

Pennine Link

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The views expressed in Pennine Link are not necessarily those of Huddersfield Canal Society Ltd



Pennine Link

Winter 2003 Issue 147

Saddleworth Viaduct in Autumn



J Morgan

2003 Photographic Competition 14

The Winners, Runners-up and Commendeds are featured in our competition results, again providing some stunning views of the waterways.

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Front Cover: Julian Morgan's Highly Commended entry to the 2003 Photographic Competition. Guildford Boathouse - Wey and Arun Navigation





Editorial

The news that Neil Goodier has stopped running Staley Rose from Stalybridge is not surprising, even though it is a

sorry event with all the joy that a restored canal has brought.

This has been caused by the activities of a bunch of local thugs who have made Neil's life a misery and the job a potential risk to the public. All of the members who have manned our trip boats have at one time or another suffered verbal abuse at best and actual physical attack at the worst. Ken Wright and I attended the BW Users meeting a few weeks ago in the 'business users' part of the meeting. At that meeting John Lund, who runs the trip boat at Uppermill, was complaining about vandalism in that very desirable place (and if truth be told, John is a big lad - I certainly wouldn't want to upset him!) and saying that some yobs had damaged his boat.

It does seem that on all the local waterways there is this idiot minority who are determined to ruin things for everyone else. BW, however, did not seem to recognise the problem. I apologise in advance if I misunderstood the answers given to several concerned trip operators, but it seemed to me that this potential for anarchy does not seem to be a priority with the Board.

(Documents circulated by BW after the User Group meeting paraphrased the Question and Answer session.

"Q11 What are BW's plans on preventing the antisocial behaviour currently on the canal network? And is there an overall strategy in place for anti social behaviour with local authorities?" BW reply: BW are currently looking at resolving issues with community

police officers - a long term plan is currently in place, local warden schemes are currently being implemented, BW are also involved with local councils with regards to placing CCTV in problem areas. All incidents should be logged with the police and with BW, this will build up a record of incidents in a particular problem area.")

Afterwards I did hear the comment, from another operator, that it isn't just canals that are the problem, it is the whole of society. It does seem that mindless idiots are allowed to cause havoc in society all over the Manchester area and never seem to get their just deserts.

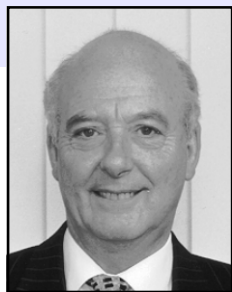
We sent 40,000 rugby fans to Australia; they got drunk and had a marvellous time without any reports of damage or violence. So idiocy doesn't necessarily follow from the consumption of a few beers. I think the creation of the thought that 'little Johnny needs a good talking to' rather than a swift clip over the ear is leading to the creation of this aimless society. A need for discipline in schools and in the home is vital. I realise that this is all preaching to the converted.

As members of the Canal Society, I imagine all our children and grandchildren will have been brought up to recognise the line between boisterousness and vandalism, but how do we educate the wayward minority outside?

Congratulations to my supposed 'assistant' Bob Gough who has single handed got this issue of Plink to bed. I have had a frantic few weeks, working in Leeds for part of the week, then in Manchester and finally having a couple of days as guest of the NHS at Hope Hospital. (Where they were not able to prove insanity!!) As a result Bob has had to sort out all the problems as well as remodel the centre pages (we had a comment that they had been showing the same pictures for too long).

cont'd on page 6





Chairman's Report

Since our water-way was restored to reasonable navigable status, there has been a general feeling that we should

find canal-side accommodation for our offices.

Our present location near the centre of Ashton under Lyne was ideal during the restoration days when we needed the large yard, storage facilities and office space for half a dozen people or more. We now need simply a small office with some room for archives and small meetings. Council has therefore agreed that we seek a buyer for the offices and land and this is being currently undertaken.

Any member who might wish to investigate the possibility of buying this property should contact our Administrator, Bob Gough who will put interested people in touch with our Agent.

Members will no doubt be interested to read in this and other recent issues of Pennine Link about some of the initiatives being introduced by your Society particularly those aimed at increasing our membership. We are delighted that Alan Knott has arranged for a Meet the Council social evening to be held at Delph on the evening of Thursday 22nd January 2004. This will be a convivial evening where members have the opportunity to meet one another and air their views informally to members of the Board.

Prior to the social aspects of the evening there will be an Extraordinary General Meeting of members to vote on one

resolution.

"That the Articles of Association of the Company be altered as follows:-

- 1. By renumbering regulation 4 as regulation 4(1)*
- 2. By adding after regulation 4(1) the following regulation to be number 4(2) viz:-*

The Council of Management may from time to time appoint any person who in their opinion has rendered outstanding services to the Company to be President of the Company. The President shall not by virtue of his office be deemed a member of the Council of Management or be entitled to any remuneration. Nevertheless, by invitation of the Council of Management he may attend meetings of the Council of Management for the purpose of giving advice."

Many members have felt since his resignation as Chairman, that David Sumner should be encouraged to continue his involvement with the Society. All agree that his many years of assiduous campaigning in his role as Chairman were largely responsible for the restoration actually happening. It is thought fitting by Council that David should be offered the title of President as an acknowledgement of the debt of gratitude that the Society owes to him.

The position of President will be honorary and will have no voting rights on Council. The post will be agreed by Council for ratification by a general meeting and will be for a period of three years. The holder of the post may be re-elected at the end of this period.

cont'd over



Because we have never had a President before, as there has not previously been a case for appointing one, our Articles of Association have needed to be changed so that we can take this action. This is what the EGM is called for – simply to endorse the inclusion in our Articles of this new office of President. There will be no other business discussed at the EGM and although we would, as a Council, ask for all members to support the resolution, any dissenters will be given the opportunity to express their views.

After the closing of the EGM, it is hoped that David will be welcomed as our first Society President and will be persuaded to say a few words!

Our Society remains in a healthy financial position and our administration continues to be handled efficiently by Bob Gough. He is always keen to sign up new members and has been pleased with the response to our latest campaign. The best source of new members, however, is by word of mouth from our existing members. It is down to each one of us to promote membership of the HCS at every opportunity so that we can ensure that our work continues for future generations.

On behalf of your Council, I wish all our readers a Happy Christmas and a successful New Year. I look forward to meeting as many of you as possible at Delph in January!

Neville Kenyon

cont'd from page 4

I like the picture from the competition on the cover – even though it is not of 'our' canal it is a wonderfully atmospheric picture, bringing back memories of early starts on the canal and images gradually taking shape through morning mist – Great! Bob has also gone over to Sheffield to give a talk over there, has been archiving our slides including putting all the ones I use on a CD as well as doing his 'day' job. Thanks Bob – you can have my salary for this issue as well!

As this is our Xmas issue, can I wish all the societies members a very, very happy Christmas and a healthy and prosperous New Year, trouble free sailing to all the boat crews, perfect painting to the maintenance gangs, sunny weather for any festivals and virus free PC's for all our contributors!

Brian Minor

As a postscript, I would like to pass on this seasonal advice to all of you who are the heads of at least two generations!



Seasonal Advice to Grandparents



If you can't be with your grandchildren at Christmas - you might just have had a lucky break.

Try to ignore the urge to put self addressed envelopes in the presents for your grandchildren.

Don't agonise over presents for teenaged grandchildren - they only want money.

If you want to buy a present for your grandchild that will be appreciated, ignore anything their mother says.

Grandchild's law:- Grandpa's not to reason why, Grandpa is to buy and buy.

All parents are amateurs, it's the grandparents who are professionals.

Grandfather clocks are so called because they are large, dependable and creak a lot if you try to move them.

Always pass good advice on to the younger generation - after all you're not using it.





Keith's Disconnected Jottings

A member, lightly heartedly I hope, suggests that this column should be re-titled 'Aimless Jottings'; another member

says that it is 'essential reading'.

Perhaps the first one is right; certainly I rarely try to pull the various paragraphs together or draw conclusions, and there has been a great deal of news, resulting in inexcusably long articles. But what are they all about? Let me put my side of the story. Then, maybe you can let the Editor know if this is what you want in **Pennine Link**.

HCS was first and foremost a waterway restoration society, and my involvement in a voluntary capacity with the Society was, initially, as Projects Officer and, finally, as chairman of the Society's restoration company which (don't ever forget it!) restored 27 locks, dredged 6 miles of canal, rebuilt washwalls, repaired 11 miles of towpaths and carried out the award-winning restoration of the Transshipment Warehouse.

For many years I have chaired the Northern Canals Association, where representatives of canal societies and others involved in waterway restoration in England and Wales north of Birmingham meet three times a year to look at a restoration project and discuss issues of mutual interest.

We should not forget our roots as a restoration society and the key role that HCS played in creating the partnership that eventually saw the Huddersfield Narrow Canal completely re-opened. That is not looking back nostalgically, but bearing in mind that the Society has the ability to have

a continuing role as a key partner in seeing that the Pennine Ring of canals is eventually brought up to the standard of the Midlands canal network, both physically and in terms of the facilities for users. Maybe we are not proving to be as effective in that role so far as we were in achieving restoration and that is a matter of concern, but we will get there in the end.

To me, however, it is almost equally important that we continue to help other waterway restoration societies by freely giving advice on the basis of our successful experience. To do that we need to keep an eye on the restoration picture nationally – hence the format of 'Disconnected Jottings', in which my long-standing reports on restoration of 'our canal' are replaced by reports on restoration of other waterways.

Maybe readers will let the Editor know if this is what they want to see in **Pennine Link**. Do you agree with my thoughts on some of the Society's new roles now that the canal is open? Do you agree that information about other restorations is relevant to **Pennine Link**? Do you want to see changes – maybe with these items of news set out as a series of bullet points like, for instance, similar items in the Chesterfield Canals Trust's journal? What do you want?

'What do you want?' brings me to a second point: the plight of the waterways museums at Stoke Bruerne, Ellesmere Port and Gloucester. Taken under the wing of The Waterways Trust a year or two back, they have lost or made redundant key staff, and are struggling to make ends meet. It's a problem faced by all special interest museums where people involved in that interest (you and me included) rarely pay to see what they know about anyway, the paying public are increasingly fickle in their



interests and schools arrange fewer visits except those very obviously central to the National Curriculum.

Digressing (but bear with me, it is relevant), I have been in correspondence with Hugh Potter, the editor of **Waterways World**, about what he calls 'Real Canal Histories'.

There is little money in writing waterways books; I certainly could not make my living from the royalties from **Pennine Dreams**, or those I hope to receive from a second waterways book that I am writing. Luckily, my main purpose in writing the book was not to make money, but to place on record an accurate version of how the Huddersfield Narrow Canal was restored.

As I extended that aim to telling the story of the canal from its inception to the re-opening, it was apparent that there were major limitations on what I could include because I could not justify the expense involved in carrying out the research. An opportunity that might be a partial solution to the two dilemmas – the difficulties of paying for the waterways museums and their staff, and the cost of carrying out detailed research on individual waterways – would be for The Waterways Trust to bring together important archival material such as the various waterways Acts of Parliament and the Minutes of Canal Companies and make that material available to researchers over the Internet.

Surely the Heritage Lottery Fund could be persuaded to support the creation and operation of such an archive that would be of immeasurable help to researchers, and would help to justify government support to the waterways museums as centres of national archival importance.

More immediately, you too can do your bit to help potential waterways writers to produce Hugh Potter's 'Real Canal Histories' by buying those that are written!

If you don't, even committed and enthusiastic publishers like Tempus will look for more profitable projects; publishing is not a charitable occupation. An unashamed plug for **Pennine Dreams** which, to be fair, is apparently selling well for a waterways title. But, no more than 10% of HCS members have ordered a copy via the Society. Have the rest of you bought a copy from your local bookshop, or are you not interested in how you and your fellow members achieved the miracle of restoring the canal?

Sorry, this is getting unbalanced & definitely an 'aimless ramble'; it just niggles me, and other people who write on environmental subjects, when the buying public are willing to spend hard-earned cash on books by royal butlers or books about so-called celebrities that sell several hundred times more copies than **Pennine Dreams** in only a matter of weeks.

There is a serious point to this moan about the iniquities of book sales: unless those involved in or interested in waterways invest in waterways books, just like the waterways museums, the future of waterways publications will be threatened and (I may be making the point in a muddled way because I haven't sorted out my thoughts on this) the two problems are somehow related, and, quite likely, linked to that issue facing all voluntary societies such as HCS: where are the thirty and forty year olds that once formed the backbone of our active membership?

Enough of this special pleading. What news is there? Well, this time, you might not be surprised that now that the impetus of the Millennium schemes has died down, and the various likely successors in the British Waterways' cannon of approved projects have begun the process towards gaining funds towards restoration, there is little to actually report.



First and foremost, on 10 October, the Lichfield & Hatherton Canals Trust celebrated the completion of the aqueduct on the Lichfield Canal over the new M6 Toll motorway – an important first in the annals of waterway restoration by volunteers in raising the huge sums required for this project and the associated crossings by the Hatherton Canal under the motorway at Churchbridge. This is an amazing achievement by volunteers that reminds me of the zeal displayed by HCS in an earlier period.

The Trust are building on the success and have been offered over £1m European money towards reinstating a bridge at Cappers Lane, that being the first blockage on the Lichfield Canal up from Huddlesford Junction where the derelict canal connects to the Coventry Canal. Don't look for the Lichfield Canal on your waterways map by the way; it's the name used by the Trust for what was the Wyrley & Essington Canal, no doubt for very good reasons of publicising their aims of restoration.

Secondly, the Cotswold Canals partnership is submitting a bid to the Heritage Lottery Fund to restore the 7 miles of the Stroudwater Navigation and the first two miles of the Thames & Severn Canal from Stroud to Brimscombe Port, with a likely total cost of around £40m. Stroud District Council has set the funding ball rolling by offering up to £2.25m, and The Waterways Trust has launched a public appeal to raise £750,000 of matching funding to support the bid. (Write to The Waterways Trust, FREEPOST NWW8200A, Ellesmere Port).

Further east on the Thames & Severn, by the time you read this, the new canal bridge carrying the Western Spine Road of the Cotswold Water Park over the canal should be finished.

Finally, progress continues to be made in building the case for restoration of our neighbour waterway, the Manchester, Bolton & Bury Canal, where British Waterways have spent £500,000, of which £350,000 came from the North West Development Agency on feasibility studies of restoring the canal. More interesting still, these show that restoration of the canal will cost about £36m, and will be likely to result in the creation of as many as 10,000 new jobs – which British Waterways compares to the 6,000 likely from restoration of the Rochdale Canal and 2,000 likely from the restoration of the Huddersfield Narrow Canal. The figure for the Huddersfield Narrow roughly compares to the numbers that Coopers & Lybrand predicted in their report for HCS back in 1994, but I'm not clear where the figures from the Rochdale Canal come from. They do, however, demonstrate how waterway restoration is being funded today.

The benefits that justify big public spending are not those that waterways enthusiasts may consider to be reasons for restoration, but benefits of a different kind altogether. We have long said that restoring derelict waterways would be a huge benefit to their riparian communities; the truth of that is slowly emerging, and should benefit many more waterways eventually.

Our friends in the Chesterfield Canal Trust and the Barnsley, Dearne and Dove Canals Trust could benefit if only Yorkshire Forward would follow the lead set by the North West Development Agency on the Manchester, Bolton & Bury Canal (and also on the Northern Reaches of the Lancaster Canal), or by Advantage West Midlands in funding the restoration of the Droitwich Canals.

Keith Gibson



HCS Council News

Since the last issue of Pennine Link the new 'management system' has been going through its teething stages and is now up and running. 'Boats' and 'Management' groups are in full swing, 'Promotions' is getting to grips with quite a list of ideas and 'Volunteers' are waiting to pick up speed following the national re-organisation of British Waterways (BW). We are set fair for a lot more years of canal activity.

17th September 2003

British Waterways have now taken over the running of the Transshipment Warehouse at Dobcross. The only regular users now are two art classes. BW are to restrict "one-off" bookings to 'community' events. The Society retains free use of the building for meetings. *Recent developments suggest that BW are reviewing the position on all their canalside property. The future of the Warehouse will be debated, though the Society will be involved through my presence at their meetings.*

We continue to give 'talks' to outside groups. The poor state of existing projection equipment was discussed and it was agreed to investigate (with an approved budget) the replacement by computerised equipment which will also enable us to start producing proper archives from our slide collection. A CD of canal images could be a spin-off.

The volunteer award scheme was discussed and led to a possible "meet the Chairman and Council" informal evening being investigated.

The Chairman presented the new, full colour membership leaflet to Council with its acrylic dispenser. Locations for display were suggested.

Membership fees to remain unchanged.

We have two main activities; running the trip boats and maintaining the canal and we still need a 'mission statement'.

There was a discussion on the future of the Society's office building in relation to proposed residential development on the derelict mill site next door. Some possibilities were emerging – hopefully for the next meeting.

The Society's financial situation remains healthy although, like everywhere, the value of investments has fallen somewhat. We are not over-committed on expenditure – for instance there is no longer a requirement for a new trip boat at Marsden. We must guard against profligacy jeopardising the Society's long-term future.

The Volunteer Group have met with BW's West Side supervisor and agreed an initial work schedule. A longer term one is promised. Still no contact with the new BW regime on the East Side. No details for bridge plate fixing although considerable numbers now in stock.

Requests for sponsorship would be treated on their merits. Society to underwrite prize money for the Pennine Link Photographic Competition as entry fees do not cover the costs.

Brian Minor reported on our attendance at IWA National Festival. Good public relations exercise. We need new publicity material and to give thought to how far



we need go now to keep HNC in the national picture.

We have asked BW (again) for urgent dredging on the Ashton and Peak Forest canals (for our trip boat). Not much hope of an early solution. *(See Allan Knott's correspondence on page 12).*

Our dredger is out of the water in Mossley and apparently not considered worth restoring. Situation to be investigated.

22nd October, 2003

Awaiting final quotes for new digital presentation equipment. *A slide scanner and digital projector have been sourced and an initial scan of some 80 slides completed. These are currently being assembled into a presentation by Brian Minor who has given a number of talks recently.*

Dredger apparently excellent hull but engine too noisy. Didn't seem to justify scrapping it. Dredger with tug and mud hopper (as a work boat) essential for our work on maintenance. More investigation required.

The Promotions Group was urged to make progress with the list of items on their agenda.

No final news on the position regarding the Ashton office. Hoped to be resolved by December. *Council has agreed that we seek a buyer for the offices and land and this is being currently undertaken - see the Chairman's Report for details.*

Our financial situation remains healthy, although our Treasurer recommended the sale and re-investment of certain funds which were under-performing.

Our 'car boot sale' via Pennine Link has resulted in the TV and video and coffee machine being sold quickly. Land Rover still on offer. *The Land Rover was sold on the 31st October, one of the four sealed bids exceeding the reserve price.*

Agreed new printers for Pennine Link following some difficulties with current company.

Volunteers still lock painting. All locks on West Side with conventional paint system now done. Some confusion over bridge plates – there are some Millennium Commission plates to fix as well. Meeting new East Side supervisor soon. Teams to be enlarged – by advertisement in Pennine Link – when work programmes are to hand. Weekday teams for retired workers to be considered.

Boats Group had an excellent season and were able to produce a financial statement for the first time. The 'Chairman and Council' gathering mentioned at the last meeting was set for Thursday 22nd January, 2004 at the Delph Band Club, Saddleworth. Hopefully we will see our new presentation equipment in full flight. Council gave Allan Knott and the Boat Group a special vote of thanks for an excellent year's work.

The first BW User Group under the new management team was to be on 13th November. Split into afternoon (business users) and evening (general users). We have special permission to attend both sessions as we come into both categories.

It was reported that otters have been seen in the canal in the Mossley and Slaithwaite areas.

Ken Wright



HCS Crews News



In the last edition of Pennine Link, we published a picture (below) of debris which had been collected around the propeller of trip boat Still Waters. As we

have had to have the tug craned out no less than seven times this year, when it has been impossible to clear the 'prop' through the weed hatch, I felt it was time to write to BW about the state of the waterway. Here is a copy of the correspondence, which is self-explanatory.

Mr Mike Marshall
South Pennine Ring
British Waterways

19th September 2003

Dear Mr Marshall

ASHTON & PEAK FOREST CANALS - DREDGING

I write as Boat Crew Co-ordinator (West Side) of the public trip boat 'Still Waters', moored and operated from Portland Basin. The boat is owned by the Tameside Canals Boat Trust and crewed by volunteer members of the Huddersfield Canal Society.

The boat has now been operating at Ashton-under-Lyne for 2 years, during which time we have experienced

serious fouling-up problems around the propeller, due to silting up and rubbish being dumped into the canal, particularly at bridge holes.

Last winter, work was done to reduce the draught, but it still draws 3 feet of water and literally scrapes the bottom of virtually every bridge hole of the Lower Peak Forest Canal and the Ashton Canal within the boundaries of Ashton.

On a number of occasions this year, the propeller has seized completely due to picking up bicycles, tyres, mattresses and the more common plastic bags and wire. When this has occurred, the boat has had to be bow-hauled back to Portland Basin Marina where a lift-out could be arranged for the propeller to be freed.

As most of our volunteer crew are between 50 - 70 years, it is with considerable difficulty that the 25 tonne boat is returned to base with many aches and pains being suffered by the crew, not to mention the public embarrassment before all the passengers.



Allan Knott



Whilst as members of HCS our main concern is with the Huddersfield Narrow Canal, the Ashton and Lower Peak Forest canals are nevertheless the gateway to the Huddersfield Narrow Canal and as you are aware, Portland Basin is a real focal point of canals in the Tameside area.

I therefore request on behalf of the Trust and HCS that urgent and serious consideration be given to the dredging of canals mentioned so that we can truly help the wider public to appreciate the beauty and tranquillity that canals offer. At present, our boat cannot even cruise further than Hyde due to serious silting up between Manchester Road and Captain Clarke's bridge at Woodend Lane. We are therefore severely restricted as to the length of trips we can offer.

We are grateful for the work that British Waterways is doing to constantly improve the waterways but ask that this problem be addressed at the earliest opportunity.

Yours sincerely,

Allan C Knott

HCS Director and Trustee of TCBT

..and in reply ..

3rd October 2003

Dear Mr Knott,

Thank you for your letter dated 19th September 2003 regarding the dredging of the Ashton and Peak Forest Canals.

I can confirm that a depth survey has now been completed along the Lower Peak Forest and Ashton Canals to clearly establish the problem areas.

We are aware of the importance of the routes to the Huddersfield Narrow Canal, but it is clear that major investment will be required to carry out any dredging works in these areas. This work therefore will need to be considered against our other priorities at this time.

Yours faithfully,

Jane Thomson

Customer Operations Manager

We shall wait and see if 2004's cruising season is a less bumpy ride!

Allan Knott

Obituary - Roger Anderson

Many Canal Society members who knew him will be saddened to learn of the death of Roger Anderson, Tameside's Assistant Chief Executive (Strategic Projects). He passed away peacefully on October 11th at Willow Wood Hospice after a tenacious battle against cancer.

As Acting Project Director for the Millennium restoration project he played a crucial part in securing the funds required for the final push for through restoration. I took over from him as the Project

Director for the fledgling Huddersfield Canal Company in Summer 1997 and was immediately impressed by his grasp of the organizational needs of the partnership and his astute handling of the political issues.

Right up to the end Roger was in the thick of the action working on behalf of the North West Regional Assembly to develop the Northern European Trade Access corridor from Ireland across the Pennines to Hull, Poland and beyond. All of us at Tameside have lost a valued colleague and an inspiration.

Alan Stopher



2003 Photographic Competition - Results

The number of entries this year has been a bit disappointing: 82 photographs from 13 members compared with 95 and 18 last year – and only one single entry in the Junior Section. If we are doing something wrong, let us know!

Judge Geoff Hope says:- *“Once more I have the pleasure of looking at the pictures produced by the members and as usual I have to report that the quality of the entries is, as ever, getting better every year.*

However in this age when Photography is more accessible and cheaper than ever before it is a pity that only 13 members submitted their photographs for other members to enjoy.

If ever there was another hobby to link to our mutual love of the canals and the countryside they pass through, then surely it is photography.

Added to this only one Junior sent in an entry. Surely you all don't want to become David Beckham or be a member of a girl Group, and you all know there is more to life than sitting looking at a PC screen. Get out there and show us what you can do.

As usual I have added a comment on all the 82 entries and in each case I have tried to be constructive if I think it will help you in making better future pictures, although I am happy to admit to wishing I had taken some of these outstanding photographs myself.

I will be happy to discuss any photographic query or programme with any of our readers; if this is your wish, just contact the office or Ken Wright.”

RESULTS

CATEGORY 'A' – HNC Senior

WINNER

Denis M. Broadbent, Huddersfield
“Tunnel End with train”

RUNNER-UP

Alan Crosby, Ashton-u-Lyne
“A Centre View”, Tunnel End

Commended: Julian Morgan

CATEGORY 'B' – HNC – Junior

WINNER

Richard Jones (10), Huddersfield
“Standedge Visitor Centre”

CATEGORY 'C' – Other Waterways – Senior

WINNER, OVERALL WINNER, CHALLENGE SHIELD WINNER:

Julian Morgan, Guildford
“Strepy – Thieu canal lift, Belgium”

RUNNER-UP

Alan Crosby, Ashton-u-Lyne
“A Sunny Morn”, High Peak Canal

Highly Commended: Julian Morgan

Commended: Anita Crosby, Chris Nugent

Overall winner, Life Member Julian Morgan, has won for the second year in succession. He will receive the Challenge Shield for one year, a replica to keep, a signed certificate and the binoculars kindly donated by member **Anthony Carter of Arcade Photo Services, Imperial Arcade, Huddersfield**. The other winners will receive a cash prize of £30 and the runners-up a cash prize of £20, and all will also get, along with the “commendeds”, a signed certificate. Richard Jones, the best Junior, will also receive a **Boots Token for £10, the Judges' Prize, awarded by judge Geoff Hope**.

Once again my thanks to all of you who took the trouble to enter this year. For the rest of you, bear in mind Geoff's comments about photography being cheaper than ever before and get those digits clicking those digitals!

Ken Wright





Denis Broadbent - Winner - Category A

A superb 'Tunnel End' picture that says it all. Waiting for the train gives this shot an extra bonus. Very good attempt.





Richard Jones - Winner - Category B

A very good picture of Tunnel End with plenty of interest. The viewers eyes are taken straight to the building which is perfectly placed in the frame. The colours and reflections are very realistic. Very good effort.





Julian Morgan - Winner - Category C and Overall Winner

A very dramatic picture of this super construction. Your composition is excellent; the towpath on the left contrasts in colour to the lift and at the same time leads the viewer up to this imposing feature. The exposure is perfect and the pin-sharp result suggests it would enlarge forever. First class work.

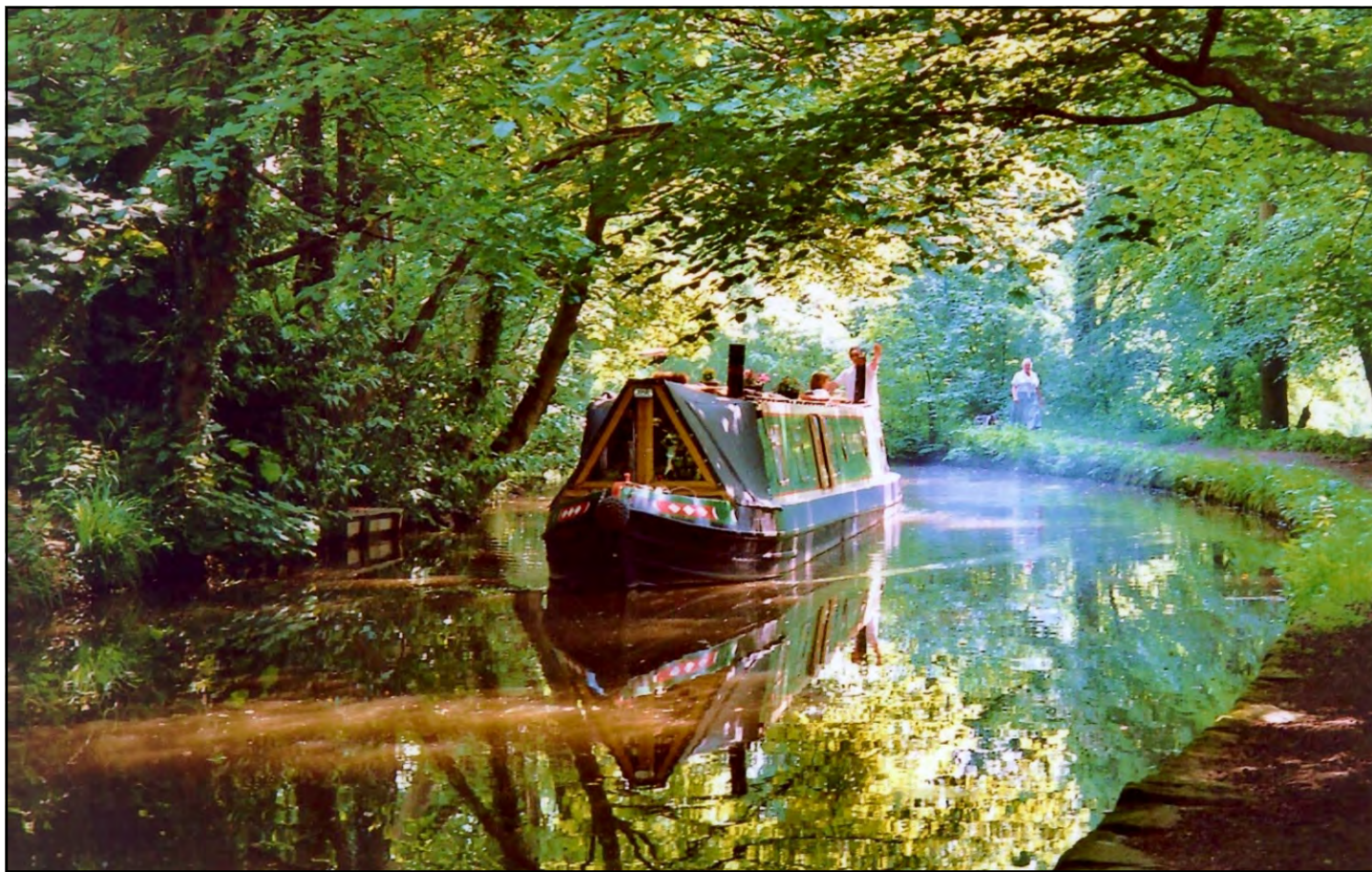




Alan Crosby - Runner up - Category A

A well seen and taken shot. Using the window pane to 'frame' the picture is clever and effective. A 2cm trim around the border of your picture improves it still more as it concentrates the viewer's eye on the main subject.





Alan Crosby - Runner up - Category C

Another super picture. The almost ethereal lighting is magic. That famous old French photographer Cartier Bresson said there was a decisive 'moment' when to take a picture and you certainly have - I wish I had taken it!



...and the Commendeds



Above: Julian Morgan · Diggle Portal, October 2003

Above Facing: Anita Crosby · Great Expectations, Rochdale Canal

Below facing: Chris Nugent · A whole new meaning to a butty! Staffs & Worcester Canal





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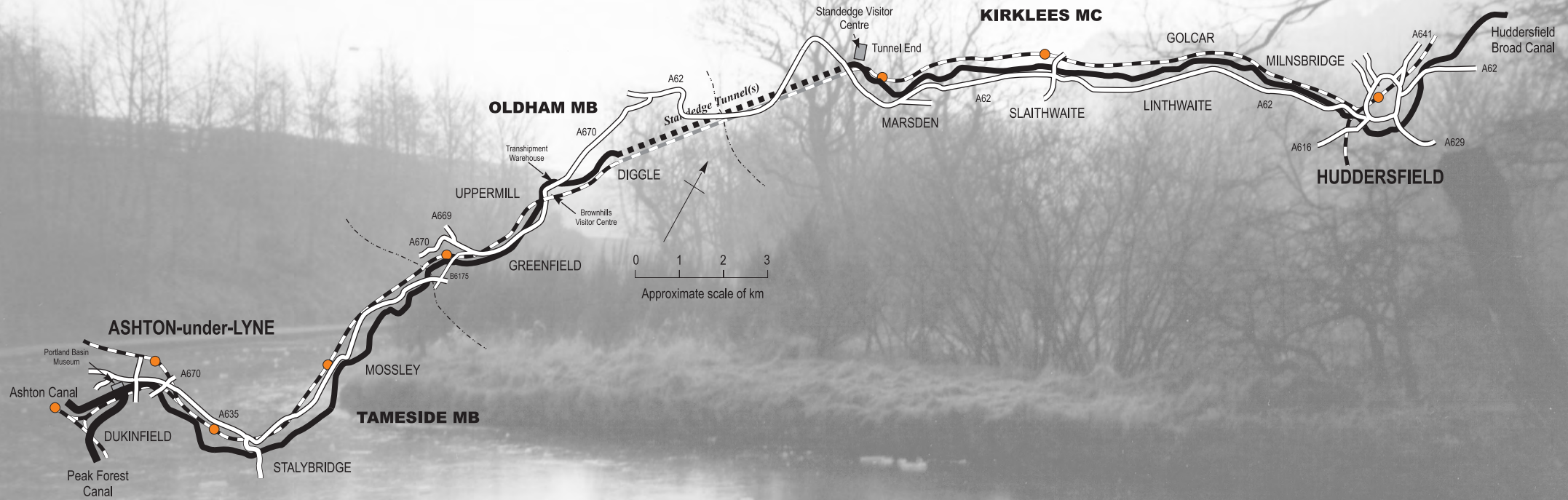


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The Huddersfield Narrow Canal





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Canal Cruises 'PENNINE MOONRAKER'

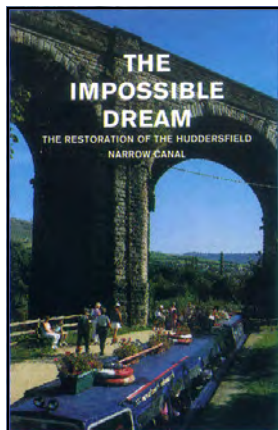
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HCS Videos

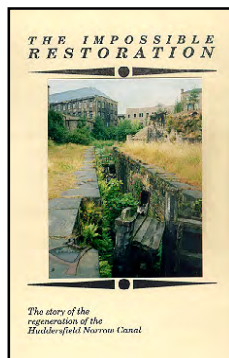


The new video, 'The Impossible Dream', is available from the Society offices, price £10.99 plus £1.95 p+p.

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

Please make cheques payable to 'Loxvend Ltd'



The original 1992 video commissioned by the Canal Society. Copies are available from the Society offices, price £10.99 plus £1.95 p+p.

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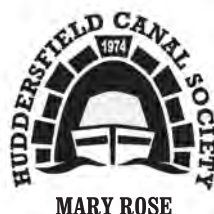
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The Hollinwood Branch

For those of you wondering what is the news on the Hollinwood Branch, here is the latest from our Society member, Ed Mortimer.

The idea of re-opening the Hollinwood Branch and building a new link to the Rochdale Canal continues to have a life of its own. Various versions of the original article first printed in Pennine Link (Spring 2003) have now, with permission, appeared elsewhere. This has included 'Navvies' and 'Canal Boat and Inland Waterways' magazines.

All this exposure in the various canal magazines has generated a lot of positive interest and letters. Whether it would get the same positive response in the local Droylsden press could be another matter. I imagine you could get 'the canal is dangerous, breeds rats, and children and dogs can drown in it' response as well as positive comments.

However, what next? Partnerships, particularly within the local councils and communities, I feel will be very important. There seems little point in trying to fight against Oldham Council if, for example, they were opposed to restoring the canal in Daisy Nook.

Anyway, as Pennine Link seems to be read in all the right places, even Oldham Countryside Service are aware of the idea,

and having spoken with them, they actually sounded interested in the scheme.

If there is positive support - and maybe even the possibility of something more from Oldham Council - I feel it will be the time for a formal group to be set up. And then, who knows, 28 years later even the Hollinwood Branch might be re-opened.

And on another positive note, at Fairfield Junction in Droylsden, outline planning permission has been approved which includes keeping the line of the canal. The canal will probably be re-opened from the Junction up to the existing Ashton New Road Bridge and used for moorings and a small marina. I believe we have British Waterways to thank in part for recommending the route should be retained in their submission to this planning application.

The biggest single cost of re-opening the Hollinwood Branch is likely to be buying two aqueducts to cross the M60 motorway. So it was encouraging to see how the Lichfield & Hatherton Canals Restoration Trust has just managed to be the catalyst to raise the funds for buying the one they need.

One day, I would love to send an order to Rowecord Engineering for "two more canal aqueducts, please!"

Ed Mortimer

Installing the new aqueduct for the Lichfield Canal over the M6 Toll motorway



The Horseboating Society

Founder Sue Day, reflects on the origins of the Society and their travels on the network since formation.

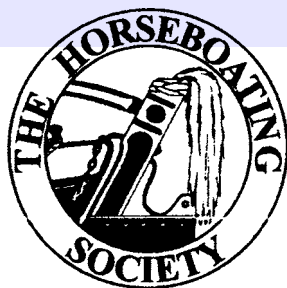
The Horseboating Society (HBS) was formed in 2001 after my horsedrawn journey from Manchester to London in the Millennium year. It now has about 120 members, mostly individuals, but including various organisations. The HBS owns neither horses or boats. It aims to promote the activity of horseboating by the existing six horsedrawn passenger tripboats and by members who undertake longer journeys with boats kindly lent to us for that purpose. Horsepower is usually provided by myself, Sue Day, an HCS member.

Most of our journeys so far have involved the horseboat 'Maria', Britain's oldest surviving wooden narrowboat, built in 1845. She became the first boat to navigate the Huddersfield Narrow Canal after it was re-opened in 2001. Keith Gibson credits this in his book 'Pennine Dreams' but unfortunately states that the boat belonged to the Wooden Canal Boat Society (WCBS). This, however, is not correct. The boat is owned by the Ashton Packet Boat Company which restored her in 1977-8, then ran her as a horsedrawn passengerboat for 21 years until 1999. She was kindly loaned to me for my 310 mile journey to London in 2000. Since then, the HBS has undertaken a return passage of the Huddersfield Narrow Canal with 'Maria' each year, horsedrawn by Bonny or Queenie. In her 150th year we hope for much celebrations in 2004.

The Horseboating Society



I shall again apply for permission for the HBS to leg 'Maria' through Standedge Tunnel.



Other projects have involved different boats. Less successful journeys in 2001 were the attempts to get 'Olive', owned by Ed Mortimer of Stalybridge, and 'Lilith', owned by the WCBS, to Huddersfield. 'Olive' stuck in Lock 22W, and 'Lilith' completed the Standedge Tunnel passage quite easily, only to get stuck repeatedly on the Marsden flight (42E, 41E) finally failing to come out of Lock 32E. Although a horseboat, 'Lilith' is usually paired with the motor 'Forget Me Not', also owned by the WCBS.

Fortunately in 2002, we made a successful journey around the South Pennine Ring with 'Elland', a 60' iron narrowboat built circa 1840, owned by David & Margaret Poole of Scarborough. 'Elland' and 'Maria' attended the Aquafest festival in Manchester by boating through the Commonwealth Games site, then went on to the IWA National Festival on the Huddersfield Broad.

Many of you kindly ask about my boathorses. Bonny (brown/bay) and Queenie (black) are both well. They have pulled 'Sarah Siddons', the horsedrawn tripboat on the Rochdale Canal at Hebden Bridge, giving thousands of passengers much delight this summer of 2003. Also they took 'Maria' from Ashton to Huddersfield and return. However, sadly, I have to report the loss of Tanner (white/grey) at the old age of 28, on November 10, 2003. A separate article remembers his links to the Huddersfield Canal Society (see page 37).

Sue Day

Notice of an Extraordinary General Meeting

Huddersfield Canal Society Limited

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at Delph Band Club, Lawton Square, Delph, Oldham, Lancashire at 7.30pm on the 22nd day of January, 2004 for the purpose of considering and (if thought fit) passing the following Resolution which will be proposed as a Special Resolution Viz:-

"That the Articles of Association of the Company be altered as follows:-

1. By renumbering regulation 4 as regulation 4(1)
2. By adding after regulation 4(1) the following regulation to be number 4(2) viz:- The Council of Management may from time to time appoint any person who in their opinion has rendered outstanding services to the Company to be President of the Company. The President shall not by virtue of his office be deemed a member of the Council of Management or be entitled to any remuneration. Nevertheless, by invitation of the Council of Management he may attend meetings of the Council of Management for the purpose of giving advice."

DATED the 30th day of October, 2003

By Order of the Board



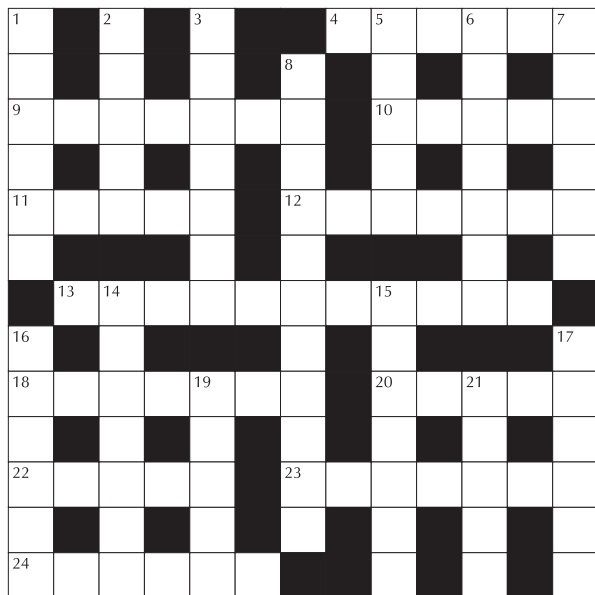
Secretary

Note:

Any Member of the Company entitled to attend and vote at the above Meeting may appoint a proxy to attend and vote in his or her place. A proxy must be a member of the Company. A proxy form is enclosed.



Canal Crossword - 42



Across

- 4** Dried grass available in great weight below Retford on the Chesterfield canal (6)
- 9** Basin at the head of the Erewash canal - with a mill (7)
- 10** In short a partner of Lee - fluviially speaking (5)
- 11** Irish River which gave it's name to a famous battle (5)
- 12** First flight of locks on the GU leaving Brentford (7)
- 13** Take grain here for preparation on the River Stort near Harlow? (7,4)
- 18** Village alongside the Ouse above Selby (7)
- 20** At a flash lock it is essential to trim 'er right (5)

22 A link might be the clue to this essential extra to an anchor (5)

23 Fluvial element to the Caldon canal (7)

24 District of Leicester where the Wreake joins the Soar (6)

Down

1 Mill on an Isle by a boatyard on the Soar (6)

2 Lock on the Thames with a nose keeper! (5)

3 Rewardingly lost a yard on the Mon & Brec canal (7)

5 Ann so regretted the closure of a branch of the former Bentley canal (5)

6 M1 Service area built above the Nottingham canal (7)

7 Towpath weed with a sting? (6)

8 Where the Trent & Mersey leaves the River Trent (7,4)

14 Acts on a hunch to visit a district of Manchester? (7)

15 First opportunity for a rise above Wrenbury on the Llangollen (7)

16 Essential building blocks (6)

17 Unique set of locks on the Staffs & Worcs (6)

19 Unfashionably lost a basinful of water at a south Oxford canal bridge, wharf and lock (5)

21 Famous Telford bridge - many miles from Maine (5)

Solution on Page 40



The Aelling Trophy



R Gough

IWA National Festival - Beale Park 2003, Winners of the Aelling Trophy:
HCS members Keith and Margaret Sykes, nb "Morning Mist"

The Aelling Trophy – Awarded to the skipper attending a national Festival for the first time making the most enterprising and meritorious journey to the Festival during the qualifying period (any continuous 28 day period from 1st July to the Festival opening day)

And here is Keith & Margaret's account and photos of their Trophy winning adventures:

It all started with our helping with the HCS trip boat "Marsden Shuttle" at the 2002 IWA Festival in Huddersfield, for whilst we had been occasional day visitors by car to such events in the past we now realised that there was more to them than the day visitor sees.

Also at Huddersfield we came upon the IWA London branch stall that was promoting the "Three Mills Rally" in the east end of London at the end of July 2003.

It had been our intention to go to London and the Thames again in 2003 and whilst

previously we had gone straight down from Birmingham to London and ventured no further east than Little Venice we decided to book ourselves in for both the rally and festival at Beale Park on the Thames.

We didn't know what adventures it would produce, all memorable for one reason or another and with no intention at the time of putting our names forward for any trophy.

The 5th July saw us leaving Braunston and after five days, on reaching the summit of the Grand Union at Marsworth, we decided to venture down the first 1 mile of the Wendover Arm, where efforts are being made for its whole length to be



restored through to Wendover itself. A nice morning experience for an hour or so feeling we were doing our bit to keep what had been restored open.

A few days later, on what was now becoming one of the hottest days of the year, found us at Uxbridge, and not wanting to arrive in central London during the late afternoon we had a full day to complete 2 locks and 6 miles to Bulls Bridge. The Slough arm beckoned and despite hearing tales of it being full of rubbish we decided to venture forth.

The guide books show it being more or less a straight line for 5 miles through urban London, however we found it a delightful green corridor with water lilies growing either side of a clear narrow channel, a warm welcome as we passed what must have been half a mile of double berthed narrowboats to end up in a basin surrounded by the yard of a builders merchants in a quiet part of Slough. We found shade under a tree, had a long lunch and returned from whence we came, Cowley Peachey junction. Despite all the dire tales we picked up only one piece of rubbish as we turned in the end basin.

On then early Monday morning into Little Venice and the next day our adventures on new waters took us along the Regents Canal past Camden and down through the real East End to Limehouse basin and the new "Docklands".

Over the next two weeks we completed the Lee and Stort Navigations. The Lee north of Waltham Abbey, one day from Limehouse, becomes a wildlife paradise with its reclaimed gravel pits now water



Emerging from the Wendover Arm



The Slough Arm - among the greenery at the Slough Basin

filled and declared a nature reserve that goes on for at least 10 miles. Access is provided for all, some pits used for water sports, others for fishing and some just left to nature – all with interconnecting cycle and pathways.

We then found ourselves back in the East End at Bromley by Bow (that of Bow Bells fame) for the Three Mills Rally, and this is where the "meritorious bit" comes in for what we hadn't earlier realised was that this is a campaigning rally where we found on offer: Saturday trips up the Channelsea River, along the Bow Back Rivers and on the Sunday down Bow Creek and onto the tidal Thames to go around the Isle of Dogs, up past Greenwich and back into the safety of the canals at Limehouse.





Channelsea River with views old and new



Twirling in the Tidal Three Mills Basin



Entering Bow Back River

When I say a trip I don't mean on a trip boat but in convoy in one's own narrowboat. We signed up for all.

The Saturday was a very sedate affair; in the morning going out through Bow Locks and turning upstream for a venture on the tidal Channelsea River and finishing with a twirl at high tide in the Three Mills Basin for the delight of the visitors to the Rally (and ourselves) before returning to the Lee.

The afternoon had us seeking, again in convoy, the Bow Back Rivers, under low bridges, along high walls till we re-emerged an hour later on to the Lee Navigation below Old Ford Locks.

Sunday was to turn out to be a very different experience. It started with a safety briefing by Roger Squires, chairman of the IWA London Region. There were to be three convoys of 4 or 5 boats each and we were in the last convoy through Bow Locks following Roger on the first of our boats out of the lock. As we emerged the first problem arose. We came across a boat from the previous convoy scooping weed from around their prop. As the tide was coming in Roger took them in tow and we found ourselves now leading our convoy out onto the Thames.



We had his map showing which side to pass the buoys, moored boats and other obstacles to watch out for. Advice had been given about turning into the wash of passing boats and how to generally conduct ourselves on the river, but when in the lead it's difficult to follow the example of others. We had been told to proceed at canal speed so with the throttle set at 1200 revs, our normal canal 3 mph, with the tide slightly in our favour as it was now nearing high tide, we passed Greenwich.

Still in the lead we reached Canary Wharf but by now the wind was directly against us making waves and with the number of trip and speedboats increasing making uncomfortable wash. With the Limehouse lock now in sight a decision was made to "go for it", throttle up to 2,000 revs (6 mph on rivers) we set off for the basin entrance a mile away. Just before we got there the final "coup de grace" as two high speed gin palaces were noticed coming quickly up from behind making waves to match their size. We turned into their wake, rode it out and then made an even quicker dash for the entrance basin.

By now it was high tide, water was sloshing about, the lock was open (aren't mobile phones wonderful) and we made it without touching the sides and waited, relieved at our safe

deliverance, for the rest of our convoy to arrive.



View of the Dome from Bow Creek



Approaching Greenwich Maritime Museum and Cutty Sark



Choppy sea for 'Celia' behind us





Approaching safety at Limehouse

We had some friends on board who had stayed in the front well throughout and their comment was “what a marvellous experience” and with not a drop of water splashing into the well deck! It hadn’t seemed so from the back.

The next day with those friends we took Morning Mist back for a well deserved rest at Little Venice with Roger Squires’ words ringing in our ears “You’ll never get it any rougher than that.”



All safely in at Limehouse Lock

Two weeks later we returned to Limehouse, met up with Roger and ventured yet again onto the Thames. At 9am on a Sunday morning, before the trip boats were about, and this time turning right, second in the convey we went calmly up under Tower Bridge to the IWA festival at Beale Park.

Keith and Margaret Sykes



Boathorse 'Tanner'

Sue Day remembers her recently deceased boathorse 'Tanner'.

It was my horse Tanner who came to the rescue of the Huddersfield Canal Society on a few occasions when the motorboat Benjamin Outram broke down. The most important of these was in 1989. Tanner and the boat made the inaugural public journey down the newly restored section between Lock 42E at Marsden and Lock 29E at West Slaithwaite. This was the first legal, public passage following the 1988 'Paving Bill' which reversed the 1944 Closure Act. To quote from the July 1989 Waterways World Magazine, *"to the delight of the (Kingdom Tours) study course participants, diesel engine malfunction necessitated a change in plans with emergency alternative power being provided by Sue Day's horse Tanner."*

Tanner, for many years, featured in the video shown at the Tunnel End Canal and Countryside Centre, Marsden. The video 'Pennine Passage' produced by the Mikron Theatre Company showed Tanner pulling a boat, then following Boat Lane, the horseboat route over the top of Standedge. TV filming included 'The First of the Summer Wine' (not 'The Last ...') where he pulled a boat out of Lock 39 at Warehouse Hill about eight times for various 'takes' (trains or chimney smoke

etc spoilt some takes).

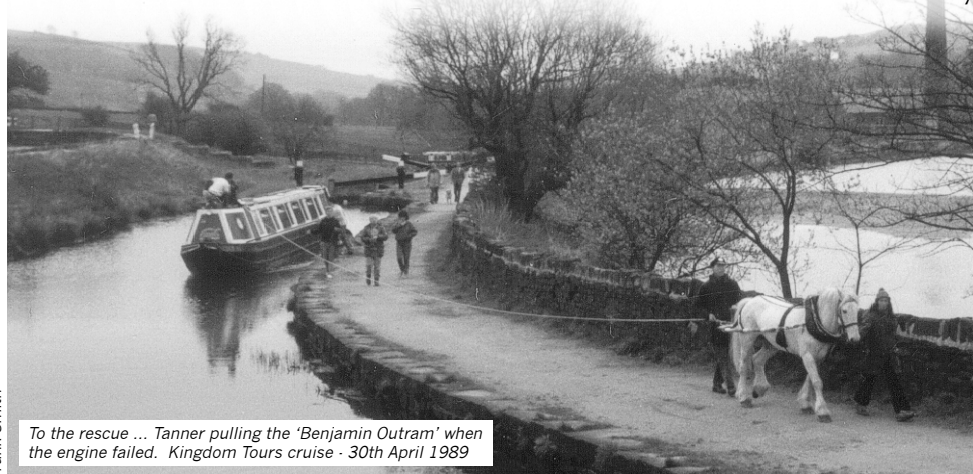
He worked on the Rochdale Canal pulling 'Sarah Siddons', the horsedrawn passenger boat at Hebden Bridge, from 1987. In this first season, much publicity was generated on TV and radio as well as newspapers and magazines. He pulled the boat as far as the plying limits then allowed - to Brearley and to Todmorden - before the cruises were limited to the popular Wallileys Clog Factory or Callis Mill destinations.

Tanner's last pull of a boat was in 2000, when he started 'Maria' on her journey from Manchester to London. He then let the younger horses take over, but he continued to attend canal events where he could pose as a much loved star. He attended IWA Nationals at Castlefield (1989), Chester (1985) and Huddersfield (2002). He is sorely missed, above all else, for his gentle, kind nature.

Jet, my dog, who walked well over a thousand miles with me and the boathorses, also died this year on May 8th. His funeral was shown on TV, as Tanner pulled him for his last ride on a horsedrawn dray at Rossendale Pet Crematorium.

Two wonderful friends are gone. I wish they lasted as long as boats!

Sue Day



To the rescue ... Tanner pulling the 'Benjamin Outram' when the engine failed. Kingdom Tours cruise - 30th April 1989

Frank Smith



The Standedge Trail - Re-launched

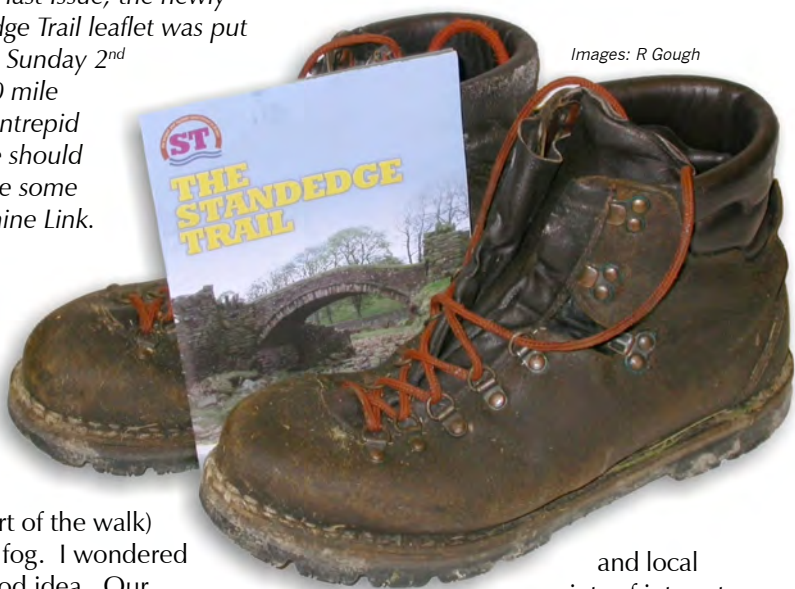
As mentioned in the last Issue, the newly re-launched Standedge Trail leaflet was put through its paces on Sunday 2nd November with a 10 mile circular walk. Your intrepid Administrator felt he should show willing and give some impressions for Pennine Link.

Sunday morning dawned somewhat inauspiciously with heavy cloud and light rain.

Driving through Standedge Cutting and over the moors to Marsden, (the start of the walk) low cloud hung like fog. I wondered if this was such a good idea. Our group of nine assembled at the revised start, St Bartholomew's Church, Towngate; the clouds parted, sun shone through, I was loaned a more suitable walking jacket and my spirits lifted.

Malcolm and his wife, Margaret, from the Kirklees Countryside Volunteers, led the walk and we set off up Old Mount Road. This initial climb certainly got the heart going, though occasional halts gave time to recover

Images: R Gough



and local points of interest were elucidated. As we climbed further toward the top of the moors, the rain began to fall and the wind blew steadily, head on. Margaret assured us that this was nothing compared to the original launch of the Trail in the mid 80's when they walked in ice, snow and gales!

It was amazing how quickly the brooks and streams leapt into life. And how quickly the paths became water-logged. Unfortunately, much of the scenic splendour was lost in a combination of poor visibility and generally keeping your head down against the wind and rain, and concentrating on where you were walking.

Pausing in a small cutting at Cabe Whams, Malcolm suggested heading for a cottage under renovation, just



Old Mount Road



beyond Clough Reservoir, as better shelter and a break for refreshment. Typically, the wind dropped and rain stopped just as we reached the cottage!

We descended to Diggle along Boat Lane and reached Diggle Portal where the Narrow canal enters Standedge Tunnel. Our route back on to Standedge Moor followed other Rights of Way, rather than the Trail's suggestion (the advantage of knowledgeable guides) and was generally more direct.

Rejoining the Trail, the route passed the impressive Redbrook Engine House, restored by the Society's Restoration subsidiary in 1994, and the ventilation shafts on Pule Hill. The route, continuing parallel to the present day A62, makes for a more pleasant walk and though the Trail suggests using Dark Lane to reach Waters Lane and Marsden, we used the A62 to walk along Ainsley Lane and thence to Tunnel End. The canal towpath to Marsden Station was in serene contrast to our previous exertions and after almost six hours walking, we returned to St Bartholomew's.

This walk was part of 'Wild about Kirklees - Countryside Walks and Activities' program and was described as 'Hard'. In the program, 'Hard' is defined as 'Quite strenuous. May be long or fairly short but will involve hills, perhaps steep, and the



Standedge Moor

paths may be challenging. Suitable for strong walkers.' This is very useful information. Since moving to the North West from Surrey, some twenty six years ago, I have never ceased to be amazed at how easy it is to get out to some truly wild countryside, and also how easy it could be to get into difficulties. The Trail is definitely not for the inexperienced or casual walker and I was glad to be part of an organised walk, especially with Malcolm's authoritative guiding.

I did find the walk pretty hard going and a bit bleak for my tastes. Naturally the weather, and the fact my boots leaked, didn't help, but the scenery was spectacular, the company enjoyable and the Autumn sun on the dead bracken positively set the hills aglow.

Bob Gough

The Standedge Trail is an excellent guide to walking some of the early transport routes across Standedge Moor. Opening out to A2 size, the detailed map is backed by a stage by stage text-based guide with detailed historical information at key points along the route. The Trail is available at a cost of £1.30 from the Marsden Information Point, 20-26 Peel Street, Marsden (01484 845595).



HNC Christmas Quiz

Here's your chance to win a copy of Keith Gibson's definitive book 'Pennine Dreams', worth £16.99!

Society member Ed Mortimer has devised the following Narrow Canal teasers. Simply name the thirteen places or structures on the Huddersfield Narrow referred to by the clues.

Send your answers **by post** to the Society Offices by Friday 30th January 2004, marking the envelope Christmas Quiz. The first correct entry drawn 'from the hat' will win a copy of Keith's book.

The competition is open to all Society members, bar Mr E Mortimer and the Administrator, who struggled with the first clue! The result will be published in the Spring 2004 edition of Pennine Link.

Best of Luck to everyone!

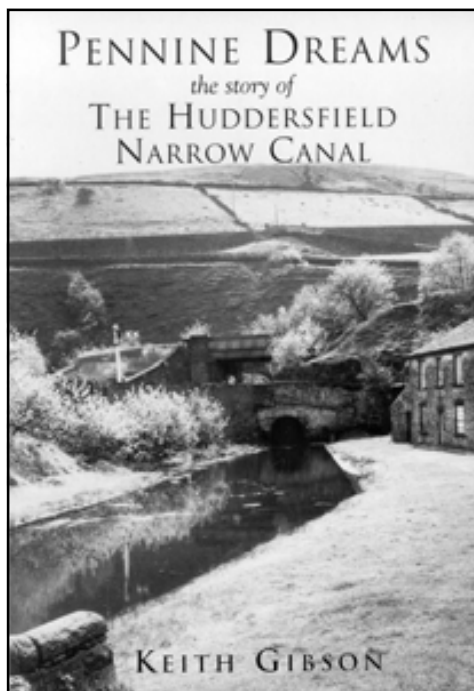
*Quiz Prize:
Keith Gibson's
definitive account*

Solution to Canal Crossword 42

1	S		2	O		3	G			4	H	5	A	6	T	7	O	N
	I		S		I		W				N		R				E	
9	L	A	N	G	L	E	Y			10	S	T	O	R	T			
	E		E		W		C			O	W						T	
11	B	O	Y	N	E		12	H	A	N	W	E	L	L				
	Y				R		N					L					E	
	13	P	14	A	R	N	D	O	N	15	M	I	L	L				
16	B		N				R			A							17	B
18	R	I	C	C	19	A	L	L		20	R	I	M	E	R			
	I		O		Y		O			B		E					A	
22	C	H	A	I	N		22	C	H	U	R	N	E	T				
	K		T		H		K			R		A					C	
24	S	Y	S	T	O	N				Y		I						H

THE CLUES

1. Bridge sounds like Christmas
2. Fishy Lock
3. Some say you're looking Thinner
4. First of Four
5. Home for a Planet
6. Not new and Flat
7. Gentleman's Quay
8. Older Cub
9. Bridge liked by Mathematicians
10. Hand-reared river Crossing
11. Black and white Dog Lock
12. Pooh's Crossing
13. Soft Highway



What the Papers Said

Huddersfield Daily Examiner

The Standedge Visitor Centre is hoping for record attendance this year as a result of the 'Wild Over Waterways' initiative being highlighted on the Internet. The initiative features the history of the Huddersfield Narrow Canal and links in with the National Curriculum for 7-11 year olds. **(6/9/03)**

Turnbridge Locomotion Bridge at Quay Street, Huddersfield on the Huddersfield Broad Canal, made the shortlist for an English Heritage Award. Unfortunately, it was not a winner, but achieved a runner-up position. **(16/9/03)**

Marsden and Slaithwaite are to be designated 'Market Towns' which will allow the region's regeneration agency, Yorkshire Forward, to consider them for grants to revive their economies. **(26/9/03)** Not sure how the traders of Milnsbridge will react considering their view that the town was the 'lost city' of the Colne Valley.

The Colne Valley Society has asked British Waterways to explain why water levels on the Huddersfield Narrow Canal have been so low - passing on complaints from boaters who have found themselves stranded. The Society pointed out that the reservoirs built to serve the Canal were well filled. British Waterways said their engineers were working hard to find a solution. **(18/10/03)**

Tameside Advertiser

Another stranded boat, but this time a clear case of a ground paddle being left open which caused the pound to drain. The pound was re-filled as quickly as possible and the boat owner treated the event with good humour. **(18/9/03)**

Tameside Citizen

Our new Chairman, Neville Kenyon, was profiled as a 'Tameside Citizen' having "taken over the hot seat as the head of the Huddersfield Canal Society." Neville stressed the value of our membership in securing a viable future for the Society. **(9/03)** Portland Basin past and present is featured with a 1960's photo from the Local Studies Archive. The article states that today wooden narrow boats at the Basin are used for boat trips; not so I'm afraid, only the Tameside Canal Boat Trust's 'Still Waters' performs that function, skippered and crewed by Canal Society volunteers. **(11/03)**

Reporter and Chronicle

Our colleague Neil Goodier, who operates the Staley Rose restaurant trip boat in Stalybridge, has decided to cease operating. A depressing catalogue of offensive behaviour from gangs of youths in the town centre has forced him to call it a day. Town Centre Manager Rick Malone was more upbeat, confident things would improve following meetings with the police. He was also considering CCTV for the area. **(30/10/03)**

In a survey of *Guardian* readers, Portland Basin Museum was voted one of the top 20 family friendly venues in the country! **(6/11/03)**

Oldham Advertiser

Damage to a lock on the newly re-opened Rochdale Canal at Failsworth caused flooding in nearby elderly people's flats. Vandals, oblivious to the consequences of their actions, seemed determined to cause criminal damage having



used crowbars on the lock structure.
(11/09/03)

Just to prove there is life after HCS Restoration Ltd., our ex-stonemason, Andy Sharp, is pictured with the Rev. H Smith outside St Thomas Church, Leesfield. Andy, who has worked for S & J Whiteheads since his leaving the Society's subsidiary in 1999, has been involved in the Church's £1m restoration. **(11/9/03)**

On November 8th, the Saddleworth Museum will open its 'Canal Mania' exhibition featuring the history and wildlife of the Huddersfield Narrow Canal. **(02/10/03)** And Uppermill's Millyard Gallery had an exhibition featuring images of the Narrow Canal, Saddleworth Beer Walk and Morris Dancers. **(30/10/03)**

Despite certain residents' objections, a small electricity sub-station will be built at Greenfield's Royal George Mills site. It will be located behind the Canal towpath wall and sympathetically constructed in stone with a slate roof. **(30/10/03)**

A British Waterways official suggested to an Advertiser reporter that if she wanted to see the future of Failsworth, she should visit Stalybridge. Major developments adjacent to the Rochdale Canal for the new Failsworth District Centre have much in common and the article was decidedly upbeat indicating a new vibrant heart for Failsworth. **(06/11/03)** Considering other items in this selection from the Press, let's hope the consequences are all positive.

Brownhill Countryside Park, Uppermill, which incorporates a stretch of the Narrow Canal, has been awarded the prestigious Green Flag Award in recognition of high standards of management and contribution to quality of life for the local residents. **(13/11/03)**

A much needed canal marina is to be included in the mixed development at Frenches Wharf, Greenfield, currently seeking planning permission. Part of the development includes a major supermarket and there is some concern over its effect on local shops and the character of the village. **(13/11/03)** And talking of supermarkets ... Tesco are in discussions with Oldham Council about plans to build a new store, canalside, at the new Failsworth District Centre currently under development. Parallels are drawn with Stalybridge, where the new Tesco Superstore has been very successful. **(13/11/03)** I wonder if a certain Society Patron with associations might arrive by boat and perform the official opening!

Oldham Chronicle

A major regeneration study for the re-opened Rochdale Canal was launched in October. Commissioned by Oldham and Rochdale Councils and British Waterways, the proposals include canalside developments, visitor attractions and public recreational amenities. The development following the re-opening of the Huddersfield Narrow Canal was cited as a blueprint for success. **(22/10/03)**

An excellent suggestion of installing wastebins along the Canal in Saddleworth has been proposed by Counc. John Caddick of the Saddleworth Finance and General Purposes Committee. **(28/10/03)**

The Chronicle repeats a number of articles in the Advertiser (or vice versa) particularly the new marina at Greenfield, Saddleworth Museum exhibition and the proposed Tesco store for Failsworth.

Cuttings collected by Dave Finnis, Keith Sykes & Ken Wright.

Compiled by Bob Gough



Obituary - Lincoln Porter

The Society is greatly saddened by the sudden death of member Lincoln Porter. Boat Crew Co-ordinator Allan Knott writes:

Lincoln was a regular volunteer boat crew member of HCS for the last 12 years, acting both as skipper and cabin crew. He was a real 'people person' and always made time to talk to any passengers who wanted to chat. As a full time carer at Park Dean Special School, he was of particular help to boat crews when we purchased the new ramps for Still Waters. His expertise in dealing with wheelchair passengers was invaluable. In passing on his knowledge, it enabled the rest of the crew to safely assist such passengers on and off the boat, week in, week out, without mishap. He took his school pupils down to Portland Basin for trips on a number of occasions, fulfilling the role of cabin crew, chaperon and much-respected carer of the young people.

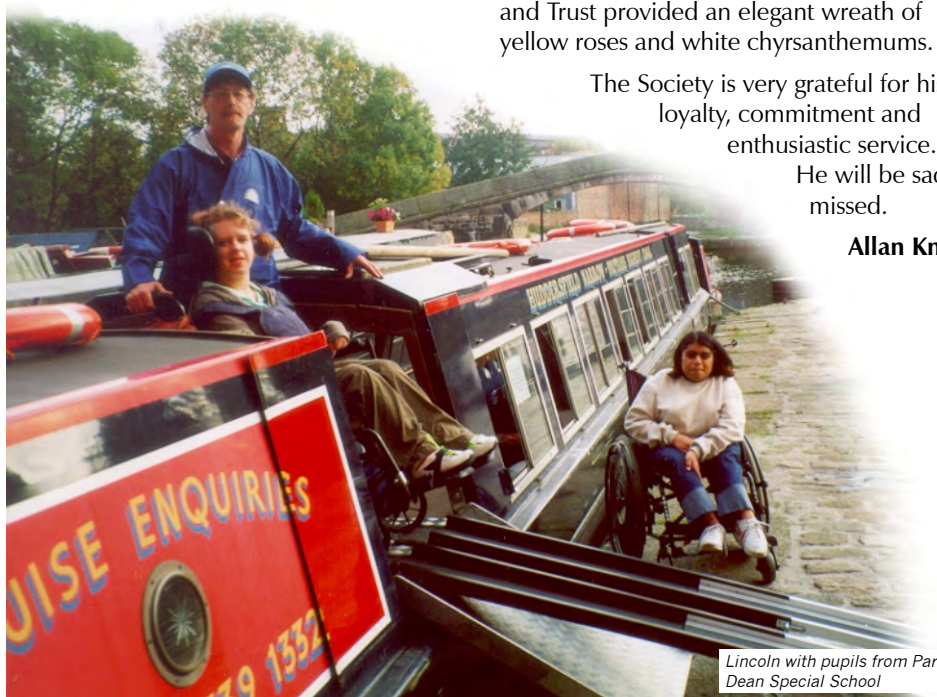
Lincoln also volunteered to work on the gates at the Tameside Canals Festival and one year turned up with an inflatable dinghy to ferry people across the Basin from the Museum to the Festival site!

Lincoln could be described as a real 'character' who always had a story to tell and who, on occasions when boating, would produce a harmonica no bigger than 2" long and entertain passengers with quite a collection of tunes! He worked the trip boats on both sides of the Pennines and made many friends as a result. He often put himself out by offering to crew at short notice; when someone had reported sick or we were just desperately short of crew.

The funeral took place on the 20th November and in attendance were Barry Edwards, Peter Ruffley, Bob Gough and myself; representing the Canal Society and the Tameside Canal Boat Trust. The Society and Trust provided an elegant wreath of yellow roses and white chrysanthemums.

The Society is very grateful for his loyalty, commitment and enthusiastic service. He will be sadly missed.

Allan Knott



Lincoln with pupils from Park Dean Special School



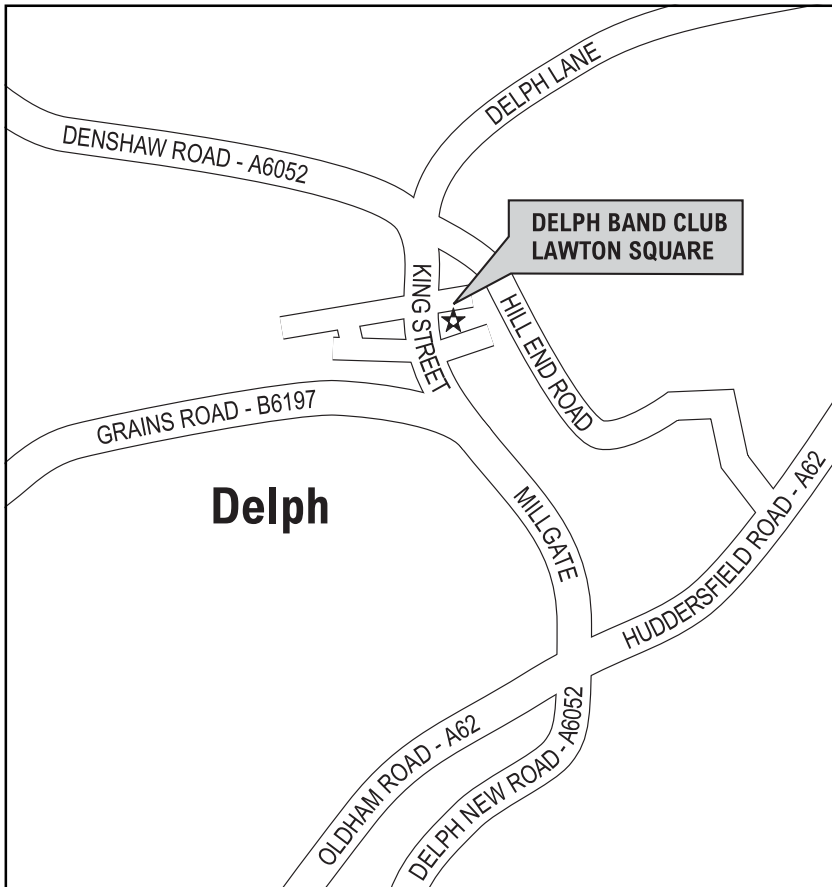
A Grand Get-Together

Dear Member,

You are cordially invited to an informal gathering of the Canal Society on Thursday the 22nd January 2004 at 7.30pm at the Delph Band Club, Lawton Square, Delph. You will notice that this coincides with the Extraordinary General Meeting notified on page 30, but this formality will be very brief as the evening is intended to be much more of a social event.

Members of Council will be in attendance and after some special presentations and an entertaining 'slide show', there will be an open 'question and answer' session whereby members can put their questions directly to Council on all aspects of the Society's activities. All this, and, on production of your membership card, a FREE steak and onion sandwich! I hope to see you there.

Neville Kenyon
Chairman



New Membership Card

Life members of the Society and those who have renewed their membership or joined the Society recently, will have noticed that we have introduced a new style membership card.

The card, which follows the system used by many large organisations such as the IWA and the RSPB, is an integral part of the renewal letter and has been made possible by advances in plastics technology.

Laser printers, which are an essential part of an office's computerised administration system, use a high temperature process to bond the black (or colour) toner powder to the page when printing. The temperature of the bonding system is typically 200C and normal plastics, such as the acetate sheet used for overhead projectors, simply melt in the so-called 'fusing unit'. I can personally vouch for this!

The new laminating plastic used on the membership card not only resists the high temperature, but accepts the black toner, so each card can be personalised at the time of printing the renewal letter.

This process has greatly simplified the renewal procedure and is now part of the day to day administration of the Society's office, without the need for a named Membership Secretary.

As members renew their membership, the old style, hand-written cards, which are still valid, will be progressively replaced and by October next year, every member should have the new style card.

Bob Gough



Printing the renewal letters with integral membership card



'Canal Mania' at Saddleworth Museum

'Canal Mania!' is a children's exhibition inspired by research undertaken by WOW - Wild over Waterways.

According to WOW research 1 in 10 children in the North West of England think that canals were built to provide homes for ducks.

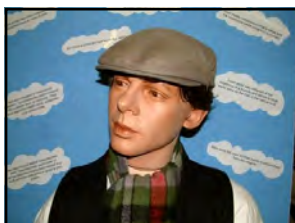
One in 8 seven to fourteen year olds believe canals were built to catch rainwater, and nearly half of the children questioned did not know that canals were man made.

Through a series of simple interactives, dressing up and children's activities (pictured courtesy of the Saddleworth Museum), 'Canal Mania!' hopes to explain the history and wildlife of the Huddersfield Narrow Canal to children.

The exhibition was made possible by a £500 donation from the Huddersfield Canal Society.

Open Monday-Sunday 1-4pm until Easter 2004

Admission: Adults £2; Concessions £1; Family ticket £4; Children under 5 Free



THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

2678 Mr & Mrs Mulcahy, [REDACTED]

2679 Miss Burton, [REDACTED]

2680 Mr & Mrs Dawson, [REDACTED]

2681 Ms Owen, [REDACTED]

2682 Mrs Houghton, [REDACTED]

2683 Mr Houghton, [REDACTED]

PENNINE LINK BACK NUMBERS:

The following back issues are available free, to Society members, from the Society Offices. Please send an A5 stamped, addressed envelope (46p) or A4 sized envelope (80p) for joint issue 81/82 and issues 91 & 100.

17, 22, 25, 35, 45, 47, 50, 53, 54, 56, 58, 59, 60, 62, 64, 65, 66, 67, 71, 72, 77, 79 to 83, 85 to 89, 91 to 101, 103 to 143, 145, 146

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

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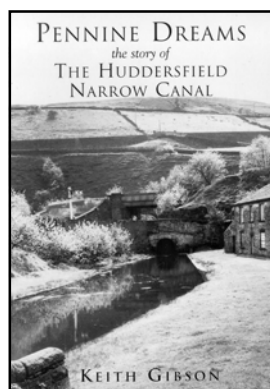
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