

Pennine Link

Magazine of the Huddersfield Canal Society



HUDDERSFIELD
CANAL
SOCIETY

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Huddersfield Canal Society Ltd

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

Tel: 0161 339 1332 Fax: 0161 343 2262

Email: hcs@hcanals.demon.co.uk Website: www.huddersfieldcanal.com

President - David Sumner MBE Administrator - Bob Gough

Council Members

Neville Kenyon Meadow Head, Tottington, Bury, Lancashire, BL8 3PP
Chairman Tel: 0161 339 1332

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

Steve Picot HCS Ltd, 239 Mossley Road, Ashton-u-Lyne, Lancs., OL6 6LN
Treasurer Tel: 0161 339 1332

John Fryer Ramsdens, Freeman & Co., 18 Lewisham Road, Slaithwaite,
Company Secretary Huddersfield, West Yorkshire, HD7 5AL

Brian Minor 45 Gorton Street, Peel Green, Eccles, Manchester, M30 7LZ
Editor, Pennine Link Tel: 0161 288 5324 brian.minor@btinternet.com

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
Events Co-ordinator Tel: 01457 833329

Ken Wright Bridge House, Dobcross, Oldham, Lancashire, OL3 5NL
Minutes Secretary Tel: 01457 873599

Jack Carr 19 Sycamore Avenue, Euxton, Chorley, Lancashire, PR7 6JR
Council Member Tel: 01257 265786

Eric Crosland 44 Marina Terrace, Golcar, Huddersfield, HD7 4RA
Council Member Tel: 01484 659748

Keith Gibson Syke Cottage, Scholes Moor Road, Holmfirth, HD9 1SJ
Council Member Tel: 01484 681245

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

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



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Pennine *Link*

Issue 152

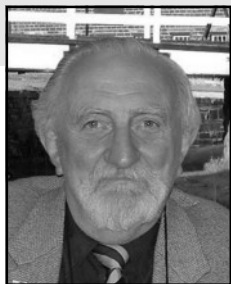
Exercising the Grandparents at Diggle playground!



Bob Gough

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Cover: The Staley Rose restaurant boat at the 2005 Tameside Canals Festival. Photo: Allan Knott



Editorial

Next month we say farewell to the BW North West supremo, Adrian Sains. Adrian is, I believe heading out to Australia – can't get much

further from BW than that! He has been one of the 'good' guys as far as our canal is concerned. Within budgetary constraints he has done as much as he can to improve the canal now that is open. We can only hope that his successor is as keen on seeing boats moving as is Adrian. Can I wish him on behalf of the Society, every success in the future.

Can I be political here. Government of every colour pays lip service to the need for outdoor activity and sustaining the environment, but is slow to put up the cash for the necessary work. Playing fields are being built over, several species of wild creatures are being lost each year and the enormous extent of Britain's navigable waterways is only maintained by dedicated volunteer groups. If a small percentage of the money that is poured into the bottomless pit of the NHS, or wasted on the army of snoopers created by decree of Brussels, or spent on 'fact finding' trips, or spent on widening motorways five minutes after they are opened, was used for sensible, practical purposes we could have a canal system to rival that of Holland and Germany.

I believe that the Millenium Commission have recently been checking on how the Visitor Centre at Tunnel End is operating. I don't know the results of their deliberations or the way their minds work, but hopefully this will result in an early reopening of the museum by British Waterways. The original was somewhat

grandiose, with few exhibits and somewhat overpriced. I was in a shop in Benlech, Anglesey, a couple of years ago wearing an HCS sweater. I was buttonholed by a complete stranger who said, *"I have just been to your exhibition in Marsden and it is a rip off!"* I assured him that the Society had nothing to do with the operation!

The Warehouse is a magnificent building and with some of the original machinery reinstalled plus many of the canal artefacts that are surplus at other museums, it could be a great success. The Cottages were attracting nearly 20,000 visitors a year before the canal was reopened and failure to build on that amount of interest is criminal.



The Standedge Visitor Centre

The Society will be at the National Waterways Festival at Preston Brook at the end of the month. I will be on the stand as will Patricia Bailey, Bob Gough and Alwyn Ogborn, so please come and say hello! Any Society member who is in the nearby area and would like to spend a couple of hours on the stand will be greeted with open arms, but please ring Alwyn (01457 839110) beforehand to help him make out a roster.

Brian Minor

Richard Jones

Chairman's Report



Ken Wright's Council News column overleaf features the varied activities of the Society which are carried out with enthusiasm by our

officers and members. As you will read, there are many groups on which we have representation and our thanks are due to those members who attend the meetings and submit detailed reports. Patricia Bayley, our marketing officer has been attending her share of meetings on the East side and her contribution in all our activities is proving of great benefit.

Tameside Metropolitan Borough Council have stepped in to broaden the scope of our photographic competition by sponsoring, in tandem with ours, a competition for pictures of our canal taken within the Tameside boundary. An entry form is available from Tameside information centres or from our Ashton office.

The Huddersfield Canal crosses boundaries spanned by three local authorities. At the instigation of Lindsey MacDonald of the Tameside Marketing and Communications Unit, regular meetings are now held with her, HCS personnel and tourism

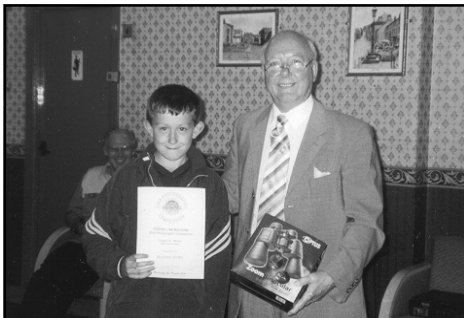
professionals Gill Flatt of Oldham, and Helen Rowe and Jessica Clements of Kirklees. These discussions are proving very beneficial. It is good to meet as a small group focussing exclusively on the marketing and tourism aspects of the canal. Our first joint venture will be the publication of a definitive visitors' guide to the canal for local and national distribution highlighting all its benefits. Watch this space!

The AGM at Delph Band Club in June was again well attended and after the short business meeting we enjoyed a presentation by Iain Weston of British Waterways. Thanks again to the Club for their hospitality and the tasty roast beef muffins dipped in gravy.

And finally.....your Society's archives are shortly to be handed over to the Waterways Trust to be catalogued and stored at the Ellesmere Port Museum. Bob Gough has performed a Herculean task in sorting records into 52 special archive boxes for imminent transfer to the museum. This will afford us some valuable extra space in our rather cramped offices. Our thanks to Waterways Trust archivist Teresa Wilmshurst and museum manager Kirsty Hartsiotis for their help and cooperation.

Neville Kenyon

Photographic competition prize givings at the AGM



Richard Jones - Junior winner



Alan Crosby - Overall winner



HCS Council News

We have had two Council meetings and an AGM since the last Pennine Link. Since I have unfortunately missed all three occasions due to other commitments

I am relying on the excellent minutes, by Bob Gough, for these notes. The main items of interest recently, have been proposed canal-side developments - at Sellers Engineering in Huddersfield, at Knoll Spinning in Greenfield (where the controversial issue is a proposed Tesco supermarket) and at Victoria Works in Dobcross, where a previously approved development of marina, pub and housing is now confirmed as housing only! Surprise, surprise.

Our promotions Group is getting very active since Alwyn Ogborn took up the chair and our marketing officer, Patricia Bayley, joined the team. To proceed.

11 May, 2005

Patricia Bayley was formally introduced to the Council by Chairman, Neville Kenyon. She is already having regular meetings with tourism officers from the three local authorities.

We are still waiting for a response from Kirklees about our offer of financial assistance to the back-pumping scheme at Marsden.

Our archives were to be given to the museum at Gloucester (all 52 boxes of them!) but a later development saw them going to Ellesmere Port museum instead.

The Treasurer reported a healthy state, assisted by a large windfall from the Millennium Commission following a final sort-out of the costs of restoration.

British Waterways have agreed that the Society can take over the whole of the transhipment warehouse in Dobcross for new

offices, subject to legal agreements, etc.

Kirklees are getting on with a new (expensive) signage scheme along the canal (the Oldham one is already on the way).

The combination of our own photographic competition with that from Tameside was discussed.

BW are now erecting bridge plates on the West side, supplied by us. And from a "new, state-of-the-art work boat" whatever that means! No progress with East side plates which are being held up by planning matters.

Painting locks is proceeding on the West side.

First reports from the rejuvenated Promotions Group show much interest and progress. A new collapsible gazebo and banners; promotional display material; giveaway 'goodie bags', social gatherings, etc. are all on the way - and the original 50 '74 Club' plaques have all been sold.

On the boat front the only item of note was that the Marsden Shuttle is to be painted professionally.

The BW User Groups meeting in April was 'encouraging' Brian Minor reported - praise indeed!

The lack of contact/involvement with the goings on at the Standedge Visitor Centre was strongly regretted. President David Sumner agreed to have words with BW.

Changing the AGM to keep clear of the "cruising season" was discussed. It could be moved to September.

David Sumner has offered a President's Award and was asked to give more details of how this might be organised.

ANNUAL GENERAL MEETING

9 June, 2005

Amongst all the usual formalities the following snippets are worth recording:-

24 members present, later rising to 30, with 18 apologies.

Bob Maycock asked about progress on water supply and was told about the possible back-pumping scheme.

Ed Mortimer asked if there was any progress on widening Wade Lock (21W) in Uppermill. Our guest speaker, from BW, could possibly answer this.

Questions on the accounts were asked by Harold Nield, Joseph Yeomans and Bob Maycock.

Trevor Ellis and Vince Willey were re-elected to serve on the Council. There were no other nominations.

During 'Any Other Business', matters raised were fingerposts, proxy forms and surplus Pennine Links (Joseph Yeomans), young persons' events (Bob Maycock), and "legging" through Standedge Tunnel (Sue Day). Harold Nield proposed a vote of thanks to Brian Minor for the excellent Pennine Link. Ed Mortimer reminded the meeting that the excellent 'look' of the magazine was due to the layout skills of Administrator, Bob Gough.

Following the meeting the Chairman presented the Challenge Shield to Alan Crosby, overall winner of the 2004 Photographic Competition and a pair of zoom binoculars (the Judge's Prize) to Master Richard Jones, winner of the Junior category.

Iain Weston and Fiona Walsh from BW gave a Powerpoint presentation about their work on the West side of the canal and answered questions.

No doubt the meeting finished with Delph Band Club's excellent hot beef butties!

20 July, 2005

Ed Mortimer gave Council an interesting and informative talk on the possible restoration of the Hollinwood Canal.

The Chairman reported some progress with the proposal to use the transshipment warehouse for an office.

Finances still healthy with spending under budget for a second quarter.

As reported earlier, our archives are now going to Ellesmere Port museum, as being more logical than Gloucester for a Northern canal.

The New Jersey Canal Society (USA) is visiting Stalybridge and Slaithwaite at the end of August and we are to provide guides.

Holidays and weather have affected volunteer work and the team is now down to three. More volunteers to be sought through Pennine Link.

The new promotions gazebo had its first outing at Marple Locks Rally and is going to the National IWA Rally in August.

Shrewsbury and Newbury Canal Trust are visiting on 17th September and will have a presentation in the transshipment warehouse.

A proposed angling competition would be difficult with only one club involved (according to BW) - even though the BW website waterscape.com lists eight!

Discussion took place on the proposed Society calendar.

"Goodie" bags ordered and will be ready for the National.

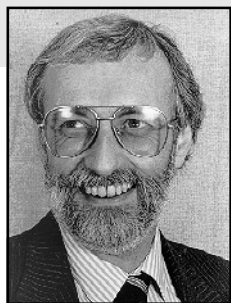
Our marketing officer has been attending more meetings on signage along the canal. Society may be asked to meet shortfall in funding.

The Marsden Shuttle was used to provide transport to Colne Valley Renaissance Market Town public meetings at the former Standedge Visitor Centre.

Discussion took place on the proposed redevelopment at Sellers Engineering and the Huddersfield Waterfront Quarter.

Funny thing. The Society has not been consulted nor asked to get involved in either the Knoll Mill or Victoria Mill canalside developments in Saddleworth - and we are supposed to be formal consultees of the Council!

Ken Wright



Disconnected Jottings

In June, it was announced that almost the final part of the funding jigsaw was in place to complete restoration of the Droitwich &

Droitwich Junction Canals. Advantage West Midlands, the regional development agency, is to make £3m available. £7m has already been offered by the Heritage Lottery Fund, Wychavon District Council, Worcestershire County Council and other sources. Although about £1m short of the final likely cost, this will allow British Waterways to begin work on behalf of the Droitwich Canals Partnership. When work is complete (hopefully by the end of 2008), the canals will provide a useful and likely well-used link between the Worcester & Birmingham Canal and the river Severn.

The partnership between British Waterways, local authorities and the Lancaster Canal Trust has been successful in finding the ££m necessary to appoint consultants to carry out a detailed engineering and environmental assessment of the first phase of restoration of the Northern Reaches, the derelict northern section of the Lancaster Canal cut off from the navigable canal by the M6 motorway. The plan is to start at the northern limit of the canal at Kendal and work back towards the working canal, with the first phase being the 3.7km south from Kendal. When the design work is complete, it will be possible to seek the money (thought likely to be around £13m) to carry out the work. If all goes to plan and there are

no delays in obtaining grants, British Waterways believe this isolated section of canal could be restored by 2009.

Nearer to home, outline planning permission has been granted for the large-scale Middlewood Lock redevelopment scheme in Salford. This includes housing, hotels, restaurants, bars etc. and the construction of about 500 metres of new canal where the Manchester, Bolton & Bury Canal has been filled in near its junction with the river Irwell. Drawings published in the waterways press show the canal as the focal point around which new buildings will be grouped.

At the June meeting of the Northern Canals Association held in Louth, Mary Powell of Lincolnshire County Council brought delegates up to date with the progress being made by the County Council with plans for restoring and extending the navigable waterways of the County. Not surprisingly in a largely rural county where grant-aid is hard to come by, most of the news was of a series of small (but potentially important) steps. Perhaps the most interesting was that the County Council is to begin a feasibility study into the restoration of the Horncastle Canal. This derelict canal connecting Horncastle to the river Witham saw its last boat nearly a century ago but, in this rural area, the route and the main structures of the canal are surprisingly intact. The study will look at water supply and the environmental impact as well as dealing with the engineering details of the restoration.

Talking of the Northern Canals Association, I have been appointed to

chair that talking shop where waterway restoration societies in England and Wales north of Birmingham meet to discuss matters of mutual interest for another three years. Chris and Steve Hayes from the Sleaford Navigation Trust have taken over the organisation of meetings, to my great relief, and David Tomlinson of the Pocklington Canal Amenity Society continues to take the minutes.

After the large-scale works on 'our' canal and others in recent years, the work of volunteers, so important in the early days of waterway restoration, has been somewhat overshadowed and perhaps overlooked by some canal societies and trusts that might benefit from well-planned and carefully targeted voluntary schemes.

Of the large societies, there is news of large volunteer projects from two societies that are intent on restoring long rural waterways in the south of England. In April, the Wilts & Berks Canal Trust reopened Chaddington Lock, near Wootton Bassett, that had been entirely restored by volunteers. Then the Wey & Arun Canal Trust has begun work on the creation of an entirely new lock at Loxwood on the Wey & Arun Canal. So that the canal can pass under the existing low-level bridge at Loxwood High Street, the trust plan to lower the cill at the head of the next lock, Brewhurst Lock on the other side of the bridge, and lower the canal channel under the bridge to the new lock. That will raise the canal back to the existing water level beyond. Contractors have driven two lines of steel piles and excavated between them. Volunteers are now beginning to form the reinforced concrete base of the lock, which will be used as soon as these

works are complete by the Trust's trip boat *Zachariah Keppel*. The Trust has been working on this part of the canal for several years. The complete project to restore navigation under the road will cost around £1.2m - not a huge sum compared to many we hear of nowadays, but the grants for regeneration that so many canal schemes have benefited from are not available in the 'affluent' south. The IWA have made a grant of £4,250 towards the £300,000+ cost of the lock and the Trust has raised the rest of the money required largely from donations and sponsorship.

Reinforcing the fact that without major grants restoration work is slow and news comes in small advances, was the reopening in June of lock 21, the top lock of the 14-lock Cefyn flight of locks on the Crumlin Arm of the derelict Monmouthshire Canal beyond the junction with the main line of the canal in the suburbs of Newport. The work has been carried out by volunteers from the Monmouthshire, Brecon & Abergavenny Canals Trust helped by volunteers from Waterway Recovery Group. Newport City Council provided financial help. The Trust has dredged about ½ mile of canal beyond to the lowered bridge preventing navigation at Ruskin Avenue. Finally (and again, nearer to home) volunteer work continues on the restoration of the first lock of the Uttoxeter Canal and the adjoining Froghall Basin at the terminus of the Caldon Canal. The Caldon & Uttoxeter Canals Trust hosted a Waterway Recovery Group work camp at the site over Easter.

Keith Gibson

Marple Locks Festival

Photos - Peter Clarke

A GREAT DAY AT MARPLE LOCKS

The sun glinted off their instruments as Hawk Green Band struck up to get the 2005 Marple Locks Festival underway.

The Festival, staged following the previous year's highly successful Marple Locks Bi-Centenary Celebrations, took place on Sunday July 10th over the length of the Marple flight and in the adjacent Memorial Park. The weather couldn't have been better.

Attractions included music to suit all tastes throughout the day. Guided historical walks along the locks were again popular with local historian Judith Willshaw explaining the origins and history of the Marple flight. In the park numerous local groups and charities raised funds and encouraged membership. At Top Lock boat rides were the order of the day and children couldn't believe their luck when they were offered a chance to canoe free of charge courtesy of Brookbank Canoes.

At 11.00 am, The Ged Hone Jazz Band (*opposite*) boarded the narrowboat Four Seasons at Top Lock and proceeded, Pied Piper style, down the flight drawing people to the events in the park and beyond.

On a more sombre note, as the festival coincided with National Commemoration Day, The Worshipful The Mayor of Stockport, Councillor Shan Alexander, ceremoniously planted a tree in memory of the men of Marple who gave their lives in World War Two. The Yew, Britain's longest living species was selected and lovingly prepared by local expert Dave Myers.

Back on the canal, the Horseboating Society were making their way up the locks to take part in a plaque fixing ceremony. Both motor boat Joel and horse drawn Maria (*above right*) drew the admiration of the crowds in this flashback to bygone years. They were carrying a plaque that acknowledged the part the Peak Forest Canal Society played in saving the area's canals from dereliction.





The provision of the plaque was as a result of the determination of Mike & Jean Heap and the generosity of the IWA (Manchester Branch) and it was just reward to see a number of original PFCS members who were able to make the journey to Marple to see the plaque fixed on the old Toll House at Top Lock.

To the interest of locals and visitors alike, artists from as far away as Wales converged to take part in a Pro Loco event. This involves the artist having his or her art-board marked in the morning and then wandering off to find a suitable subject along the canal to paint. At 3 o'clock they return and display to an admiring public the fruits of their labour.

*HCS with their new display tent;
Marketing Officer Patricia Bayley
and Peter Smart attending.*



Bob Gough

The sight of artists at work just added to the ambience of what everybody agreed was a day to remember.

The organisers, Marple Locks Heritage Society intend to continue the Locks Festival on a bi-annual basis so be sure to keep watch for details of their 2007 event.

Anyone interested in joining the Marple Locks Heritage Society should telephone: 07736 724262 or contact:

Alison Allcard:
info@toplocktraining.co.uk
Peter Clarke:
peter@marple-uk.com

Peter Clarke



Water and the South Pennine Ring

In March, repairs were completed to the collapsed culvert that had closed part of the Lancashire side of the Rochdale Canal since August last year. The whole of the South Pennine Ring of canals was again open for boating, but that was only to be for a very short time. Within a month, major problems again hit the west side of the Rochdale Canal.

On 23 April, a breach occurred in the embankment alongside the Irk Aqueduct at Chadderton. The canal is closed to navigation between Dale Street in Manchester and Rochdale whilst British Waterways consider how best to repair the damage. It is likely that this will be costly and the canal will inevitably remain closed for several months.

The Rochdale has certainly had more than its fair share of problems since the reopening of the Lancashire side of the canal to navigation. The reintroduction of moving boats and consequent increased water flows seem to be finding parts of the canal to be particularly fragile.

Whilst sympathising with our colleagues on the Rochdale Canal who did so much to see the canal re-opened, we must not be complacent about the Huddersfield Narrow. Remember that many sections of 'our' canal were hardly touched during the twenty or so years of restoration beyond limited dredging and washwall & towpath repairs. Who knows what potential problems may lurk there.

The closure of the Manchester-Rochdale length of the Rochdale must also have an effect on 'our' canal. The number of boats using the Huddersfield Narrow will be reduced to an extent because boaters wanting to tackle the complete ring of canals may delay their trips until the Rochdale is repaired. On the other hand, boat numbers will also be increased because, for the time being, a cross-country south trans-Pennine trip is possible only via the Huddersfield Narrow and that increase in boat movements could lead to the revealing of unknown problems on 'our' canal.

One problem we do know of that we share with the Rochdale Canal is the issue of water supplies. Despite improvements made since the reopening of the canals, boaters still complain that water levels are sometimes very low in some pounds between the locks. Water supply reservoirs for both canals were sold off to improve the public water supply many years ago when navigation appeared to have no future. The agreements entered into with the local authorities that were then the water authorities provided for only a limited supply of water being made available to the canals. My guess (and I stress it is a completely uneducated guess) is that the situation is worse on the Rochdale than on the Huddersfield Narrow because, even with the canal closed to boating beyond Rochdale, there seems to have been a greater concern shown for conserving water supplies on that canal just to keep the central and eastern length open.

In an ideal world, the solution to the water supply issue would be either to buy back the canal supply reservoirs or to build one or more new reservoirs to store water for the canals within the Pennine water catchment areas. That is not going to happen. Public water supplies are short enough without the water companies voluntarily giving up reservoirs and, whilst the history of waterway restoration shows that the impossible should never be discounted, there seems to be no realistic possibility that the construction of a new reservoir of any size will be considered. Apart from the very high cost with no obvious source of funding, the ecological consequences and the difficulty of finding a suitably large catchment area whose water is not already reserved for public water supplies could prove difficult if not impossible to resolve. The solution, therefore, has to be to make better use of the existing water available to the canals by continuing to stop up leaks and by using as much of the existing water as many times as possible before it escapes to supply the connecting waterways

in Ashton, Huddersfield, Manchester and Sowerby Bridge.

The Basingstoke Canal was reopened to navigation in 1991 after a huge effort by volunteers and the local authorities. Owned by the two relevant County Councils and managed by a canal authority under their control, boating on that canal has been far from easy with the canal frequently effectively closed because of a lack of water even more serious than on the Huddersfield Narrow and the Rochdale canals. The answer arrived at there has been the back pumping of water up the locks of the canal so that the same water can serve several boat passages through the locks. With the support of the Heritage Lottery Fund and with a great deal of the work being carried out by volunteers, including Waterway Recovery Group work camps, considerable progress is being made towards completing a scheme that eventually will provide for the back pumping of water to the summit level of the canal.

Something similar may be the answer on the Huddersfield Narrow and Rochdale canals. It is unlikely that either canal requires a system that pumps water up the entire length of the canal on both sides of their Pennine summits. Indeed, it seems likely that significant and possibly sufficient benefits could be obtained by providing back pumping at certain key lock flights. In the first instance, back pumping up the Marsden flight of locks on the Huddersfield Narrow would make a significant impact. That would have the significant additional benefit of allowing east side boaters not intending going through Standedge Tunnel to be able to reach Marsden. (They are now stopped at the bottom of the lock flight).

The introduction of pumps to the west of Standedge Tunnel would also be of benefit to the maintenance of water levels in the Tame Valley. It may not be necessary, however, because making better use of water to the east of the summit level would allow more of the limited supply to flow to the west. In the case of the Rochdale, the initial plans submitted for the huge grants that eventually

saw completion of the restoration of the canal included a back-pumping scheme up the locks at Littleborough directly to the west of the summit level. For various reasons that scheme was not implemented as part of the restoration works eventually carried out on the canal. The installation of those pumps and pipework would be an obvious first response to improve water supplies on the canal particularly as the feed to the canal from Hollingworth Lake, the largest of the original canal reservoirs, flows into the canal below those locks. As with a back-pumping scheme at Marsden, back pumping up the Littleborough locks would help maintain water levels both east and west of the summit of the canal. Without a detailed study of water resources on the canals it is impossible to say whether pumping water at these higher levels would be sufficient or whether increased boat movements at the lower levels of the canals would then require further pumping installations, perhaps through Stalybridge or in Huddersfield, or in Manchester or at Sowerby Bridge.

The big questions are who pays for the survey and design work, who pays for putting in the pipework & pumps, and who pays the subsequent revenue cost of running and maintaining the pumps? In terms of the revenue issues, the current operational costs of helping boaters through shallow pounds could actually be more than the cost of running and maintaining the pumps so that may not be as difficult an issue as finding the capital cost involved.

Although these issues appear to be very similar for both the Huddersfield Narrow and Rochdale canals, our concern has to be with the resolution of water supply issues on the Huddersfield Narrow. The Society could pump-prime the seeking of finance (if you will excuse the pun) by committing a sum of money to back pumping. We could also investigate whether the Society could manage a large-scale volunteer programme of work to reduce the capital costs but you have to bear in mind that we do not have the continuity of major volunteer work that

cont'd on page 16

Tameside Canals Festival



As a daily towpath walker between Dukinfield lift bridge and Portland Basin, I always look forward to the change of mood from quiet tranquility to the hustle and bustle of the first preparatory day of the Canals Festival. That's when all the equipment, steel fencing and marquees arrive and sure enough, just to keep British Waterways and the organisers on their toes, a hole appeared in the towpath on the Thursday morning beforehand. My dogs were fascinated at seeing water running out of the canal into the River Tame some 70 feet below, so I quickly discouraged them from taking a swim! However, concrete was quickly brought to the scene to repair the hole and workers continued to knock the site into shape.

By Friday evening all was in place with a high-profile Police presence keeping the peace. Festival regulars, the Biggles Wartime Band, provided the entertainment in their usual zany manner and by the end of the evening one was left wondering whether it was the band who are certifiable or the audience for laughing at them as

they conducted their crazy 'musical' renditions!

In scorching sunshine, the Festival was officially opened by Tameside's new Mayor, Councillor Jacqui Lane, who also visited the various stalls and had afternoon tea on the new attraction at Portland Basin, restaurant boat Staley Rose, moored at the entrance to the Marina.

On the Sunday, once again in glorious sunny weather, hundreds of visitors flocked on to the well-controlled site with not one, but TWO venues of entertainment. One corner of the site provided musical and childrens' entertainment whilst at the opposite site, the public were treated to a



All Photos: Allan Knott

continuous programme of first class dancing from various traditions.

From Portland Basin Museum, HCS boat crew were operating regular trips with 'Still Waters' to Lock 1W on the Huddersfield Narrow whilst along the Lower Peak Forest Canal, many private boaters had made the effort to gaily decorate their narrowboats with bunting and flowers, creating a splendid vista as far as the eye could see.

For only £1.50 admission, the organisers had put on an excellent programme of entertainment for all the family and are to be congratulated for providing real value for money, the proceeds of which go to the local charity, Willow Wood Hospice.

Anyone interested in helping at next year's Festival can learn how their help can make a difference by telephoning the Willow Wood Hospice Appeals Office on 0161 330 7788.

Allan Knott



cont'd from page 13

benefited the Basingstoke with only a relatively short delay between volunteers working on the canal and volunteers laying pipework. It is many years since the Society organised large-scale volunteer work on the canal and it would be extremely difficult to restore the knowledge and expertise required.

The Society alone cannot resolve this issue. British Waterways and the local authorities would have to play their part just as they did in the restoration of the canal. That raises all sorts of questions that are currently unresolved. Does British Waterways have sufficient resources to manage the design work and installation of pump works when their maintenance budgets for the two canals must already be severely stretched as a result of problems unforeseen when those budgets were fixed as restoration drew to a close? Would the local authorities commit further resources after their major investment in the restoration programme? If (as seems likely) the back-pumping works were to be concentrated in one local authority area, would it be possible (legally or politically) for the other local authorities to contribute to the costs? Can grants be found towards the capital cost? In this respect, it is worth noting that the Heritage Lottery Fund have contributed to the Basingstoke scheme, but also bearing in mind that there is keen competition for over-subscribed HLF grants. Nor can we forget that regeneration of the upper Colne Valley settlements of Marsden and Slaitwaite remains an important objective for Kirklees Council and one for which the Council may be able to find grants.

It is worth remembering the example of the restoration of the Kennet & Avon Canal. That canal re-opened as a very fragile waterway that was not always easy to navigate. There was a considerable delay before the money could be found for the major post re-opening works that saw restoration of the canal complete. That sort of situation represents what has been the norm for major waterway restoration schemes, certainly up to the

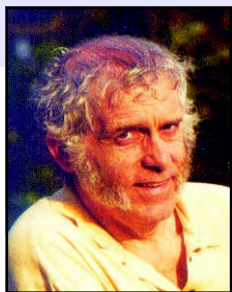
Millennium Commission funded cross-country canals such as the Huddersfield Narrow. There is an entirely understandable desire within the restoration movement and within British Waterways to learn from this and to do things right first time round, which I can only partially subscribe to because I know that, had we acted on that basis - particularly in the earlier years of restoration - we would not have a re-opened canal today. Anyway, the point of the Kennet & Avon case is that, although it is frustrating, we cannot be surprised if resolving water supply issues on the Huddersfield Narrow proves to be much slower and much more difficult than we would like.

To conclude with a personal note, it is my view that it would significantly help if all of the partners in the restoration works, especially British Waterways, acknowledge now that there is an issue to resolve and that back pumping is likely to provide a possible answer. That would allow discussion on paying for survey and design work as a first step and a step in which the Society might be able to play a significant part.

Keith Gibson



Bob Gough



Volunteer Working Parties

Although nothing has been reported recently in "Pennine Link", we are continuing to do some work on the canal.

Passers-by do ask why we continue to do this now that the canal is open. The answer is that B.W. do not have the resources to do all that they might want to do and the two people in charge of the East (Graham Shuttleworth) and West (Ian Weston) sides have to decide where to allocate their workforce. In the first years of operation, much time has gone into trying to improve the operation of the canal and to essential work on stopping leaks, improving paddles and gates etc,

This leaves jobs that H.C.S. can do to make the canal better. Interestingly, the approach is different on the two sides – on the West we have been asked to concentrate on painting locks, currently the Diggle Flight, whereas on the East, we have been involved in vegetation control – most recently, clearing and tidying the lock quadrants. This means that on fine days in Summer we tend to work on the West side and on poorer days and in the Winter, on the East.

What we really could do with, in order to make more of an impact, is a few more people. We work on alternate Sundays, so far as possible, and anyone interested can simply ring me on 01484 534666.

Trevor Ellis



HCS Director and volunteer, Eric Crosland clearing the quadrant at Lock 40E, Marsden

The Hollinwood Branch

Ed Mortimer (secretary of the Hollinwood Canal Society) gives us a summary of the restoration proposals for the abandoned Hollinwood Branch of the Ashton Canal.

A young society

Little did I realise when I wrote about the Hollinwood Branch in Plink (Spring 2003) that this would lead to the formation of the Hollinwood Canal Society. The Society is now a charity and a company limited by guarantee. It is a fledgling society at the early stages of a canal restoration, just like the Huddersfield Canal Society twenty or more years ago.

Much has already been achieved. What lies ahead for this young society are many more years of work, and many years of challenges and some disappointments. What I now realise is the tremendous staying power all those early (and forgotten) heroes of the Huddersfield Canal Society must have had in promoting the 'impossible restoration' of the Huddersfield Narrow. The Hollinwood Branch proposals are about a third of the length and a third of the cost, yet the proposals, even for this, do seem very daunting.

The Hollinwood Branch

The Hollinwood Branch of the Ashton Canal is approximately four miles to the east of Manchester. The Branch was opened in 1797. It was originally 4.7 miles long, with eight locks. A private extension (the Werneth Canal) was built in Hollinwood. At Waterhouses another branch (the Fairbottom Branch) was built. This branch was 1.2 miles long, with no locks. All of these canals were closed and abandoned by 1961. Some sections have now been filled in or built on. Other sections are disused and derelict. A large section is now part of Daisy Nook Country Park.

What is involved

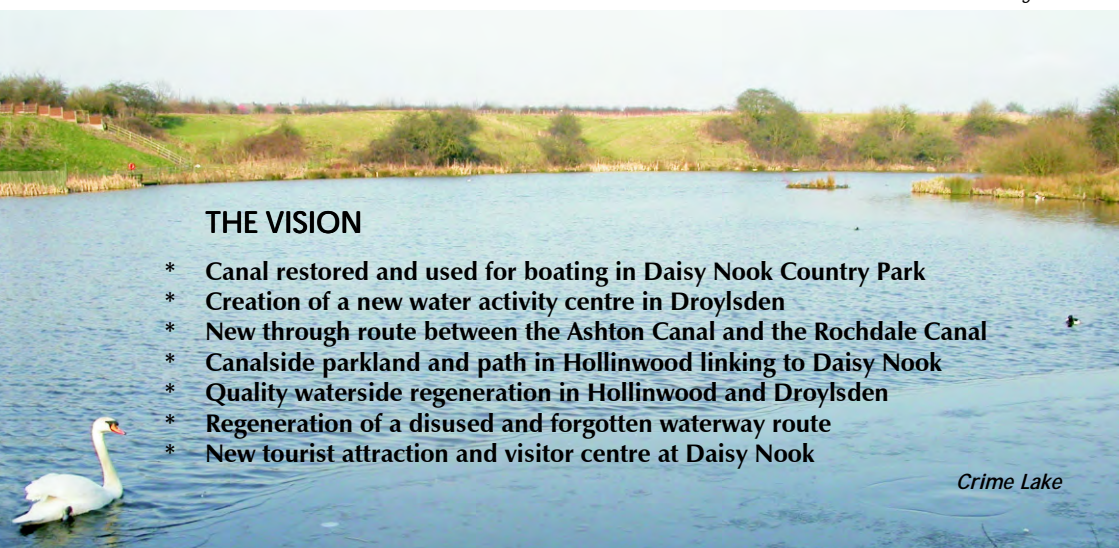
The Society is proposing the restoration of the first four miles and the first four locks of the Hollinwood Branch, and the creation of a new link to the Rochdale Canal. This new link would be about half a mile long with two locks down from the Hollinwood Branch to the Rochdale Canal (a level difference of 21ft).

Photos: Bob Gough

THE VISION

- * Canal restored and used for boating in Daisy Nook Country Park
- * Creation of a new water activity centre in Droylsden
- * New through route between the Ashton Canal and the Rochdale Canal
- * Canalside parkland and path in Hollinwood linking to Daisy Nook
- * Quality waterside regeneration in Hollinwood and Droylsden
- * Regeneration of a disused and forgotten waterway route
- * New tourist attraction and visitor centre at Daisy Nook

Crime Lake





The bridges (20)

Six still exist. Five have been removed.

Three swing bridges need replacing. Six more bridges are needed on the new link.

The locks (6)

Four locks on the proposed route are derelict and filled in. Two new locks are needed on the new link to the Rochdale Canal.

An independent engineering study has been carried out. This study concludes that the restoration is technically feasible. It will cost £31M (similar to the cost per mile, at today's prices, of the Huddersfield Narrow Canal restoration). Many more studies and reports are now needed; not least a study to establish the economic and other benefits this restoration would provide. The benefits of restoring the Huddersfield

This would create a new through route, just under five miles long, between Droylsden (on the Ashton Canal) and Hollinwood (on the Rochdale Canal).

The first half of the Fairbottom Branch (the section that is now within Daisy Nook Country Park) would also be reopened.

The canal route (5.3 miles)

2.2 miles are derelict. 1.9 miles are filled in. 1.2 miles of new canal are needed.

The aqueducts (6)

Three still exist. One has been taken down (over the railway). Two new motorway crossings over the M60 are needed.

Narrow are plain to see; Stalybridge for example has experienced a massive regeneration.

The Society already has had some support from both Tameside Council and Oldham Council. The local MP, David Heyes, is also very enthusiastic about the proposals.

So, if you want to support this new society the contact details are:

Address: 68 Knowl Street, Stalybridge, Cheshire. SK15 3AJ Tel: 0161 303 7635

Website: www.hollinwoodcanal.co.uk

(Membership is £5 per year; an application form can be downloaded)

Ed Mortimer

Boat Crew News

Thanks to the efforts of half a dozen stalwarts, the Passenger Carrying and Safety Management Certificates have been renewed for 'Still Waters'. Peter Ruffley needs crew to work out of Portland Basin; he is also looking for two more experienced boat crew to train as Boatmasters.

Denise Beck is now approved to teach elementary First Aid to the syllabus set by the Maritime and Coastguard Agency; approved assessors are Dr Emma Spencer and Liz Whiteley. This enables the Society to revalidate the First Aid qualifications of existing Boatmasters of three years standing and to issue First Aid Certificates to trainee Boatmasters, (subject to completion of the course), not only economically but with courses specifically tailored to canal boat operation.

Trips are still running at Marsden on Sundays and Bank Holidays. Crew are needed for August. Gerald and Denise Edinburgh are to try a few Saturday trips to assess demand.

The best of plans occasionally go wrong and the regular refuelling arrangement for the 'Shuttle' recently blipped. Please check the fuel level before you start the engine.

A volunteer is needed to write future articles and carry out various other technical clerical tasks.

Robert Maycock

*Above Right: The butty 'Still Waters' on the slipway.
Below: The tug 'Still Waters' returned to the water.
Below Right: Re-uniting tug and butty.
Photos: Alan Kershaw*





The Stamford Group



The Stamford Group are delighted to be associated with the Huddersfield Canal Society and wish them continued success.



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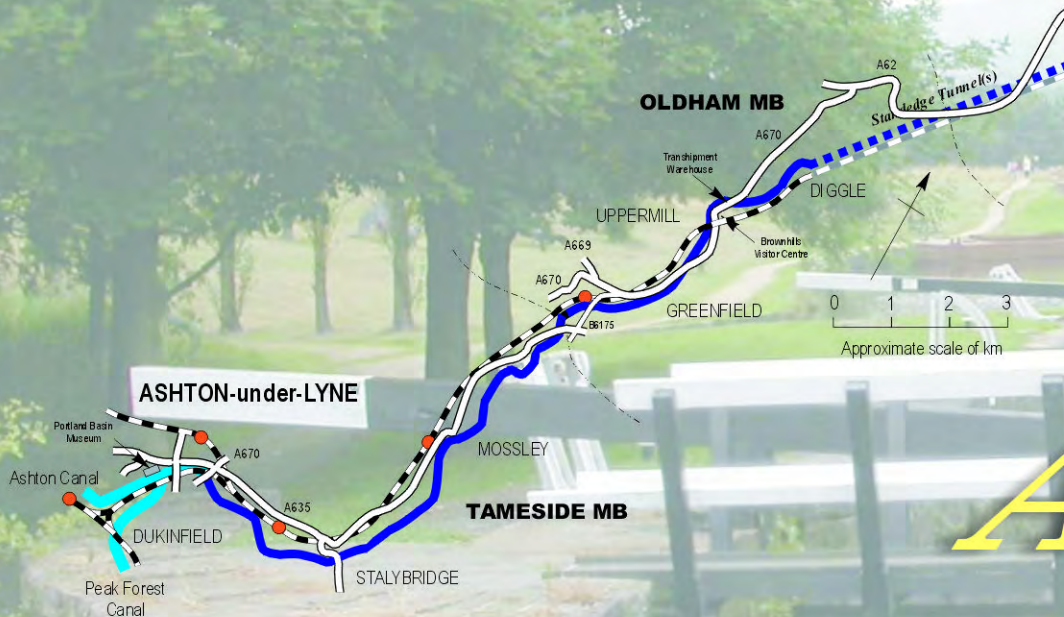
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The Huddersfield Narrow & Broad Canals





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Tel: 0161 652 6331 Mob: 07711 180496 Website: www.saddleworth-canal-cruises.co.uk



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Newbarn, Harrop Green, Diggle, Saddleworth, OL3 5LW
Tel & Fax: 01457 873937 or 07979 598232

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



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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The Story of DB1 - Part 2

Society Director Alwyn Ogborn continues the story of building his Dutch barge 'retirement home' ...

The Engine

At a projected displacement of 21 tons and with the capability of going to sea, the engine requirement was going to be somewhat more powerful than normal narrowboat use. Coupled to this is my preference for the good old-fashioned slow revving heartbeat thud – thud instead of the manic 'wasps nest' high pitched buss of more modern units. I like Russel Newbry, National Gas and the older Lister engines, but I have always greatly admired the locally grown (Patricroft) Gardner range. Engineering of the highest quality, extremely rugged and fuel efficient, but unfortunately no longer made. As with most vintage engines, there is a second hand market in

Gardners, either 'in need of attention' or fully restored. I decided to investigate what was on offer.

Scouring the ads in Waterways World it became clear that the fewer cylinders the engines had, the more expensive they were. My preference was for the LW series, and a 2LW was invariably dearer than 3LW 4LW or 5LW. The price reducing as the number of cylinders increased. Supply and demand being the controlling factor I suspect. Considering the power I was looking for, I reckoned 4 cylinders was the minimum, and I found a firm in Shropshire offering a 5LW, complete with marine gearbox, for an attractive price. Since the same ad appeared in 2 editions of the magazine, I figured the price may be negotiable, so I contacted them and went to look. Fortunately I was given some detailed

*Safely home to Mossley;
suspension withstanding.*



BOTTOMS WHARF,
WILSON ROAD,
MOSSLEY, LANCs
FAX. 01457 839941

instructions on how to find them. To say it was 'in the middle of nowhere' is an understatement. From leaving the motorway at the appointed junction, I was directed along a series of winding country lanes with instructions like 'turn left just after the farm with a double five bar gate' and 'we're the second farm on the right past Meadow Farm'. I found it!

The gentleman I had been speaking to on the 'phone occupied a section of what was a vast collection of farm type outbuildings on a large agricultural concern. It had a fairly large barn sized door that was wide open and around the room were numerous engines in various states of completeness. The one I had come to look at was on bunks of timber with the gearbox removed but otherwise complete. The usual sales/prospective buyer patter ensued and I was informed that it had been found somewhere, (I forget where exactly), having been taken out of a boat because the gearbox

was faulty, – but it runs, – he said.

"Oh! " said I, "Can I see it."

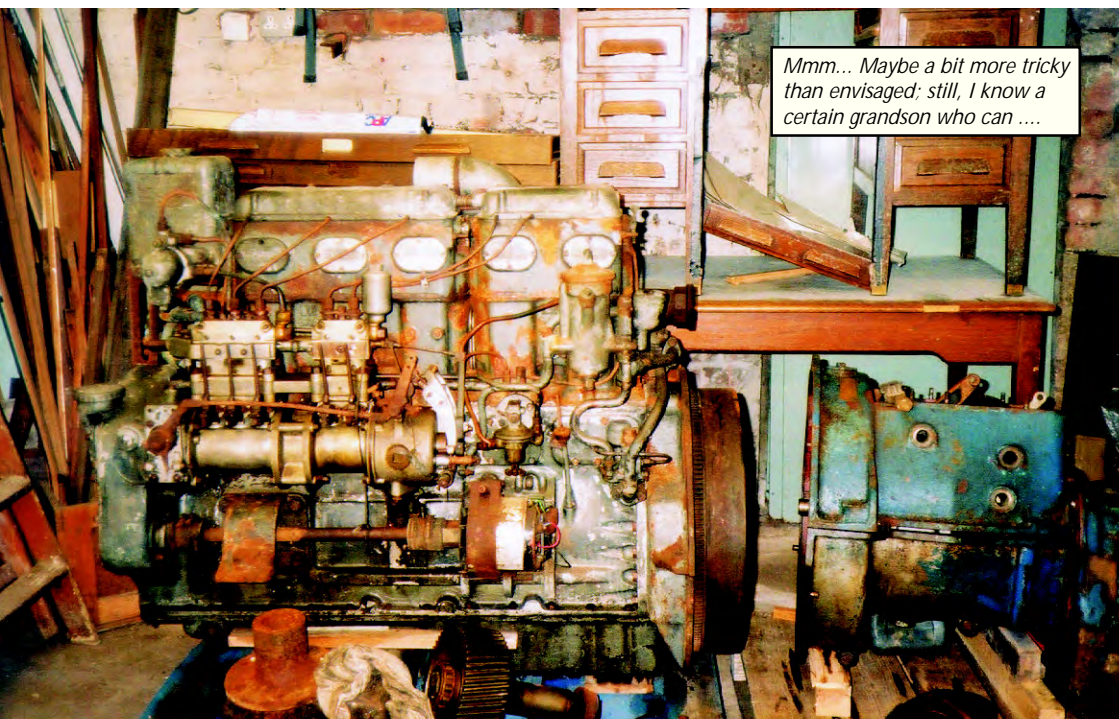
A can of fuel and a battery were attached in the appropriate places and a screw driver pushed across the start solenoid contacts. After a lot of cranking noise and a mighty roar, it started.

Scene 2. Outside where we had to go to continue the breathing process.

The mighty roar was accompanied by a dense cloud of black smoke.

"It will lessen as it warms up" he said.

It did, but not all that much. We were able to re-enter the room when the breeze that was blowing cleared the air sufficiently through the large open door, but the smoke emanating indicated worn cylinders. On the plus side, there did not seem to be any noises indicating big ends or other such things worn and it settled down to a steady tick over rhythm.



Mmm... Maybe a bit more tricky than envisaged; still, I know a certain grandson who can

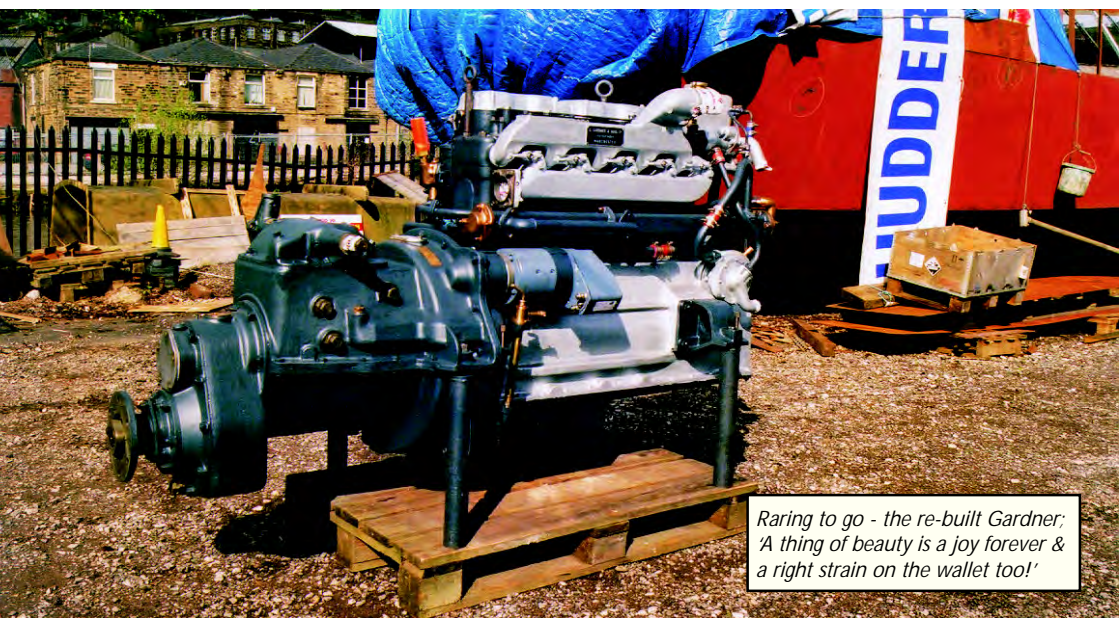
The story that the gearbox was the problem was born out by the fact that it was in bits on the floor. "It's the main bearing" he said. I had no reason to dispute this. The duck egg size balls were out of their race and obviously distressed. The gears themselves though looked fine. A main cog and pinion of impressive proportions, with the rest of the engineering substantial to say the least. Now, being practical and having stripped and repaired engines in the past, I figured I could, and would, have fun, re-building this one.

Time to negotiate.

With a bit of haggling re the general condition and taking into account that I would collect it myself rather than have it delivered, a deal was done. Having taken the glass-fibre top off our pickup truck, Joan and I set off to search out the winding country lanes that took me to the vendor's farm in the first place. Dosh was handed over and the engine and bits of gearbox loaded. Sitting back in the cab, the front wheels were persuaded to

touch the road again, (only kidding, it is just below the load limit of 1 ton), and we set off back up the motorway. We must have caused a bit of a stir, passing a coach full of people at about 2 mph. The faces at the windows registered amusement and wonder. Who knows what they were thinking? Due to roadworks on the A556, we diverted further North up the M6 to the M62, and being so close to Brian (your highly steaming editor), and Ann's we stopped and called in. Now their house is across the road from the original Gardner engine works in Patricroft. I am sure I heard a little whimper coming from the 5LW when we were parked nearby.

The engine was returned to our workshop, offloaded onto a pallet and taken into our shed. A bench was set up with the intention of spreading out the component parts in their order to be cleaned, fettled and re-built. A service and parts manual was obtained from the Gardner spares dept. still in the old works and various enquiries made about how to go about it.



*Raring to go - the re-built Gardner;
'A thing of beauty is a joy forever &
a right strain on the wallet too!'*

This is where the doubt started to set in.

The more I found out, the more I realised that it was a massive job. Far from being your average car engine where spares and service details were easy to come by and simple to follow, this was a job for specialists if it was to be done properly. I was given a contact of Paul Gardner in Patricroft, the grandson of the original L. Gardner, who was in the business of re-building his family's products. I telephoned and was invited by the MD Eddie Rayner, to visit them and discuss the options. What I was shown of their ways of working, the thoroughness and attention to fine detail impressed me immensely. Archive information and a deep knowledge of anything Gardner was in abundance. My engine, for instance, was built in 1935, (three years my senior), and they even had the original test data results.

Enough said. Although my wallet started squirming at the projected costs, it was far too important to make sure that once in the boat, it would not have to come

out again for a very, very long time.

The cost of full refurbishment was weighed against the cost of breakdown with the attendant disruption and inconvenience; a 'Full Steam Ahead' decision was taken.

It took several months, but there was no rush. When we were invited to see it running under test, it was obvious that it was money well spent. No load to full load without effort, no exhaust smoke *at all*, and ticking over like a wristwatch. Delightful.

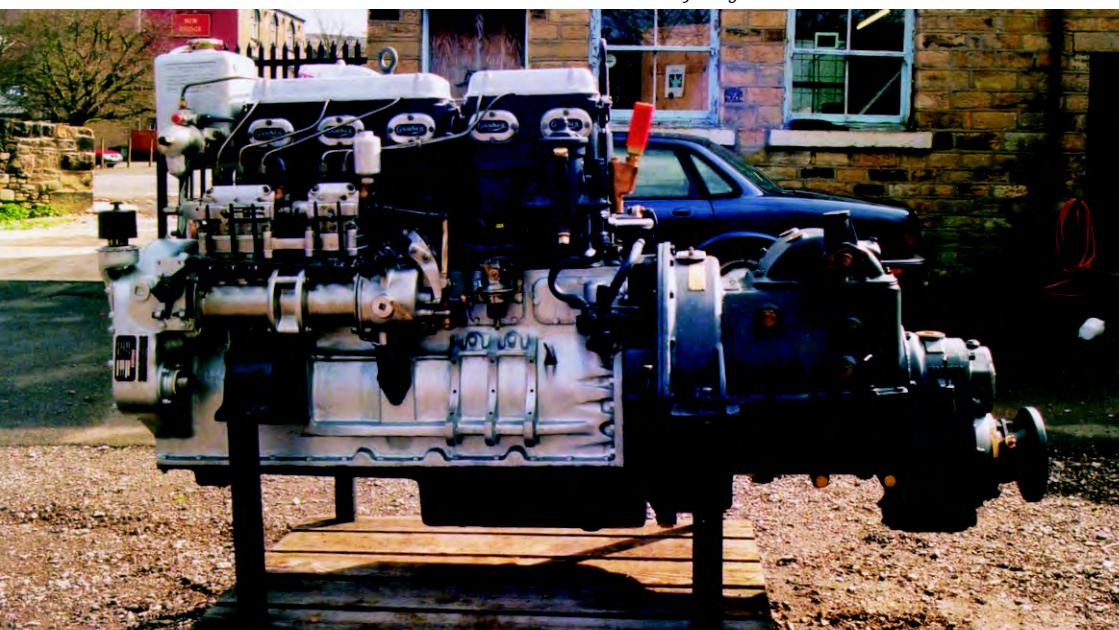
The stated reason for its removal from service, i.e. the gearbox, was also fixed. New parts as required and fully refurbished. All together as one unit, it is now back in my shed ready for lifting into the boat when the boat is ready for it.

I am exceptionally pleased with the result.

Next instalment. The hull takes shape. It now looks like a boat.

Alwyn Ogborn

Photos: Alwyn Ogborn



2005 Photographic Competition

NOT TO BE CONFUSED WITH ANY OTHER!!

Each year we try to raise interest in our own competition. This year there are two competitions for you to enter, but this is the one that accepts pictures from just about anywhere - as long as there is a waterway involved!

COME ON - ENTHUSE!
THE PRIZES ARE THE SAME
GENEROUS AMOUNT
AS LAST YEAR'S - AND IT'S **FREE!!**

Competition organiser, Ken Wright, continues:-

With spectacular prizes we hoped for big support last year but got exactly the same as the previous year, 13 photographers with 82 entries - and only one junior competitor.

EVERYBODY is now a photographer - even if only with a mobile 'phone, so there is no excuse. GET CLICKING!

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- Signed certificate

For the Winners - in all categories

- £50 Cash prize, signed certificate

For the Runners-up - in all categories

- £25 Cash prize, signed certificate

For the Best Junior Entry

- £50, signed certificate and the SPECIAL JUDGE'S PRIZE

PLUS selected "highly commended" and "commended" certificates.

Every picture entered will be commented upon by the judge, Past President of Oldham Photographic Society, Geoff Hope, and the comments passed to the entrants. Of course, the winning entries will be printed in Pennine Link.

RULES

The competition is open to all Society members and their families. There is no entry fee. Prints only, black and white or colour. Minimum size 6" x 4", **maximum overall** size 8" x 6".

PRINTS MUST NOT BE MOUNTED

Any canal-related subject is acceptable in the following categories:-

A: Huddersfield Narrow - Senior

B: Huddersfield Narrow - Junior (16 or under)

C: Other waterways - Senior

D: Other waterways - Junior (16 or under)

HOW TO ENTER

Send your prints (maximum 5 per person in each category) to:-

HCS Photo Competition
239 Mossley Road
Ashton-u-Lyne
OL6 6LN

Include locations of the photographs (*captioned if you so wish*) and age of the photographer if 16 or under.

Include your name and address and the name of the HCS member you are related to (*if applicable*) and return postage or SAE if you want your prints back.

CLOSING DATE

28th October 2005

Any queries to the Organiser, Ken Wright

Tel:- 01457 873599

E-mail:- wright.ken@talk21.com

And remember, Geoff Hope said last year *"sometimes it was the pictorial content that won the day, other times it was the canal atmosphere, or maybe it was the recording of a highlight in our waterways history."*

The photographers do not necessarily have to be of highly professional quality to come out tops.

Ken Wright

THE 'OTHER' COMPETITION

This year, Tameside Council are sponsoring a companion photographic competition restricted, however, to pictures on, along and beside the restored heritage canal on its Tameside section from Lock 1 at Whitelands Road, Ashton-u-Lyne to Division Bridge at Calf Lane, Mossley.

There is a first prize of £100, with a second prize of £50 and two £25 runners-up prizes; closing date: 28th October 2005.

The competition is open to all amateur photographers and entry forms are available from the Society office; please call 0161 339 1332. Tameside Council have also distributed entry forms around their various information outlets, including Tourist Information Centres, libraries and museums.

Society members please note if you wish to enter both competitions, you must make two separate submissions and use the official entry form for the Tameside competition.



Bob Derrick

How wide is Standedge Tunnel?

In response to width difficulties, boats wider than 6'10" are now not allowed through Standedge Tunnel. Yet some wider boats up to 7ft beam have previously been through without any problems. So just how wide is Standedge Tunnel? Ed Mortimer offers Pennine Link readers this explanation.

The Huddersfield Narrow Canal was fully reopened in May 2001 and boats started using the canal. However, some wider boats over 6'10" started to get stuck in some of the locks, and also in Standedge Tunnel. In an attempt to resolve this, British Waterways (BW) carried out a width survey of the tunnel and all of the locks. This was an excellent step to sort out 'scientifically' just what the problems were.

The findings were published in a report in November 2002, '*Huddersfield Narrow Canal, Report on implementing 7ft standard*'. The report presented a grim picture; the tunnel close to the Marsden

Portal was measured to be less than 7'0" wide over some 70ft sections. In other words, the tunnel was too narrow for a 7ft wide 70ft long narrow boat to pass through.

Yet prior to the preparation of the report it is known that some boats 70ft long and up to 7ft wide had passed through the tunnel without problems (although some of these went on to become stuck in some of the locks on the east side of the canal). The report offered no explanation as to this apparent inconsistency. And so the question '*How wide is Standedge Tunnel?*' remained unanswered.

The answer to this question and the explanation to the apparent inconsistency within the BW report can be found by considering two factors:

(a) The cross section profile of actual boats that are known to have passed through Standedge Tunnel without difficulty.



Inside Standedge Tunnel

(b) The methods used by the British Waterways team in determining the width profile of Standedge Tunnel.

Actual cross section

Measuring actual boats that have passed through Standedge Tunnel produces some interesting findings. It shows that a 7ft wide, 70ft long narrow boat will pass through the tunnel, but not if it is deep draughted as well.

The width of the bottom base plate is also critical. Some boats are built with 6'10" (or even 7'0") wide base plates, other boats have base plates that are narrower. Sometimes a boat measures 6'10" width above the water line, but the base plate sticks out a further 0.5" either side (giving a true boat width of 6'11"). Other boats are wider than 6'10" above the water line, but have a narrower 6'6" (2.0m) wide base plate.

Maximum height to corners of cabin (D), in relation to width across cabin (E)

Where height of cabin corners above water level (D) is:	Then width of cabin top (E) must be less than:
Less than 4'10"	6'10"
4'10"	6'10"
4'11"	6'8"
5'0"	6'6"
5'1"	6'4"
5'2"	6'2"
5'3"	6'0"
5'4"	5'8"
5'5"	5'6"
5'6"	5'4"
5'7"	5'2"
5'8"	5'0"
5'9"	4'8"
5'10"	4'6"
5'11"	4'4"
6'0"	4'2"
6'1"	4'0"
6'2"	4'0"

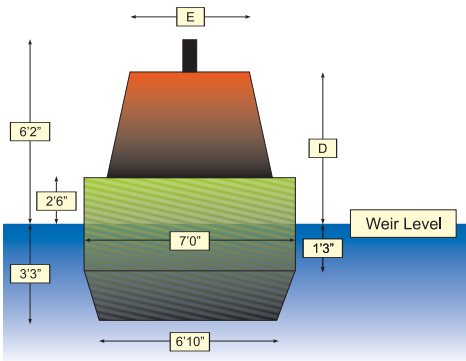
6'2" is the maximum height within the tunnel

The position of rubbing guards also can be critical in determining the cross section profile. Shorter boats also have presented fewer problems.

So by looking at the hull profiles of boats that have used the tunnel it is found that the deeper draughted boats with wider bottoms are the ones that have presented problems. Boats 7ft wide with narrower base plates, or those which are shallow draughted, had presented no difficulties. This feature had not been picked up in the BW survey.

The BW report assumes that the narrow sections of the tunnel are vertical sided, but examining the actual problems encountered suggests that the tunnel at the narrowest tight points is one or two inches narrower below water.

Therefore a revised maximum size of boat profile, based on actual boats that will safely pass through Standedge Tunnel, would be as follows:



Maximum boat profile, Standedge Tunnel

For dimensions (D) & (E), British Waterways publish a table for cabin profile dimensions shown opposite

For boats up to 7ft beam, 70ft long		
Draught	Max beam*	Max base plate width
1'3"	7'0"	7'0"
2'3"	7'0"	6'11"
3'3"	7'0"	6'10"

* 2'6" above water to 1'3" below water (weir level)

Method used by British Waterways to measure the tunnel

British Waterways used their tunnel tug / passenger module to take clearance measurements between the hull and the tunnel wall. Using the boat in this way was a good way of ensuring that the longitudinal alignment also was taken into account. (Measuring individual widths would not have taken into account slight bends in the tunnel).

However the method of measuring used did not, and could not, take into account the under-water profile of the tunnel. This would not have been important if the tunnel walls were slab or vertical sided. But they are not this shape, the lined sections close to the Marsden Portal (where there is the apparent width problem) are slightly barrel sided. In other words the width of the tunnel gets slightly narrower with depth.

The deeper a boat is in the water the narrower it would need to be. So if British Waterways had used a boat with a

shallower draught then the minimum width measurements of Standedge Tunnel would have been bigger.

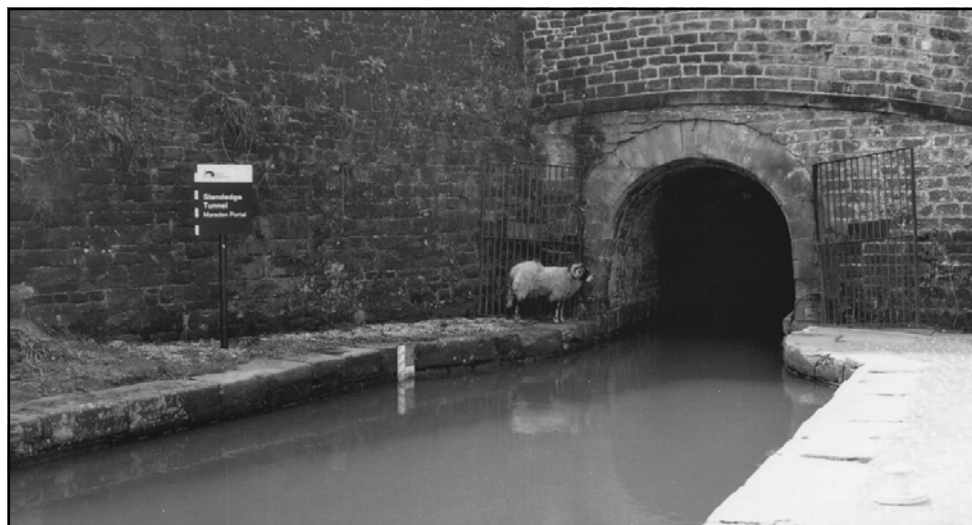
Hence the explanation as to why 7ft wide shallow draughted boats do not get stuck, but deeper ones do.

Observations and conclusion

The British Waterways report was an excellent attempt to resolve a complex problem, but it has not answered the complex question of how wide is Standedge Tunnel. The width problem for deeper draughted boats has not been considered. Instead all boats over 6'10" are now not allowed through the tunnel. Not perhaps the vision when the restoration of the Huddersfield Narrow Canal was first promoted.

Studies indicate that it would be possible to allow boats up to 7ft beam through the tunnel provided they are shallow draughted (less than 1'3"), or have a narrow base plate (not more than 6'10").

Ed Mortimer



K Bolton

An irresistible picture! Send your humorous caption suggestions to the Canal Society, 239 Mossley Road, Ashton-u-Lyne, OL6 6LN and we shall print the best

in the next Issue. For the overall winner, a mystery prize so mysterious, even we don't know what it is yet; but certainly worth winning ...

The Story of Curlew

Curlew is just another canal boat. Only 45ft long, Curlew is the pride and joy of Mr and Mrs Curlew. Mr and Mrs Curlew had travelled from their moorings in Yorkshire to the Midlands, back up the Trent and Mersey, and now they were heading home. The highlight of their extended cruise (and fulfilling a lifelong ambition) was to be the Huddersfield Narrow Canal.

Mr and Mrs Curlew had booked their passage through Standedge Tunnel for Friday. On Friday at 8.30am they were escorted up the Diggle Flight by British Waterways to be ready for the afternoon passage through the tunnel to Marsden.

The boats booked to go through the tunnel were organised, rubber mats were put out, and boats were measured. BW measured Curlew and found that at the front above the water line she was 6'11" wide, and therefore told Mr and Mrs Curlew that they could not travel through the tunnel. Instead they would have to turn back.

Mr and Mrs Curlew were surprised and shocked: this was to be the highlight of their journey. Their boat never had any troubles, they had always thought it was just the normal 6'10" beam. And 'you'll have to turn back' was just not that simple: it meant a long route home via the Leeds and Liverpool, or an even longer route retracing their steps down the Trent and Mersey.

An upset Mrs Curlew started telling anyone nearby about their problems, and I happened to be amongst one of those nearby who was told. 'Maybe', I suggested, 'BW could put them at the end of the tow'. That way they could be 'cut loose' if there was a problem. Although I quickly added that wider boats had been towed through in the past and so Curlew becoming stuck was not very likely. Mr Curlew went off to discuss the options with BW.

Perhaps I shouldn't have said anything, because BW refused to consider any options, saying that it was too unsafe to tow a boat that was wider than 6'10" through the tunnel. What then developed was an argument between Mr and Mrs Curlew. Mr Curlew felt that if BW said it was unsafe to take the boat through the tunnel then they had no choice but to turn back. Mrs Curlew was having none of it. After all they had come this far, and this was to be the highlight of their holiday. As I say, perhaps I should have said nothing.

In the end they did turn around and Mr and Mrs Curlew never did fulfil their dream.

Ed Mortimer

(A true account in which the names of Curlew's owners have been concealed)

Obituary - Graham Maskell

I would like to offer my personal tribute to former HCS Council member Graham Maskell, who died recently.

I don't suppose many people will remember Graham, as he retired from the Council in the mid 80's. I first met Graham when I joined HCS in 1979. He was already involved in various activities including the Tameside Canals Festival and the first HCS trip boat.

In 1981 HCS had permission to restore two locks in Uppermill, our first full restoration project. At the time we only had a volunteer workforce and minimal funding, and our equipment was mainly shovels and wheelbarrows.

After some deliberation, Graham took charge of the project, with me acting as his deputy. The project took two years to complete, during which time we encountered many problems and setbacks, but Graham had the determination and tenacity to see it through to the end.

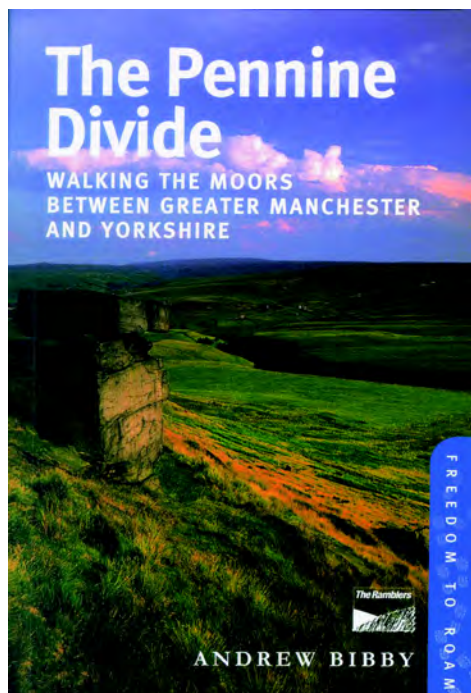
Much bigger and more professional projects were to follow, but Uppermill was the one that got it all started. Despite all the problems we had some good laughs, and I have fond memories of those early days. Above all, Graham was a great guy to work with, and I hope his contribution to the success of HCS will not be forgotten.

Laurence Sullivan



Graham in his element, at Dungebooth Lock, Uppermill

Review - The Pennine Divide



Ken Wright reviews "The Pennine Divide" a new handbook for walkers.

The Pennine Divide by Andrew Bibby is published by Frances Lincoln at £7.99, on behalf of and in association with the Ramblers' Association.

This well-illustrated guide contains directions and Ordnance Survey maps for twelve new walks through the sometimes overlooked but beautiful stretch of Pennines close to the cities of Yorkshire and Greater Manchester.

It is part of the FREEDOM TO ROAM list of walking guides which celebrate the arrival of our new legal rights to walk at will on mountain top, moorland and heath in England and Wales.

The title of the series FREEDOM TO ROAM is borrowed from a phrase much used during the long campaign for this right to walk at

will, which started with the 'mass trespass' on Kinder Scout in 1932. After 70 years the success of the campaign really is something to celebrate!

The book is a handy pocket size, in good paper with rounded corners, but is "perfect" bound, i.e. the spine is tightly glued. Consequently the book tends to close rather than lie open for ease of handling. I would have preferred a spiral binding that allowed the book to be laid open for use, perhaps in a waterproof holder.

Having said that, there is a wealth of detail and anecdote that is better read in the safety of an armchair rather than on a windy crag, so possibly the book falls between two stools.

The walks themselves are clearly described and detailed on the accompanying O.S. map, with some local detail thrown in. For instance, on Walk No.4, DOVESTONE, there is a fairly detailed story of an air crash in 1949!

Between the "walks" are local interest stories in more detail. Following Walk No.10 MELTHAM MOOR is a 4-page article entitled "'HIKING' THE STANDEGE TUNNEL" and another 4-pager on Samuel Laycock, the Lancashire dialect poet.

The book has a nine page INTRODUCTION describing the South Pennine area in general and a section entitled "Walking in the Country" which has all the Health and Safety warnings and also the "countryside code" type of information.

In fact the 145 pages at about A6 size contain an enormous amount of information and interest. I have changed my mind about this book. I would leave it by my armchair and copy out the walking bits when I needed them!

Ken Wright

What the Boaters Said

So, just what have those intrepid boaters been saying about our Canal? Here are some extracts taken from those who have navigated the Narrow, applied for their '74 Club' plaque and taken advantage of the 'comments' section on the application form to air their views.

We enjoyed the scenery of the canal, but found it hard work for a crew of two, due to the lack of maintenance.

Barry & Ann Parkes, nb Lord Nelson

A great experience. BW assistance much appreciated. Found canal very shallow on east side pound approaching Uppermill (we draw 2'6").

Rodney Evans, nb Scythia

It was an amazing trip which we will never forget. On the way up to the summit we helped BW replace the lower two paddles on Lock 6. As we draw 36" at the stern, the nearer we got to the summit, the more we had to go ahead to flush lockfuls of water down to facilitate our passage. Fortunately we were cruising with nb Kelper and we helped each other because there was so little assistance from BW that first year.

Sandra Silvester, nb Bliss

Wonderful trip - hugely helpful BW staff. Retrieve those reservoirs from Yorkshire Water! BW should reintroduce a charge for going through Standedge - anyone owning or hiring a narrow boat can afford it. The labour force required is more than one should expect from your annual licence subs. Keep up the good work. Found a wheelbarrow lodged behind a lock gate coming into Huddersfield!

M. Adlington, nb Bolt Hole

It is a beautiful canal, and we have now traveled the Narrow Canal three times. It was particularly shallow in places as we

climbed from Huddersfield, and occasionally on the descent to Stalybridge, and some of the bottom gate paddle gear on the way down would have been virtually impossible for two less fit persons than Sue and I, or without the aid of extended windlasses. Particularly shallow pounds were experienced between 3E and 4E, again between 5E and 6E and again at 13E to 14E. Descending we only had particularly shallow water between 20W and 19W. The remainder were not deep, but could be passed slowly and with care. However, please note that the BW Staff were helpful and considerate throughout the organisation of, and the passage through the tunnel and no complaints can be levied there.

We are not members of many Canal Societies, ... however, the Huddersfield is such a beautiful canal that we would be honoured if you would let us join your ranks.

Ian & Sue West, nb On Reflection

Really enjoyed our transit of the Huddersfield Canal and would recommend it to anyone with the 'right size boat'!!

P. Freack, nb Cease Firing

Overall it was an excellent trip, which improved my fitness considerably. The BW staff from Wool Road warehouse to the bottom of Marsden could not have been more helpful or motivated. The services at the warehouse were poor and overflowing, with a magnificent contrast at Aspley with some of the best facilities in the country.

Many pounds were difficult to fill due to leaking bottom gates Not enough moorings at Uppermill or Slaithwaite. But pride of praise should be for the BW staff.

Ian Thompson, Temeraire & Tenacious

We made the trip to go to the National Show at Huddersfield and thoroughly enjoyed it. Especially the trip through the

Tunnel. Water shortages on some parts of the canal were a slight problem but we understand ie. newly opened canal, a lot of boats going to the show. We hope to come back again next year. Keep up the good work.

A. Wilkinson, nb Acacia

After our first passage in 2001 where there was a lack of water we have to say the second trip was different again. There are more opportunities to walk the canal and the facilities have increased many fold for the boater, which is most welcome. Our only concern is that there are still very few areas where you can pull into the side to moor up for a coffee etc. except in main towns; which is a pity as there are some wonderful sights to see on foot.

The work you have done in conjunction with other bodies is a credit to you all.

Pete & Pam Bolton, nb Joamela

It was hard work but satisfying.

Barry Futter, nb Patience

Please pass on to the BW management my praise of the tunnel staff who helped our boat out of the first lock, Ashton end, when it grounded due to lack of water. They bow hauled us out ... then worked us through the next three locks, all this after 5pm. Well done to all.

Roy Ellis, nb Ragged Roy

We found our trip challenging but nevertheless enjoyable. Our cruise was memorable in that we were able to travel eastwards over the Huddersfield and westward via the Rochdale - many have not had that opportunity, yet! ... we hope to do it again one day.

Mr & Mrs Wild, nb Ichthus

The canal needs additional mooring sites on the East side. In addition, it would benefit from bollards around locks (above, below and on the chamber). A general point - it requires a great deal of maintenance; lock

gear unlubricated, leaking gates, leaking walls. I realise that this is BW's problem.

Geoff Lane, nb Heidi

BW were professional and friendly. Tunnel superb experience. Enjoyed whole canal - though some very low pounds where we had to ask BW for help. Always came to assist. Enjoyed Wakefield and Huddersfield. Two lovely towns/cities. Very clean and friendly.

M. Pegg, nb La Golondrina

A fantastic experience. Thanks to all who made it possible.

A. Parkes, nb Tryst

The expected lack of depth of water did not detract from the wonderful scenery and helpful people.

Anthony Wattis, nb Aeolus

Despite the problems faced on the Yorkshire side (lack of water mainly), a thoroughly enjoyable journey.

Michael Chase, nb Somerset (Shire)

A memorable occasion indeed - a lot of hard work - a lot of satisfaction - a restoration job well done - but for completing it, a medal would be more appropriate.

Chad Brown, nb Mystic Lady

Whole canal including the highlight of traversing the tunnel was exhilarating. Suggest HCS lobby for any funds BW expend on canal to be prioritised on preventing locks leaking.

John Meredith, nb Kano

The Huddersfield Narrow Canal was, on the Yorkshire side, probably the most challenging cruising, but also some of the most interesting and most fulfilling to complete. Some of the locks ... seemed in serious need of maintenance 26E ... being particularly bad. We would have no hesitation in encouraging others to go on the Huddersfield Narrow ...

Tim & Katharine Bond, nb Dancing Moon

What the Papers Said

Huddersfield Daily Examiner

The Colne Valley Greenway saga continues ... In an article strikingly similar to an earlier front page feature in the Colne Valley Chronicle **(8/4/05)**, the Examiner reports British Waterways have serious concerns over the shared use of the Narrow's towpath, and Kirklees Council's plan to trial a section from Linthwaite to Milnsbridge, may have to be abandoned.

The Colne Valley Society thought it strange the £140k Greenway trial planning had gone so far without first getting agreement from the towpath owners, BW. However, the Council felt confident their widening and maintenance plans would be so attractive to BW, they would allow the trial to go ahead. **(11/4/05)**

At the close of the 18th century it was 'canal mania'. Now, at the start of the 21st, it's development mania with old mill buildings the new 'des-res'. Lanson Developments have been given the go-ahead to complete the final stage of their £20m '1535 The Melting Point' scheme off Queen Street South and Firth Street, Huddersfield. Earlier work featured the conversion of Priestroyd Mill to 170 flats, a restaurant, gym, pool complex and private parking. A former iron smelting works (hence the project title), the conversion won them an award from the Huddersfield Civic Society. 1535 is scheduled to be completed next year and part of the external works will include the rejuvenation of the Narrow's towpath beside the development. **(13/4/05)**

The Marsden Cuckoo Day was reported as a resounding success with the event getting better every year. Despite a cold and foggy start, fine weather prevailed and the full page article's pictures showed a good turnout. **(25/4/05)**

The closing of the Standedge Visitor Centre had front page coverage. Visitor numbers had decreased dramatically and despite lowering boat trip prices and reducing opening hours, there was no alternative but to close for the Winter and reopen at Easter when the cafe, shop and information service was relocated to the Tunnel End Cottages. **(25/4/05)**

An upbeat article two days later featured British Waterways commenting that the move had been in response to visitor feedback requesting the Centre should be closer to the Tunnel entrance and that they were committed to making it a popular tourist destination in the long term. As for a future for the warehouse which originally housed the Visitor Centre, community group use was proposed provided it brought in income. **(27/4/05)**

The long derelict Westwood Mill complex next to the Narrow at Linthwaite, seems finally to have hope of redevelopment. Michael Wilson Restorations are hoping their combination of conversion and heritage restoration will gain approval for this green belt, Grade II listed structure. Nearby to the currently converted Titanic Mills, the conversion would create 108 homes, featuring five intimate courtyards and a selection of one, two and three bed apartments. **(4/05)**

With the passing of heavy industry in Huddersfield, the city centre River Colne has improved its water quality no end, to the extent that Trout can now be spotted. The more discerning Grayling - found at Slaithwaite - has yet to make it! **(7/5/05)**

To use the modern idiom, if you're going to do it, do it large! And the Waterfront Quarter will be Huddersfield's biggest ever regeneration project. The £200m scheme

covers three quarters of a million square feet in the Chapel Hill area, centred on Sellers Engineering who are keen to relocate from their expansive site. Plans for the site feature a mixed development of offices, housing, bars and restaurants, and a central attraction will be ... the Huddersfield Narrow Canal! Yes, this is the same Sellers Engineering with its 'cut and cover' canal tunnel and relocated lock and new Grinding Shop - a not insignificant project in the Millennium scheme. Still, no chance of running aground if the Canal is brought back to level and they keep the tunnel bed. The usual artist's impression was accompanied by an aerial view and two photos of Sellers Engineering directors looking decidedly chuffed at prospects. (17/5/05)

Follow-up articles featured praise from the town's major business groups, seeing the development potential of the scheme (19/5/05), and a pre-emptive piece to allay local concerns about such a massive development - ie. traffic congestion, pressure on local schools and impact on local traders. (24/5/05)

A full page selection of colour photos gave interesting views of the recent free boat gathering at Aspley Basin, Huddersfield. More entertaining, especially for those in the know, was the short accompanying article ... "Landlubbers got the chance to try out life on the waves - of the Calder and Hebble Canal - this weekend. ... The free event saw people ... getting the chance to take a trip along the canal to Sellers Bridge." *Try Huddersfield Broad Canal and Wakefield Road Bridge; but then again the article was unattributed, so perhaps an 'outside' reporter.* (6/6/05)

The wildlife on and around the Broad (rather than the Narrow as reported) Canal at Huddersfield University campus was featured, with two hawk species

complementing a good 'duck density'. The University has made great efforts to create diverse habitats around their campus thereby encouraging a range of wildlife as well as students! (7/6/05)

Kirklees was reported as taking part in a national reading initiative encouraging children to get into the habit of reading by offering a 'voyage log', which also folds out into a galleon, to record their achievements. A further incentive comes in the form of a prize draw with British Waterways giving five class visits to its visitor centre at Marsden, including a boat trip into Standedge Tunnel. (5/7/05)

Oldham Evening Chronicle

Celebrating 40 years of work by the Saddleworth Civic Trust, their current projects were said to include the renewal of the gates at Diggle Portal - and we thought our £12.5k contribution to this Oldham Council led scheme would have given a certain 'title'. (14/4/05)

The closure of the Standedge Visitor Centre and moving the exhibition materials to the Tunnel End Cottages was reported, again quoting British Waterways' assertion that the move was in response to customer feedback. (20/4/05)

The steamboat *Rimmon*, whose launch we reported in the Winter 2004 edition of Pennine Link, gets a full page article with an atmospheric picture showing it steaming away from Limekiln Lock. Comparisons with the *African Queen*, Humphrey Bogart and Katherine Hepburn could not be resisted. (1/6/05)

The crafts of ropework and traditional narrow boat decoration (painting roses and castles) featured in a canal workshop at the Saddleworth Museum, Uppermill. (16/6/05)

Oldham Advertiser

The Huddersfield Narrow Canal Sculpture Trail was featured in the Advertiser's 'Out & About in Oldham' section. With photos and a map, a detailed description of the walk from Division Bridge to the Diggle Portal highlighted the various items of public sculpture to be seen. A brief history of the Canal concluded with a commendation for the Society ... "Their gallant efforts finally saw the canal re-opened in April 2001" (19/5/05)

Tameside Advertiser/Tameside Citizen

Infectious stuff this development business. On the Ashton Canal admittedly, but Tameside Council have announced the signing of a legal agreement with developers Watkin Jones to progress the 100m Droylsden Marina development. Demolition work at the former junction between the Ashton and Hollinwood Branch canals could begin in the Autumn, with building on site in late Spring 2006. In addition to the usual suspects (housing, restaurants, bars and a hotel), a 30 boat secure marina is also planned. (May/June 2005)

The annual 'Sallybridge Splash' benefited from fine Bank Holiday weather and a colourful combination of street theatre and live entertainment enjoyed by the crowds. A particular highlight was the Duck Race, held in aid of Willow Wood Hospice, on the Narrow Canal. Not known for its rapid flow, the ducks were 'helped' along the canal route by frogmen, snow shovels and a fire hose. (2/6/05)

Manchester Evening News

A public enquiry has opened into the proposed development at Knoll Mill and Frenches Wharf, Greenfield. Amongst the mixed development would be a Tesco supermarket and it is this element that has caused most objections, especially from

local traders. However, the QC for the developers Wiggett Construction and Parkland Properties said it would be a medium sized supermarket, not of 'superstore' dimensions. There had been 70 letters of objection, which would be weighed against potential job creation and attraction of a canal basin. The scheme has the backing of Oldham Council. (22/6/05)

The Guardian

A sharp-eyed member spotted an article on China's 270mph Maglev train which has so impressed British ministers, they are considering the feasibility of building one as a London-Glasgow route through Birmingham, Manchester, Leeds, Newcastle and Edinburgh. Connection? "... Existing, but unused, tunnels through the Pennines have been identified for part of the route." (6/6/05) *Welcome to the Colne Valley Sardineway!*

Canal Boat & Inland Waterways

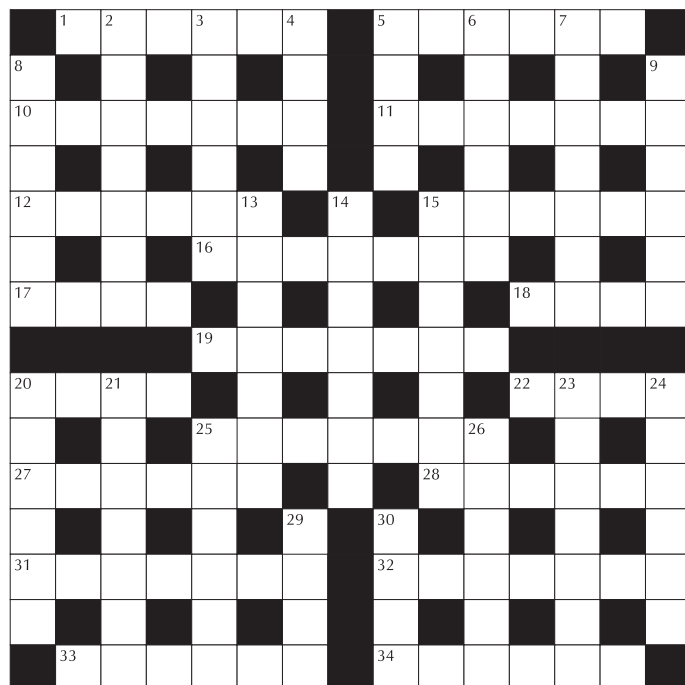
A fine caption 'clanger', admittedly corrected elsewhere in the magazine, had "... An Inter City diesel crosses Saddleworth Viaduct over the Huddersfield Canal while steam narrowboat *President* passes underneath." The picture showed a brick viaduct (our arches are stone), *President* has never been to Uppermill, no sign of Limekiln Lock, Inter City trains don't use the line and it's not Saddleworth or the Huddersfield Narrow Canal anyway! (May 05)

Cuttings collected by Patricia Bayley, Keith Sykes and Ken Wright.

Compiled by Bob Gough



Canalish Crossword - 47



- 31** This tea drunk on a Yorkshire jetty? (7)
32 Ideality I missed out alongside the canal towards Liverpool? (7)
33 Castle at the head of navigation of the Basingstoke canal (6)
34 Let pin drop where the lock gate pivots (6)

Down

- 2** Berets with one point at a Staffs & Worcs lock (7)
3 Spiv or another name for an early canal financier (6)
4 Set to go East on a Northumbrian river (4)
5 Not shallow! (4)
6 Lay new bricks in a lock on the L & L approach to Leeds (6)
7 Grab the horse - she's ran before I could get the equipment (7)

Across

- 1** Name of a row of cottages on the approach to Bugsworth Basin - otherwise a brewing receptacle! (6)
5 By using DIY at the Northern General Hospital initially you can take to the water in it (6)
10 Bring back to a usable condition (7)
11 The prow hit the bank of the River Trent at Kelfield - 4 miles from the birthplace of the founder of Methodism (7)
12 Navigable lake ending at Galway (6)
15 These have thirteen to the dozen! (6)
16 Briny junction on the BCN? (7)
17 Front of a boat (4)
18 Oxford river named twice? (4)
19 Alternative name for a flash lock (7)
20 Piscatorial temptation? (4)
22 Downstream from Norwich etc., find another river (4)
25 Edwina Currie, single on a boat (7)
27 Her wry grin at getting on a Norfolk boat (6)
28 So Moll gets lost down the Rufford branch (6)

- 8** Baked clay building blocks (6)
9 The most familiar of these is called Kit Crewbucket (6)
13 Be ratty when it goes flat and you can't start the engine (7)
14 Area of the Potteries at the junction of the T & M & Caldon canals (7)
15 Town on the River Waveney where one might Buy a fruit laden cake we hear? (7)
20 By which means excess water passes a lock (6)
21 The country of 12A (7)
23 Lash all loose items down as you approach Liverpool! (7)
24 Bert I'm off to get some wood (6)
25 Timber construction at the front of a working boat to support the top boards (6)
26 Dory no seaman would use beside the River Sort (6)
29 A joint that appears to be complete we hear (4)
30 Watch you don't fall over where a trail boat is launched! (4)

Solution overleaf

The 74 Club

The Society has commissioned a plaque to acknowledge boaters who have 'done' the Narrow. Cast in brass with a Royal Blue infill, the plaques are available by application from the Society office.

Transit of the Standedge Tunnel is accepted as proof of navigation. Simply contact the Society on 0161 339 1332 or Email (hcs@hcanals.demon.co.uk) to request an application form.

Since our last edition, we have had to order the casting of more plaques; the first 50 having been snapped up by intrepid boaters.

We are pleased to welcome the following boaters to the '74 Club'.

Mrs Buss	BLACKDEN GEM
M Eastwood	HORACE
G Lane	HEIDI
G Laycock*	TIRAMISUE
M Pegg	LA GOLONDRINA
A Parkes	TRYST
A Wattis	AEOLUS
M Chase*	SOMERSET
K Turner	FLYING FOX
C Brown	MYSTIC LADY
J Harwood	WARWICK
W Brown	MAL-MAR
A Kitson	BACK O' THE MOON
A Smith	ALISS
S Scholes	JESTER
J Meredith	KANO
T&K Bond	DANCING MOON

* also joined the Canal Society



The plaque is available at £5.00 for members, £8.00 for non-members and £4.00 for non-members who join the Canal Society at the time of applying. Postage & packing is £1.00 per plaque.

Bob Gough

Solution to Crossword 47



WATERWAYS WORLD

An extensive collection of Waterways World magazines has become available.

Please contact Bob Gough at the Society Offices, 0161 339 1332 if you are interested.

The Back Page

HUDDERSFIELD CANAL SOCIETY welcomes the following new members

2710 Mr Geoffrey Branner, [REDACTED]

2711 Mr & Mrs Geoffrey & Susan Laycock, [REDACTED]

2712 Mr Michael Chase, [REDACTED]

2713 Mr & Mrs Elliott & Ann Grimes, [REDACTED]

2714 Mrs Mary Fisher, [REDACTED]

MEMBERSHIP RATES

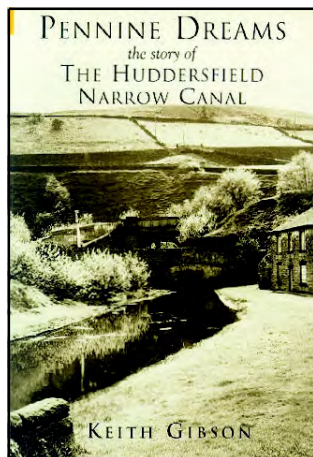
Individual	£9.00
Family	£11.00
Life	£90.00
Associate	£15.00
Corporate	£150.00

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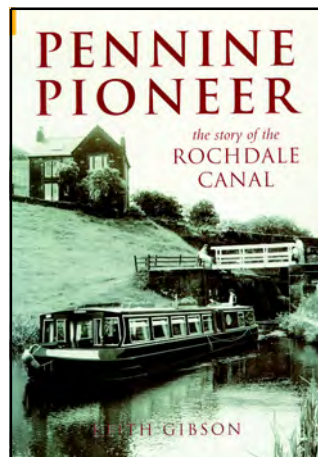
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PENNINE DREAMS the story of THE HUDDERSFIELD NARROW CANAL

PENNINE PIONEER the story of the ROCHDALE CANAL

by Keith Gibson



"Pennine Dreams" (ISBN 0 7524 2751 Z) and "Pennine Pioneer" (ISBN 0 7524 3266 4) are published by Tempus Publishing Ltd. and are available from the Society office at £16.99 (p&p free to members, £1.50 to non-members) each or from your local bookseller.

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