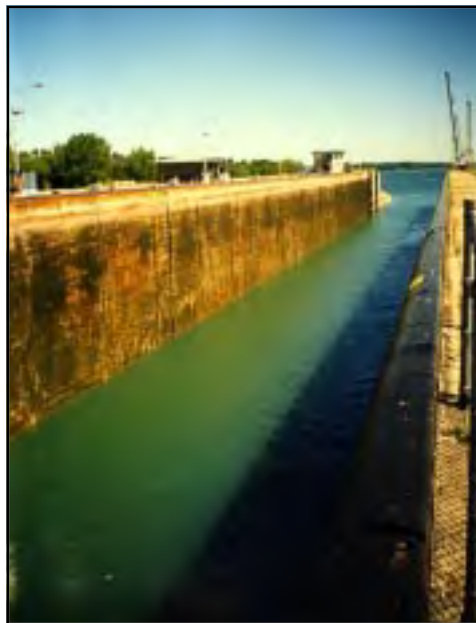
The seaway is sometimes taken to include the Welland Canal, linking lakes Ontario and Erie, and the Sault Sainte Marie Canals, between Lake Huron and Superior. The name Saint Lawrence Seaway is also used to denote the entire Great Lakes-Saint Lawrence River waterway, which in effect forms a fourth coastline for Canada and the United States.

From Montr al to Lake Ontario, a distance of about 295 km (about 183 mi), the Saint Lawrence rises 68 m (224 ft) and has several regions of rapids. In the 19th century, Canada constructed canals and locks to allow commercial vessels to navigate this part of the river, and by 1900 all of the component waterways had a minimum depth of 4.3 m (14 ft). In 1954 Canada and the United States agreed to build a system able to handle more traffic and larger ships. Construction began that year, and the seaway was opened in 1959. It provides a continuous channel at least 8.2 m (27 ft) deep and has seven locks. The seaway is operated by the Saint Lawrence Seaway Authority (Canada) and the Saint Lawrence Seaway Development Corporation (United States), and tolls are charged.

The seaway is divided into five sections . The Lachine section connects Montr al and western Lake Saint Louis (a widened part of the river). It includes a 29km (18mi) canal bypassing the Lachine Rapids; the canal has two locks, named

Saint Lambert and C te Sainte Catherine, which raise ships a total of 13.7 m (45 ft). The Soulanges section is made up of the 26-km (16-mi) Beauharnois Canal, between western Lake Saint Louis and eastern Lake Saint Francis (another broadened part of the river). This canal also has two locks, which together raise ships by 25 m (82 ft). The 47-km (29-mi) Lake Saint Francis section, from the eastern part of the lake to Cornwall Island, rises by only 30 cm (12 in); this section has a dredged channel but no locks. The 80-km (50-mi) International Rapids section includes the Wiley-Dondero Ship Channel, with the Bertrand H. Snell and

*A lock on the Beauharnois Canal*



Dwight D. Eisenhower locks (total lift, 27.4 m/90 ft), and the Iroquois Lock (lift, 1.8 m/6 ft). The 109-km (68-mi) Thousand Islands section, the fifth part of the seaway, has dredged channels and no locks. The first three sections are wholly in Canada (Qu bec and Ontario provinces), and the last two contain segments (notably the Wiley-Dondero Ship Channel) in northern New York state.

The seaway plays a major role in overseas and United States-Canadian trade, handling large quantities of cargo during the open months of May through November (it is closed by ice the rest of the year). Upstream shipments consisted mainly of iron ore from Qu bec and Labrador to ports on the Great Lakes; downstream cargo was made up principally of the crops wheat, corn, barley, and soybeans.

The Saint Lawrence River, with its great volume of flow and steep descent, is well suited to the production of hydroelectricity.

During 1954-1960, roughly concurrent with the construction of the seaway, the large Saint Lawrence Power Project was built at the International Rapids section of the river.

The project includes the Iroquois Dam (at Iroquois, Ontario) and the Long Sault Dam (near Massena, New York), both used to control the river's flow, and the Robert Moses-Robert H. Saunders Power Dam (generating capacity, 1,600,000 kw). The power dam was built between Barnhart Island, New York, and Cornwall, Ontario; its generating capacity is shared equally by the United States and Canada.

## Next time: The Gota Canal

*As the trading season draws to a close, the vessels begin to feel the icy touch which will close the Seaway until the following Spring.*



# Safe & Friendly Cruising - Part 3

*Here is the last of three articles reproducing, in full, "Some thoughts on boating etiquette for the experienced and less experienced boater".*

## Supervision of Children and dogs

It is a good idea to assign one adult purely to supervise small children. Small children should always wear buoyancy aids when in the boat cockpit/rear deck, on lock sides or walking/playing near the waters edge. Persuade children especially, but others as well, not to run along the side of locks. Children (or adults) should not be on the roof whilst the boat is in a lock or on a river. Dont be upset if someone points out these dangers.



Most owners are aware of the need to keep dogs under control. On the waterways, especially at locks etc., uncontrolled dogs can be a hazard.

## Running engines and generators

Be aware of how much noise or smoke your engine, generator or diesel central heater makes outside. Do not run these next to houses or near another occupied moored boat if there is the possibility of intrusion of noise or fumes. Engines and generators must not be run after 8.00pm or before 8.00am. (BW Bye laws)

## Ropes

Always keep ropes coiled for use - do not allow them to lie in a heap on deck. Practise throwing a rope so you can do it when the need arises.

Avoid trapping fingers in ropes or between ropes and bollards. Dont let the rope wind around the hands or feet whilst manouvering the boat.



Watch out for ropes trailing in the water - they could get wrapped round the propeller. If you do get a rope or anything else round the propeller, ensure the engine is stopped and switched off before lifting the weed hatch cover. Do not restart until the cover is back in place. People have lost fingers, hands and feet ignoring this rule.

Remember to check the hatch is secure and ensure there is no leakage. A leak could flood and sink the boat.

## The Rule of the Road

Whilst the general rule is to pass port to port (i.e. to the right), there may be situations where it is safer not to do this - e.g. passing in a lock pound where one boat has got seriously out of position, where the lock or bridge is at a difficult angle, or where one boat is preparing to moor. Watch out for situations to pass

wrong side and indicate your intention by using the recognised sound signal (two blasts on the horn). Many experienced boaters are not familiar with sound signals, and it would do no harm if they were to learn! If you do overtake, generally do so on the left.

Remember to allow for larger craft. The wider or longer a boat is the more room and time it needs to manoeuvre, especially at bridges, or on sharp bends and at locks or moorings.

### In Tunnels

Travelling through a tunnel the first few times can be daunting. Some tunnels are wide enough for two boats to pass, but some are for single way working only. These will be identified in your waterways guidebook. In the dark it is difficult to steer a straight course and easy to lose your bearings, so go slowly. A useful tip is to switch on some cabin lights - these will light up the tunnel wall and help you judge how close you are. Slow right down when you get near to an oncoming boat to give each other maximum clearance. Make sure your tunnel light is adjusted so it does not dazzle oncoming steerers. You will find you get the best guide to your position by having it shine slightly to the right onto the roof of the tunnel.

### Going Aground

If you go aground, the best way off is to reverse slowly back the way you have come. Going faster in forward gear will usually result in your sticking tighter!

Remember the slower the propeller revolves the more water you will have underneath the boat. It can be quicker not to use the engine at all but to push the stern off with the boat pole and then reverse into deeper water before straightening up. Don't have your crew standing at the end that's stuck - move them away and you'll gain a couple of inches depth straight away.

If you come across a boat grounded, and it is safe to do so, stop to give them room to manoeuvre. Otherwise pass very slowly so as not to force it further aground. With skill and experience you might even offer to pull them off!



### Meeting a pair of boats

There are still quite a few motor boat and butty pairs cruising. Some are hotel boats with paying guests, some are working boats and some enthusiasts. Even in experienced hands they can present problems. It is quite difficult to stop a pair without the butty (the towed boat) jack-knifing. At very slow speed in wind the butty can be blown off course. Always give way to a pair travelling downstream.

Although the skipper of a pair should still alternate his boats with oncoming traffic at a lock this may not always be feasible, depending on the condition of the tow path and other factors.

Please allow for these eventualities, especially when meeting a pair at a bridgehole - give way even if you think you will get there first! Such a pair of boats will normally have a deeper draft than a modern boat. Be ready to give them the centre channel and for them to be towards the outside of a long bend, whether they are on the correct side or not. If you meet a buttoy being bow hauled by its crew pulling a rope from the tow path remember to pass on the opposite side to the rope! When a pair is going to moor they will usually stop in the channel to breast up (tie together side by side). Be prepared for this and give way.

So enjoy your boating ...  
and your fellow boaters

Boating is one of the few activities left where we can relax, take things easy, but at the same time enjoy doing things correctly, efficiently and safely.

If we can help each other to do these things, so much the better. A friendly word, some help with locking or mooring, a rope caught here and a friendly wave there can make all the difference.



*Relax, chill out, make new friends! and 'Happy Boating'*

Many of us have made lifelong friendships with people they have met boating and we hope you will too. And remember we all had to learn once, and most of the experienced boaters have made, and still can make a mess of something!

Look for the Friendly Flag!

Members of these organisations will often display on their boats a burgee or window sticker of their organisation. Look for the sign - we hope the crew will have read this guide and be ready to help!

We don't expect and would not wish everyone to be forever trying to 'teach' everyone else!

A readiness to help in certain circumstances, perhaps to explain, assist and encourage, has got to be a good thing. It is certainly better than just being grumpy and complaining.



Association  
of Pleasure  
Craft Operators



Association  
of Waterways  
Cruising Clubs



British  
Waterways



The  
Environment  
Agency



Great Ouse  
Boating  
Association



Inland  
Waterways  
Association



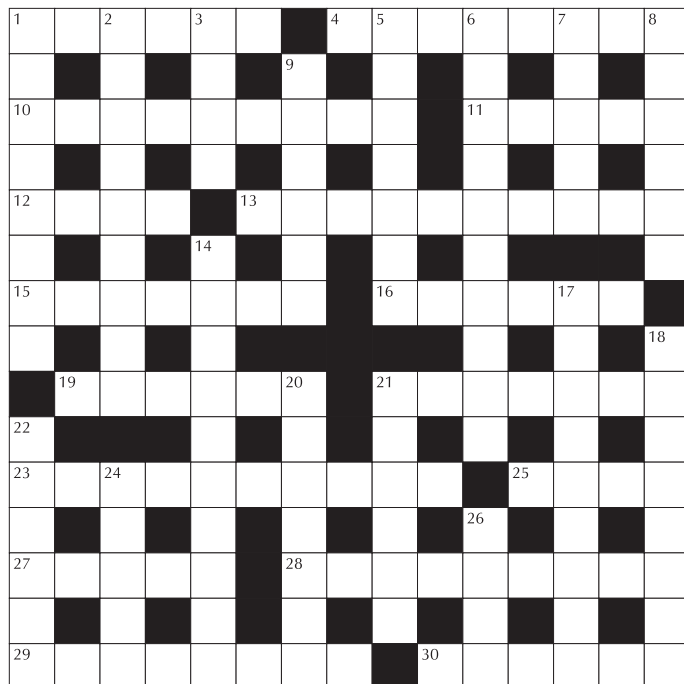
National  
Association of  
Boat Owners



Thames Hire  
Cruiser  
Association

*This series is from a leaflet issued by APCO; IWA; BW; AWCC and other boating organisations. If you have any ideas for future editions or would like to contribute cartoons or have any comments please send them to :- Bob Johnstone at APCO, Parkland House, Audley Avenue, Newport, Shropshire TF10 7BX. Acknowledgement to Ron Henshaw of the Erewash Canal Preservation and Development Association for the cartoons and to Jessica Lucas (aged 9) for colouring them in! (Unfortunately as we print in black and white you cannot see how beautifully this has been done - sorry Jessica)*

# Canal Crossword - 35



## Across

- 1 To wit, ham and other delicacies served on a cruise near Lincoln (6)
- 4 Scone Mom used to bake for eating after the starter (8)
- 10 Barge ride taken on the Gloucester & Sharpness at the third crossing south of Gloucester docks (3,6)
- 11 In Erin see the best way to finish washing clothes (5)
- 12 A clean stretch of water on the River Bure (4)
- 13 Northern whitetail found on the east side below Slaithwaite (10)
- 15 Contributory pension Robin took out - he's going to retire on a private canal off the GU. Black Jack lives nearby, ask him. (4,3)
- 16 Rise from the Yorkshire Ouse where it goes tidal (6)
- 19 Sort of relationship enjoyed between a boater and his horse? (6)
- 21 IV eternity (7)
- 23 Show halter to a recalcitrant horse on the banks of the Severn above Maisemore (10)

canal near the top of the River Severn (10)

- 7 I name a bridge Britannia whilst crossing to a large island (5)
- 8 Letterboxes without bolts by the side of an early canal in Devon (6)
- 9 Bulkhead rift happening on a boat out of control (6)
- 14 Eric Beaker in charge of a boat only used in the depths of winter (10)
- 17 Fluvial coupling between the Wey and the south coast (5,4)
- 18 Frenchbeans with no ban lead to an HNC lock (8)
- 20 No osier planted where the banks are wearing away (7)
- 21 Kung Fu tile breaking session proved pointless (6)
- 22 Anglicans without gin find locations for a lovely holiday (6)
- 24 He, taking a long time, eventually found his way to a village near the former Cromford canal (5)
- 26 We, with a little hesitation, find a large jug for pouring beer (4)

25 Aground without the dog on a southern river (4)

27 Yacht in a position of having the wind dead ahead (5)

28 Lower this anchor off the first Ait on the Thames upstream from Brentford (9)

29 Gentries stood at the back of the boat holding the tiller thing (8)

30 Birds standing in as canal side equipment? (6)

## Down

- 1 A license to arrest. Why? No a guarantee! (8)
- 2 Craft with wheels? (9)
- 3 Flying boats found above the river in Leeds we hear (4)
- 5 Boat carrying above 20 cwt near Chester (7)
- 6 Animals tamed by the bard meet the third part of the Manchester, Bolton and ?

**Solution on Page 54**

# Marsden Jazz Festival 2001

*Ken Wright has a day out – with lumps!*

Every Autumn in Marsden there is an increasingly popular jazz festival, organised from Marsden Mechanics by a group of enthusiasts led by Mike Lucas, head cook and bottlewasher of Mikron Theatre.

All types of jazz are played week-long in all types of venues – one suspects mainly pubs and clubs – and this year Mike had the bright idea of having a moving venue, viz: one boat!

Obviously he came to the Society for assistance and asked if we could provide a boat, for an afternoon, on which to place a small trad jazz band. One of the Marsden 'shuttles', or water taxis, namely 'Astra' has removable sides and a permanent roof and seating that could adequately accommodate half a dozen musicians. So 'Astra' was volunteered with boat supremo Alan Knott quite happy to supervise yours truly on tiller.

When I discovered that the band in question was to be the Dave Donohoe outfit I was really set up. Dave is a long-standing friend of the family, (especially of Mrs. W., with whom he worked in advertising a few aeons ago) and he and his band make beautiful trad jazz noises. In fact he also produces a "dance band" for inside 'dos' which is the only band that I have ever been able to jive to! And all pure, raw, music without electronic enhancement. So you can enjoy yourself and still hear yourself speak!

Anyway, the Society having agreed to sponsor the band as a goodwill gesture, all was set for a daft day out. Sunday, 14<sup>th</sup> October. The day dawned to

glorious sunshine, set fair to last all day – and I set off to go 'over the hill' to Marsden. Unfortunately, as I went up Standedge the sun disappeared and by the time I reached Marsden visibility was down to about 50 yards – and it was COLD!

I managed to find the boat and the band slowly assembled as Alan and I took the side curtains away and prepared for off. Did I say the boat would hold six musicians? Well yes, it would, but getting all the instruments, instrument cases, uniform bags and a couple of big drums in as well made things rather cramped.

The 2 o'clock deadline arrived and off we set, into the mist. There was a surprisingly large number of people on the towpath, following our route which was Marsden



Alan Knott

top lock to the visitor centre and back, and again, and again .....

They clapped and cheered us along and it was only when we were executing a tight turn at Tunnel End, in the mist with the band going full belt, that we realised we were competing with a modern jazz trio (with a cold, pale lady vocalist) in the visitor centre forecourt. Well, our band were gentlemanly enough not to want to compete so we moored up and they went on the prowl for a drop of lubricant, took one look at the beer pumps in the Waters Edge 'pub', and immediately ordered us to take them back to Marsden. Which we did. After a suitable break for nourishment we set off again and completed the afternoon's session. Much appreciated by all concerned, although the weather had clearly affected the audience numbers.

Apparently it was quite an experience to be on the towpath, to hear this lovely trad jazz coming out of the mist and then to see several brightly dressed musicians appearing down the middle of the cut.

Mike Lucas saw the boat 'disappearing into the distance'. He must have incredible eyesight – the 'distance' remained at 50 yards until about ten minutes before we packed up, when the sky cleared as if by magic. Such is life.

Apparently the event was much enjoyed (it certainly was by me) and we have been asked if it can be repeated next year. As I write, I think that this could be well on the cards as the small shuttles will probably be still plying their trade by then. We shall see.

If you ever have need of a good band in the North Manchester-ish area give Dave a ring on 01457 871454.

**Ken Wright**

*Captain Ken (left) takes the tiller and ferries the Marsden Jazz Band up and down the cut from the Station to the Visitor Centre. The band's arrangement of 'Play Misty for Me' appears to have been a little ill-advised!*





# Navigating the Huddersfield Narrow

*The South Pennine Ring User Group is an informal forum, instigated by British Waterways, for users of the canals in the area with two or three meetings being held a year. Representatives from the Association of Waterways Cruising Clubs (NW) attended the July 2001 meeting and subsequently issued the following observations as a guide to boaters contemplating a through navigation of the Huddersfield Narrow.*

## SUMMARY

- The Huddersfield Narrow Canal (HNC) was reopened in two parts.
- The West opened up to Diggle on 9 April 2001 - three weeks earlier than scheduled.
- The rest opened on 1 May 2001.
- So far, 400 boats have visited the canal.
- A Web camera has been installed (SSSI & ecological purposes) which counts boat movements, direction - and speed!

## PROBLEMS

### 1. Water Supply

- There is a general perception that there is a general lack of water, which is not what it seems. There are several problems identified.
- The general design of the canal is a fundamental problem as all the very short pounds drain quickly and a lock movement can take between 18" and 24" of the pound above.
- If boats follow too closely, there is no opportunity for the pounds to refill.

- Boaters should leave an empty lock in between boats going in the same direction.
- Recently, a ten boat convoy went through the canal working on this principle without problem. BW are only too happy to talk to Clubs and Groups to make the necessary arrangements.
- Vandalism has been an initial problem but is dying down due to co-operation with the local police. Paddles being raised maliciously drain a pound very quickly.
- Boater error has the same effect. It is accepted that boaters think they have closed a paddle and it is found to be still partly open.
- Signs are to be erected explaining the canal's problems and paddles are having indicators fitted to make it clear that a paddle is closed.
- The design of the paddle gear means it gets blocked very quickly. The original design has a right angle behind the paddle which makes it very difficult to clear. A small pebble can jamb and lose a lot of water. As the opportunity arises, BW staff are fitting back plates and mesh to keep rubbish out.
- They are also fitting a modern plastic edge to the paddles to reduce friction and make them easier to work - but there are over 300 paddles!

### 2. Tunnel

- So far, 200 boats have passed through the tunnel. Of these, only 12 had any significant damage and most of those

were in the first two weeks as BW staff learned how to handle the tunnel.

- One thing that came out loud and clear is that any experience of tunnels will not be relevant to Standedge. A mine is a better comparison!
- 90% of the postbag has been positive and complimentary, particularly about the attitude of the boys in green.
- The top pound has been dropped by 9" from the original - a decision taken many years ago. This is to enable the modern profile to pass through the tunnel and several fibre glass boats have been through.
- Before entering the tunnel, BW staff give advice and measure the boat.
- Even so, a boat verified as 6'10" wide got stuck.
- Boat protection is being developed with the aim of Standedge becoming the best, and safest, tunnel on the British waterways.

### **3. Visitor Centre**

- 11,000 visitors have been to the Centre.
- The displays are aimed at the 6 to 10 year olds, to get them to start an interest in the canals - and possibly persuade their parents.
- The passenger boat starts this weekend (21<sup>st</sup>) and the lights are to be relocated outside the boat to stop reflections.

### **4. Locks**

- Some replacement gates have been around for ten years and have dried out, so do not make good seals. Work is in progress, but most gates will go to the Rochdale which needs a hundred!

- If you have any problems on the HNC, let BW know and be precise as to which lock is causing trouble. BW aim to rectify any problems in 48 hours (more often 24).
- Because the locks have been unused for so long, some have settled, particularly at the bottom, and some 6'10" boats have got stuck. If this happens, raise the water level or call BW. Rebuilt locks are 7'4".

### **5. Facilities**

- The canal is very basic and has been opened with a minimal facilities.
- However, there is a Five Year Plan which should result in the HNC having facilities as good as any other canal.
- The main facilities are either at the Marsden Yard or Wool Road (Uppermill).
- More water points will be added to the existing four.
- Long-term moorings are to be developed to attract boats to the canal.

### **6. Maintenance**

- Commissioning is ongoing. It was helped by the experience of opening the West side early.
- Greasing and preventative maintenance is ongoing.

### **7. Information**

- There are several Guides available now.
- A specific 'Boaters Guide' will be available in the next few weeks, drawing on the lessons learned so far.

### **8. Stoppages**

- There will be none this year. cont'd....

# Access for All



Allan Knott

HCS Skipper, Lincoln Porter, is seen here with members of Park Dean Special School, Oldham, using new ramps to access the trip boat at Portland Basin, which is fitted with a hydraulic wheel-chair lift. Lincoln is a full-time carer at the school, so he is well qualified to pass on his expertise in the safe

handling and care of disabled passengers. Regulations permit up to six wheel-chair passengers to be carried at one time, on condition that each is accompanied by a carer.

**Allan Knott**

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## CONCLUSION

It is evident that the BW team have worked very hard to get a canal, which has lain derelict for over fifty years, up and running again. What the canal was designed for, and what we want now, are two very different requirements.

It is sad that the media have focused on the problems when a lot is right and is getting better as the staff learn how to use the canal.

It is to be hoped that boaters will use the canal and not be put off by the rumours. Best of all, go to Standedge Visitors Centre and Marsden, and look for yourselves.

If you do decide to take your boat, do not be afraid to seek the help and advice of BW. They are only too happy to help, and they need your feedback.

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*Association of Waterways Cruising Clubs North West Region 19 July 2001*

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# Canal Festivals in 2002

There are likely to be three Festivals on or near the Huddersfield Narrow Canal next year.

The first one will be on the extended May Bank holiday, when HCS is organising a new venture at Stalybridge. This is being run by the Society with British Waterways and local authority input and representation.

The committee do need help however, and any members on the west side who would like to get involved in this event please contact chairman, Alwyn Ogborn (tel. no. on inside front page). The committee meets on the second Tuesday in the month at the Station in Stalybridge so there is good beer to refresh yourself after the meeting! If we can make this an event to rival the Stalybridge Renaissance Festival last May we will be delighted.

The IWA National Waterways Festival is being held over the August Bank Holiday in Huddersfield. For those of you who have never attended a National, this event is BIG!

It will be over the four days of the holiday and is the biggest trade show as well as the biggest gathering of boats on Inland

Waterways each year. HCS has several members on the organising committee, Chairman of HCS, David Sumner, is chairman of the committee; Keith Noble is helping to organise the boaters; Ken Wright and Norman Hayes are sorting out the campers and caravaners and I am doing Traffic management. (As up to 10,000 vehicles are expected, this is no sinecure!)

For those of you on the East Side who would like to help, there will be a myriad of jobs needing doing over this weekend. We would like to show the IWA that HCS can rise to this occasion, better than various societies and boat clubs have done in the past.

Please give David or me a ring (or send an e.mail) giving some idea of the time you can spare. More about how the organization for this event is progressing in the next issue.

The Ashton (Tameside) Festival next year will most probably be held on the same weekend as previously, but is now coming under the control of the Tameside Local Authority.

HCS decided that as this event is not on 'our' canal, it was a dilution of resources for us to keep running the festival. The organising committee want to keep together and, with the support of the Local Authority, to run the 25th Annual Festival in 2002. HCS Council wishes them every success for this venture and sincerely hopes that the weather is kinder than in 2001!

**Brian Minor**



# New Boatmasters

On the 11th of October, three of our volunteer boat crew and a member of the Calder Navigation Society successfully qualified as Licensed Boatmasters, authorising them to take charge of public trip boats carrying more than 12 passengers. Receiving their certificates

from Marine & Coastguard Agency examiner, Capt. Laurence Aye-Maung are (left to right) David Wilson, CNS, Andy Heath, Mark Neild and Alan Kershaw, HCS. We offer our congratulations to the successful candidates.



Allan Knott

And straight afterwards, our successful HCS boat crew were given their own sets of boat keys by Training Co-ordinator, Bob Maycock (far right). Indeed, congratulations must also go to Bob, responsible for their several months of intensive training.

As well as passing a medical examination, all candidates had to learn First Aid, knot tying, fire fighting, safety and rescue procedures and, of course, boat handling.

**Allan Knott**  
Boat Crew  
Co-ordinator



Allan Knott

# What the Papers Said

*Not a great lot in the past couple of months - my thanks to Keith Sykes (East side) and Ken Wright (West side) for their efforts in collecting the cuttings.*

## OC - August 30th

Short article in the Scrapbook column about Prince Charles's visit to Marsden and an illustration of the painting of Tunnel End by Grasscroft artist Norma Nelson. There is also a mention of the Diggle Band being invited to perform rather than the local Marsden Band.



Colne Valley Chronicle

## CVC - 21st September

Moira Wilson and Andy Beck modeling the new boat crew uniform and a quote from Press Officer, David Finnis, thanking

ARCO (West Yorkshire) Ltd for their supply of the gear at a generous discount.

## BW Monthly - September

This is the BW staff newspaper and the lead story was of the Royal visit. Restoration is mentioned, but only about the last two years (since BW were involved) and there is no mention of the years prior to this.

## NCE - September

Nothing to do with our canal, but a four page article about the new wheel lift being built at Falkirk. This will be an absolute 'must' for canal buffs in the New Year, when it is opened. Indeed, the first Society member to visit, see it in operation and record their impressions, is certain of publication in Pennine Link!

## OC - 25th September

This cutting (*sent to me by Ken Wright*) records that Plink once again won the Tom Rolt Award for the Best Canal Society magazine. Nothing like going out on a high point!

## OC - 8th October

Short paragraph about the web cam set up in Saddleworth to record boat movements. This is apparently so that BW can get an accurate picture of boat movements and assess the ecological effects on the canal.

## OC - 8th October

Report of a group of Polish Engineers visiting the North West and the highlight of their visit was apparently a visit to the restored canal.



## **OC - 8th October**

Report that the sculptures are to be seen on the canal at Greenfield and Dobcross as only one letter of objection had been received.

## **HDE - 9th October**

Article about the subsidence and essential closure of Lock 12E at Milnsbridge. Mike Marshall from BW was quoted at length pointing out that this was not one of the recently restored locks, but an original. He said "Having been dormant for 57 years its structure is bound to throw up a few surprises which British Waterways staff will deal with quickly and professionally".

## **OC - 9th October**

Report that local councillors are not happy about a proposed development next to the canal in Greenfield.

## **OC - 17th October**

Double page centre spread about Mikron Theatre, with pictures of the cast and their boat, needless to say mentioning that they got stuck at Uppermill because the canal was too narrow.

## **OC - 17th October**

Picture and article about the Lions Club shipping beer to Marsden for their beer festival. This showed the start of the trip - subsequent cuttings from the other side of the hill chronicled the arrival. Congratulations to their PR guy, made it in all the local papers.

## **OC - 17th October**

Not canal specific, but a warning to all those who tip shopping trolleys in Rivers, William Roache, Ken Barlow from Coronation Street, is joining in the campaign to

persuade idiots that there is really nothing clever about drowning a trolley.

*Anyone who has spent two or three hours cutting one off a propeller will have ideas about the fate that should be meted out to the guilty party! Ed.*

## **HDE - 18th October**

Nice picture of beer barrels being unloaded from the Shuttle outside Marsden Conservative Club for the Lions Club Beer Festival. Quote from Rod Taylor of the Lions that "We have had support from the Canal Society in the past and we thought this would be a novel way of publicising the Canal and our beer festival".

*I have helped to empty a few barrels from time to time so it is nice to see the canal helping the Lions in their charitable work. More power to their elbows. Ed.*

## **HDE - 22nd October**

Two stories, one an advance notice of the celebrations along the canal on the East side set to take place on the following Sunday, organized by the Colne Valley Trust.

Our Vice Chairman, Trevor Ellis, also devised a treasure trail with a Helicopter flight as a prize.

The second story is about the heritage award to Standedge Visitor Centre. Centre Manager Jane Thompson said "We have been overwhelmed by the response from the public. We have had 25,000 paying customers through the doors, but probably more like 40,000 people have been attracted to the area to enjoy the newly renovated canal. This has got to be good news for the local economy" Mike Marshall (BW) said "This restoration very much followed the British Waterways ethos of preserving the heritage quality of

an old building" *(Isn't it nice when events proved that the Canal Society was right all along! Ed.)*

### **HDE - 24th October**

Article about dredging work on the Broad Canal and BWs application to put a temporary work site at Apsley Basin. Comment from BWs Patrick Thornber "This is all part of British Waterways non stop activities to improve both the canal and the boating facilities".

*I'll drink to that!! Ed.*

### **OC - 25th October**

Two mentions in the Scrapbook column First is about the decision to keep the Visitor Centre at Marsden open all year and says that over 25,000 people have visited it since it opened.

The second article is about HCS and whether we as members are sure of our future role in the canal. It goes on to talk about the agreement reached between the Society and BW to give us a chance to do some of the remedial work necessary.

### **OC - 25th October**

Picture and article describing the wooden sculptures being constructed alongside the canal. The works are costing £20,000 with the money coming from a variety of worthy bodies. Oldham council has got several local schools involved in the project.

### **HDE - 29th October and CVC - 2nd November**

Both had pictures and the same story about the entertainments laid on by the Colne Valley Trust to celebrate the re-opening of the Canal at four separate places along the East side. The story also had details of the new piece of music

written by James Morgan called 'Music for a Waterway' and played by the Holme Valley Orchestra. At the University in Huddersfield and at Milnsbridge, the locals appear to have been conspicuous by their absence, but in Slaithwaite and Marsden there were enthusiastic crowds. The front page headline in the Chronicle was Grand Canal!

### **OC - 2nd November**

Again not on our canal, but picture of refurbished pub - the Boat and Horses - reopening on the Rochdale with help from Society member Sue Day in her capacity as Chairman of the Horseboating Society.

### **OC - 12th November**

Father Christmas is coming to the canal, in the shape of Christmas trips into the tunnel from Marsden.

*Papers featured:*

**CVC** - Colne Valley Chronicle

**HDE** - Huddersfield Daily Examiner

**NCE** - New Civil Engineer

**OC** - Oldham Chronicle

*Editor's note: If any members come across any pieces on the canal, especially in the more obscure, or even overseas, publications, I would be pleased to receive them. Please send any material to The Editor, Pennine Link, 45 Gorton Street, Peel Green, Gorton, Manchester, M30 7LZ.*



# IWA News

*Various items of IWA news received in the past couple of months. Most of them however are about canals far away in the deep south! Some items of general interest are the following:-*

**IWA** A guide to the Waterway Societies has been produced listing all the 67 societies from Ashby Canal Association to the Worcester and Birmingham Canal Society, I can't think of a canal in the British Isles that doesn't have someone who loves it! Membership ranges from the 6000 of the Kennet and Avon Society to the 8 of the Dorset and Somerset Canal Study Group, though most are in the low hundreds.

I noticed the Steam, Coal and Canal Society operating very near my home - and I knew nothing about them! If anyone would like a copy it is available free (send a stamped addressed C5 envelope with request) from Inland Waterways Association, P.O. Box 114, Rickmansworth, Hertfordshire. WD3 1ZY

**IWA** A report of the AGM contains references to the Huddersfield restoration, work on the Rochdale and the near completion of the Anderton Boat Lift - nice that the only ones worth mentioning were all in the North.

**IWA** Medals for meritorious service were awarded to, amongst others, Eileen and Ian Gall who have been involved in the North Western canal scene for as long as I can remember, congratulations to both of them. One was also awarded to veteran campaigner and prolific author John Gagg who sadly died a fortnight later at the age of 85.

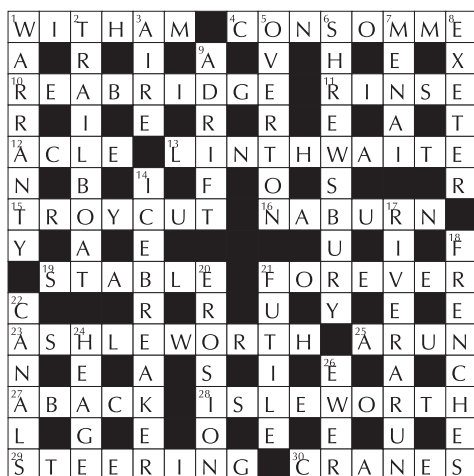
**IWA** A rather interesting item in the bulletin for November concerned a load of stone being carried from the Shetland Isles to Leeds. Each boat carries the equivalent of 22 lorry loads and discussions are going on to see if this is a viable regular traffic.

**IWA** On the same theme in the September issue is a report of Lafarge aggregates opening a new wharf on the Aire and Calder at Wakefield and it is hoped that this facility will take up to 25,000 lorry movements off the roads each year.

**IWA** The October issue has a long account of the current work on the Rochdale, hopefully this will enable the 'Ring of Roses' to open next year.

**IWA** In the same issue is a warning about boaters ignoring the traffic light system on the River Trent. Please if any of you use this waterway respect these signals, you can be endangering yourself by ignoring them.

**Brian Minor**



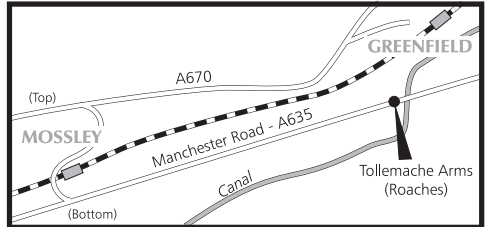
# The Back Page

## THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

2641 Mr Gledhill,  
2642 Mr McLaughlin,  
2643 Mr & Mrs Stubbs,

## WEST SIDE SOCIAL MEETINGS:

As usual, the venue is the Tollemache Arms, Manchester Road, Mossley on the second Wednesday of the month commencing at 8.00pm. Forthcoming meetings for 2002 are: 9th January, 13th February & 13th March 2002.



## PENNINE LINK BACK NUMBERS:

The following back issues are available free from John Maynard, 29 Thick Hollins Drive, Meltham, Yorkshire, HD7 3DL. Please send an A5 stamped, addressed envelope (44p) or A4 sized envelope (76p) for joint issue 81/82.

24, 25, 47, 54, 56, 58, 59, 64, 65, 71, 77, 79, 80 to 83, 85 to 89, 92, 94, 96, 99, 101, 103, 117, 122 to 124, 128 to 131, 133 to 135, 137

These are the only back issues available, please do not request issues which are not on this list.

### MEMBERSHIP RATES

Individual	£9.00
Family	£11.00
Life	£90.00
Associate	£15.00
Corporate	£150.00

### COPY DATE

Articles, letters and comments for Issue 140 of Pennine Link should reach the Editor at 45 Gorton Street, Peel Green, Eccles, Manchester, M30 7LZ by 1st February 2002

### ADVERTISING RATES

	Per Issue	Per Year
Quarter	£9.38	£37.50
Half	£18.75	£75.00
Full	£37.50	£150.00



The original 1992 video commissioned by the Canal Society. Please contact the Society offices for availability.



The new video, 'The Impossible Dream', as mentioned by Society Chairman, David Sumner, is now available from The Society offices, price £10.99 plus £1.95 p+p.

This video, commissioned by the Huddersfield Canal Company, tells the story of the complete restoration of the Huddersfield Narrow Canal, from an idea by enthusiasts in the early 1970's, through to the official re-opening by HRH the Prince of Wales, in September 2001.

Running time: 56 mins

