

Pennine Link

Magazine of the 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 gbm@talktalk.net

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
Chair - Promotions Group 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

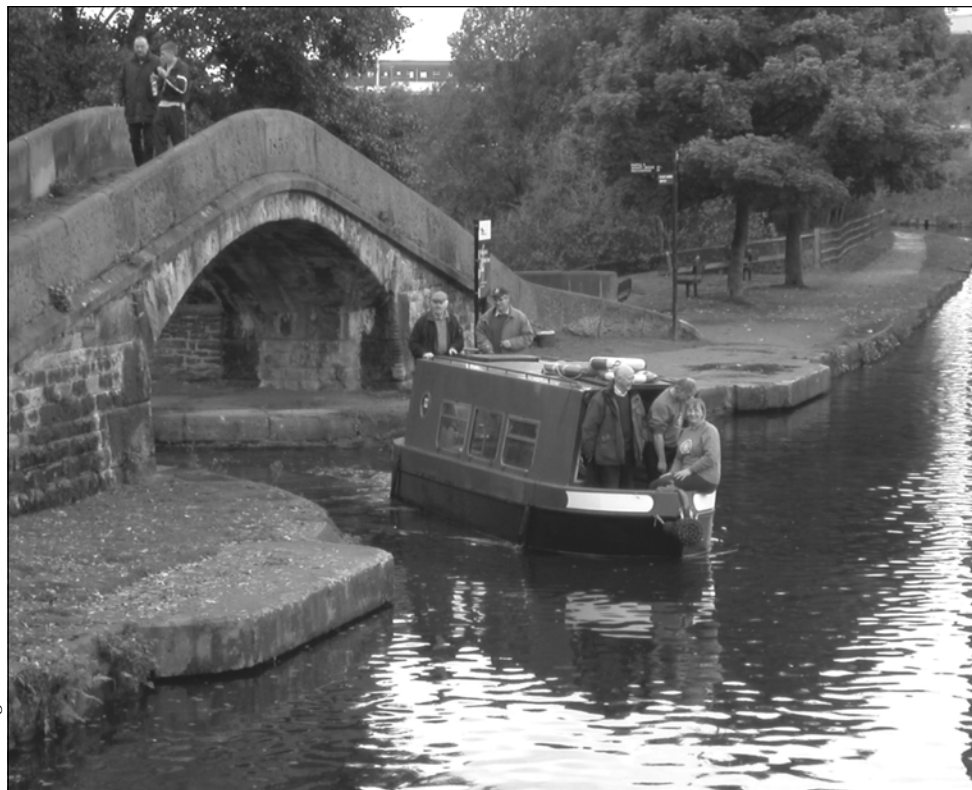


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Pennine *Link*

Issue 153

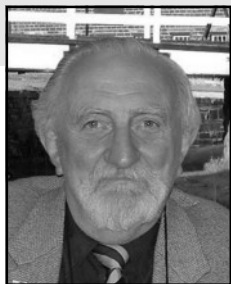
*A freshly repainted 'Marsden Shuttle'
leaving Portland Basin, en route to Marsden*



Bob Gough

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Cover: Redbrook Engine House on Standedge Moor. Photo: Bob Gough



Editorial

It seems as though many of our long term Christmas Wishes are coming to fruition this year.

The news that a Private Members Bill in the House of Commons, presented by David Heyes the Ashton MP, asking for protection of the line of all canals has got past its first reading is incredibly cheering. I know that Ed Mortimer has worked hard on this, but I should think that the example of the successful opening of 'our' canal has impressed Mr Heyes.

During the time we were still restoring, David Sumner was the driving force behind persuading MP's to propose the rescinding of the Railways Act that closed the Canal. This had the effect of helping every other restoration project that had been blighted by the 1946 Act. This new Bill, mainly to help the proposed Hollinwood Branch (see page 12), will bring joy to every other project in the country.

British Waterways are spending a lot of money on maintenance this Winter. Stabilising the bank between the River Tame and Canal just above Scout Tunnel is estimated to cost over £1M on its own. There are several other jobs going on and the canal operation should be easier than last year, although bringing the locks up to the dimensions required by the historic narrow boats is not on the list for this year.

All that it needs now is for the very few idiots we have in the area (and it is not just in the North West unfortunately) to use their 'talents' constructively away from the canal and it will become a gentle pleasure navigating from Ashton to Huddersfield.

British Waterways have appointed an ex Police woman to help with the problems of the yobs, and she has decided to start with re-educating the school children. I think she is absolutely right with this strategy. Apart from the odd person who is intent on vandalism, most of the troubles seem to come from the 15 to 20 year olds. If the up-coming generation can be taught to respect the environment, in a couple of years the problem will have gone away completely.

Can I add my voice to thanking Ken Wright for all his work for the Society over the past years, Ken has run the Transhipment Warehouse, worked the dredger, edited Plink, run the photographic competition and taken minutes at Council meetings in addition to being involved in almost everything else we have done. Enjoy a bit of quiet boating Ken, in 2006, and occasionally, just occasionally, as the ice cubes tinkle in your G & T's think of us fondly!

And finally, can I wish you all a very Merry Christmas, a prosperous and healthy New Year, and calm waters for all your cruising.

Brian Minor



Chairman's Report

Since restoration there has been a continuing debate within our Society as to its present and future role. Several initiatives have developed in

line with our general conclusions that we should move away from concentrating exclusively on the boating community and widen our appeal to all potential canal users. The restoration certainly benefited boaters and the letters we receive expressing enthusiasm for our canal confirm this. Indeed we have now issued no less than 76 of our special plaques to those who have navigated the entire length of the canal, its 74 locks and the Standedge Tunnel.

However, we have tended to neglect the immense attraction of the canal to members of the public with no particular interest in boats! Our monthly meetings with tourism officers from each of our three local authorities are helping to focus our attention on the canal's wider attractions. We are due to publish a new, comprehensive tourist leaflet in conjunction with Tameside, Oldham and Kirklees local authorities for national distribution. There will be an initial print run of 100,000 copies which feature all the salient points of interest along the length of the canal.

Tameside also sponsored a photographic competition for pictures taken of the canal within the Tameside area. This was very successful and some of the stunning photographs will feature in the next issue of Pennine Link.

Working together with the tourism agencies has created a bond with the local authorities that has initiated an in-depth study of the potential value of the canal to

everyone within the community. This is being carried out on a professional basis by PR students at The University of Central Lancashire.

As a part of this exhaustive project a questionnaire is being sent out to all recipients of this issue of Pennine Link. A post paid envelope is included - so please help the Society by completing and returning the form. I know how tedious these things can be but even if you feel on the very fringes of our membership, please do send it back!

We are delighted that Andrea Fisher has taken on the mantle of East Side Boat Coordinator. She carries out her work with the minimum of fuss and has the full support of her boat crews. Talking of which, I would pay tribute to the team who returned the freshly painted Marsden Shuttle from Ashton to Marsden - (see page 16). As a passenger on day one of the trip, I was impressed by the energy and enthusiasm of the boat crew!

Finally, I would pay tribute to Ken Wright who has decided to retire as a member of Council. I thank him for his massive contribution to our Society over many years and in particular the help he has given to me since I became Chairman. Whenever I have needed any help I have been able to rely on Ken as a source of historical and technical information. He has always done what he has promised and I will miss his wise contributions to our Council meetings. Thankfully, he is remaining a member of the Society and I expect to continue to seek his counsel where appropriate.

I hope you all enjoy your Christmas and wish you a Happy New Year. The Society is looking forward to an exciting 2006.

Neville Kenyon



HCS Council News

There have been two Council meetings since the last Pennine Link and this time I

managed to attend both of them!

Main items of interest recently are the move of the office into the transshipment shed, the continuing improvement in the activities of the Promotions Group, the now firmly established working relationship with local tourism officers and the growing interest in a back-pumping scheme for Marsden. No latest news when going to press of the big development in Greenfield.

28 September 2005

Following Ed Mortimer's talk re the Hollinwood Canal restoration a meeting had been held with Oldham Council officers who were generally supportive of the scheme, as are officers at Tameside, particularly regarding a major canalside development in Droylsden.

Chairman and Council were concerned at Bob Gough's absence due to a bout of glandular fever and wished him a speedy recovery.

Little progress recently on the proposed alterations to the transshipment warehouse.

Meetings with tourism officers going well; a new "Pennine Link" leaflet is being prepared, for national distribution, by the three local authorities and the Society.

The University of Central Lancashire are preparing a marketing exercise, using public relations students as part of their PR course.

Our finances continue to be in good order.

Trying to run the office, in Bob's absence, has demonstrated the need for a new computer system - probably to coincide with the move to new offices.

Volunteers were still painting the Diggle flight and hope to finish before winter.

The Promotions Group had been busy again. They had a successful weekend at the IWA National at Preston Brook. Working to improve stall management for next year.

The Society has entertained two groups recently. Trevor Ellis took round a party from the New Jersey Canal group and Ken Wright acted as tour guide to the State of New York Canal Society - a trip of such import that it was honoured by the presence of IWA National and Regional Chairman, John and Margaret Fletcher, and the editor of 'Waterways World', Hugh Potter.

Andrea Fisher has taken over as boats co-ordinator on the East Side.

There is still hope that the Standedge Visitor Centre will reopen fully next year. The Advisory Group has three members, all new, and Keith Sykes represents HCS.

The Society is contributing to a signage scheme in the Milnsbridge area.

It was suggested that the Marsden back-pumping scheme and the rumoured closure of Standedge Tunnel were

suitable subjects for the upcoming BW User Group meeting.

23 November 2005

After the Chairman had welcomed Bob Gough back to the fold, following his illness, he reported that a planning application had now gone in for the transshipment warehouse and that it was not a listed building.

The PR survey being carried out by University of Central Lancashire is proceeding according to plan.

Our new 'Pennine Link' visitor and tourism leaflet, produced in conjunction with our three local authorities, should be distributed nationally by next Easter.

We are looking for ways of involving new members in Council work, representing new disciplines in line with the Society's future role.

Our website is being upgraded to contain more information and be more user friendly.

The lack of progress on the possible back-pumping scheme to the summit pound

(which could equally affect East and West side) is causing concern and we are approaching BW for their views.

The Promotions Group is steaming along and already preparing for next year's festivals and rallies. They are also suggesting an 'art' competition, perhaps to alternate with the photographic competition.

Keith Sykes is the Society's 'rep' on the East side and is getting very involved in the many schemes lined up for the Colne Valley, mainly to do with signing, but there is also a proposed sculpture trail.

The Society has also been consulted on a proposed major redevelopment on the line of the canal in Huddersfield - the site of Sellers Engineering, where the canal is presently in a 'tunnel' under the works car park.

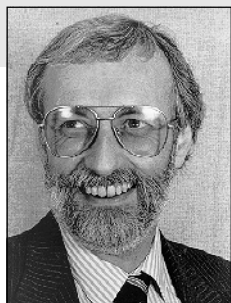
Before the meeting ended the Chairman reported that Ken Wright was retiring from Council and thanked him for all his efforts on the Society's behalf over the last twenty years.

Ken Wright

Standedge Visitor Centre - hope for the future?



Neil Outram



Disconnected Jottings

The roundabout of reorganisation at British Waterways has turned yet again, removing what at first seemed to be a key tier of senior

management. The jobs of the Managing Directors, North & South no longer exist, and the general managers of the waterway units report directly to Chief Executive, Robin Evans. Managing Director North, Derek Cochrane, takes on a new role as Regeneration Director where (amongst other things) he will be responsible for major waterway restoration schemes.

With almost all of the funding required being in place, Derek should move into his new role in time to see work begin on the restoration of the Droitwich and Droitwich Junction Canals. In addition, his experience should be useful for the Cotswold Canals where BW is submitting Stage 2 of the canal partnership's application to the Heritage Lottery Fund and the detailed application for grant to the Regional Development Agency. If approved these will allow restoration of the Stroudwater Navigation and the Thames & Severn Canal between Stonehouse and Brimscombe Port (where my publisher's office will overlook the canal). Fears that the cost of this work had increased to a level beyond the scale of grants that may be obtained seem to have diminished after the Heritage Lottery Fund agreed to accept a delayed submission of the Stage 2 application to allow for a more detailed investigation of certain costs.

The Cotswold Canals partnership is also looking towards work at the eastern end of the Thames & Severn Canal. The idea of

restoring the canal from the Thames to its junction at Latton with the derelict North Wiltshire Branch of the Wiltshire & Berkshire Canal is being considered as part of a large-scale scheme including restoring the North Wilts to Swindon. The Wilts & Berks Canal Partnership (which includes the W&B Canal Trust, the IWA and local authorities along the canal) and the Cotswold Canals Partnership are jointly preparing a funding bid for this work to the National Lottery for submission under the Living Landmarks scheme.

On 14 September, it was announced an Order is to be made by the government under the Transport & Works Act in connection with the Ashby Canal and this will be accompanied by a direction granting deemed planning permission for the work allowed by the Order.

This is the first Transport & Works Act order to be made for a waterway. Although still complex and costly, this method of authorising transport works was introduced as a means of simplifying procedures. An Act of Parliament would previously have been required. Indeed, you may remember that HCS, the local authorities and BW had to spend over £100,000 nearly twenty years ago to obtain an Act of Parliament rescinding the clause in the 1944 closure act making navigation of the Huddersfield Narrow Canal illegal.

The Leicestershire County Council (Ashby de la Zouch Canal Extension) Order grants powers to acquire land (by compulsory purchase if necessary) and to build the proposed 9 miles of new canal from the existing terminus of the Ashby Canal at Snarestone to Measham.

The original canal on this route was abandoned in the mid twentieth century because of mining subsidence. The new canal will be built part along the original route and part on the line of a disused railway. After a public inquiry last year, the inquiry inspector concluded that rebuilding the canal to Measham would have significant local economic benefits in an area suffering high unemployment after the closure of the coalmines. Rebuilding the canal will encourage new employment. It will restore derelict land, provide a valuable wildlife resource whilst having only a limited impact on existing wildlife, and have health related benefits for the community. The next step is to find the money. The fact that the County Council promoted the Order and has already restored the canal in the Moira area is important here because the Council has experience of funding bids and seems intent on rebuilding the canal as quickly as possible. Indeed, speed may be important because the Order requires the works to begin within three years and be complete within five.

British Waterways has secured the funding required to build the Liverpool Link Canal that will extend the Leeds & Liverpool Canal through the Central Docks alongside the river Mersey, across the Pier Head in front of the famous Three Graces Buildings and linking to the South Docks at Canning & Albert Docks. Two large grants, both of £7.5m, will come from the European Merseyside Objective 1 Programme and from the North West Regional Development Agency. Together with £1.7m from English Partnerships and other smaller sources, about £17m will be available. That might seem a huge sum for 1½ miles of canal, but this will be heavy engineering in an urban setting involving expensive alterations to the existing docks.

Work should start next year and be completed in time for Liverpool's City of Culture celebrations in 2008. The new canal, like the extension of the Ashby Canal, will create a destination that should be more attractive to boaters than the present insignificant end of the Leeds & Liverpool Canal. It is anticipated that the new canal will attract an extra 200,000 visitors annually to Liverpool, be the catalyst for around 200 new jobs and generate an extra 4,500 boat movements per year.

Much nearer, work has started on the Middlewood Locks project in Salford. This large-scale redevelopment scheme including multi-storey apartment blocks, hotels, restaurants and bars will surround a new canal that will become the first third of a mile or so of the Manchester, Bolton & Bury Canal. Not a huge length of canal but, perhaps, the most important part of the canal and the most difficult to restore.

The junction with the river Irwell (almost opposite Granada TV studios) will be restored, and then the canal will tunnel under the Inner Relief Road. The original staircase pair of locks from the river, infilled after the canal was closed and then demolished to allow for the Inner Relief Road, will be replaced by two new locks forming central features of the new development and the existing lock three will be restored. In addition to a contribution from the developers, European money and a grant from the North West Development Agency, Salford City Council will contribute towards the £4.2m cost of the canal works which should be complete by the end of next year. Our congratulations to our friends in the Manchester, Bolton & Bury Canal Society. Once this crucial link to the rest of the waterways network is in place, it should be much easier to find the money

to restore the canal back to Bolton & Bury. The concrete box of the tunnel under the Inner Relief Road was constructed when that road was built. The waterways restoration movement hoped that it would set a pattern for all future occasions when new roads were built on the route of waterways under restoration or with a prospect of restoration, ending many years of new roads arbitrarily cutting off the routes of canals. (Think how much easier it would have been to restore 'our' canal without all those new bridges.)

After the Lichfield & Hatherton's problems with the M6 Toll Motorway (overcome by the aqueduct that the Canal Trust built across the motorway after a massive fund-raising effort), government issued advice within its Planning Policy Guidance Note 13 to local authorities and the Highways Agency issued more detailed design advice in its Roads & Bridges Design Manual. The effect of these was to advise that where a new road would affect a waterway with a reasonable prospect of restoration, suitable provision for the waterway should be made so that its restoration was not made any more difficult or more costly. Ironically, after their problems with the M6 Toll Road, the Lichfield & Hatherton Canals Restoration Trust has found out the limitations of government advice. Part of the route of the derelict Wyrley & Essington Canal (the Trust refers to it as the Lichfield Canal) through the south of Lichfield was not considered viable for restoration. The Trust had identified a new route that the District Council had safeguarded through its planning policies for the area, alongside the proposed South Lichfield By-pass road. Unlike our situation with unitary local authorities, a two-tier situation still exists outside of the former Metropolitan County areas and the County Council is the highway authority in Lichfield.

The Trust had established what they hoped were good relations with the County which is building a new bridge over the canal on behalf of the Trust at Capper's Lane. The proposed by-pass road is being built in a piecemeal fashion by developers to provide access to new development in this part of the city.

When Persimmon Homes proposed a development of 230 dwellings with access from that part of the by-pass road alongside which the canal route had been identified, the Trust hoped that this development would provide a significant step forward in restoring the canal, possibly even including physical works towards constructing the canal. Things have not worked out quite as they hoped.

The District Council, as planning authority, arranged by a legal agreement with the developers that land required for the canal would be gifted to the Council, but the by-pass road as designed by the County Council makes less suitable provision for the canal than the Trust thought should be the case. In particular, a new traffic roundabout connecting the by-pass to Birmingham Road includes no bridge or culvert for the canal beneath the junction.

The County Council presumably had no money in its own budget to build the by-pass and was anxious not to ask too much from the developers in case the road costs made the development uneconomic. The Trust, no doubt, wishes it had lobbied the developers and the County Council more effectively when it was making representations to the District Council on the planning application. The District Council may possibly realise too that, rather than rely on a legal agreement about the provision of land and trusting the County Council to design a suitable road, a condition could have been added at the outline planning permission stage



Ken Steps Down

After 20 years loyal service to the Canal Society Director Ken Wright has decided to cease his active service at the end of the year.

I had not appreciated how 'involved' Ken had been until he summarised his various roles over the years.

Whether or not this is something of a record, his invaluable

For HCS Council: Council Member; Management Group Member; Minutes Secretary; Lecturer; Tour Guide; Oldham Canal Regeneration Group Rep.; Engineers Liaison Group Rep.; BW User Group Rep.; Caretaker (Transshipment Shed); Chairman, Standedge Visitor Centre Advisory Group. For HCS Restoration Ltd: Vice Chairman, Restoration Sub-Committee; Engineering Advisor; General Labourer; Dredger Driver; Painter and Decorator (Transshipment Shed); Surveyor; Joiner. For the Millennium: Founder/Chairman Local Authority Engineers' Design Group; HCS Member Executive Group Alternate Director, Huddersfield Canal Company; Standedge Visitor Centre Design Group. For Pennine Link: Editor (Won 5 Tom Rolt Awards for best Society magazine); Fundraiser (250 watercolours in 1984); Contributor (Jointly with 'The Wife' - Over 40 episodes of 'The Wife's Tale'); Council News Reporter; Photographic Competition Organiser; Press Cuttings Collector; Book Reviewer; etc, etc.

help
to the Society
should not be underestimated.
And don't think that Ken will be 'taking it
easy'; with such a broad range of interests and talents,
his 'retirement' is something of a misnomer, to say the least.

Ken assures me he will keep in touch and be generous, as ever, with his expertise on Society matters. Good luck Ken!

Bob Gough

safeguarding the entire route needed for the canal. That would have required the entire road design, including the new roundabout, to make suitable arrangements for the canal. It is very easy to be wise after the event. This may not be the end of the matter however.

The waterways movement, including British Waterways, feels very strongly that - welcome though it is - the provision of land alone is not enough. Constructing the canal will be more difficult and expensive than it would have been had

the design of the by-pass road not been as proposed. Accepting that government advice is advice - it is not an instruction, the two local authorities achieved less than might have been expected, especially bearing in mind the increase in property values likely from a waterside location. Although very late in the day with work presumably starting on site, there may still be room for negotiation if goodwill can be shown on all sides.

Keith Gibson

The Hollinwood Branch

Ed Mortimer (secretary of the Hollinwood Canal Society) gives us the latest news on the restoration proposals for the abandoned Hollinwood Branch of the Ashton Canal.

Daisy Nook

The Canal Society submitted a bid for a Grant of up to £100,000 to celebrate the Diamond Jubilee of the IWA in 2006. The bid was to completely reopen one mile of canal in Daisy Nook Country Park, from Crime Lake to Bardsley Bridge. It was prepared in partnership with Oldham Council, the owners of this length of canal. It was in the final short list of nine, but was beaten by a bid for the Wilts & Berks Canal Trust's Abingdon Junction project.

Crime Lane aqueduct (not far from Crime Lake) has developed several leaks.

The leaks are not from the aqueduct itself, but from the canal bank immediately adjacent. Oldham Council is monitoring the situation. The Society has expressed serious concern to the Council and has highlighted the very real and serious consequences of a failure (there is a lot of water in Crime Lake that would do a lot of damage).

Elsewhere the large aqueduct over the River Medlock has received some attention from Oldham Council.

They have cleared the majority of the vegetation (which included some small trees) that was growing within the stonework.



At Valley Aqueduct a working party weekend was held at the beginning of December. This was in conjunction with Waterway Recovery Group North West. Most of the work consisted of clearing small trees and saplings growing within the stonework. About twenty-five volunteers attended on both days, stopping overnight in a nearby school.

Droylsden

Detailed design work is at a very advanced stage for the massive £120m development at Fairfield Junction, Droylsden. This will include the reopening of the Hollinwood Branch from the junction to a new marina. British Waterways (who will take over the

Below left: The working party get stuck into clearing saplings.

Right and below right: 'Before' and 'after' views of the Valley Aqueduct.

Photos: Martin Clark



responsibility for the canal when it is completed) are doing some of the detailed canal design work for Tameside Council.

- ❑ Site investigation has found that the original canal walls are still in existence in places, but are not in good condition. The final design is to build completely new walls.
- ❑ There had been some earlier enthusiasm (mostly from the Council) for a bridge at the entrance. Historically there never was a bridge at the entrance. The final design (which has the support of the Society) does not include a bridge.
- ❑ Tameside Council and the Canal Society agreed that a new boaters toilet facility block be provided, but not amongst the new cafes and shops! The final design is for a new building close to Lock 18, away from the development.
- ❑ In the earlier proposals the canal line would have been completely blocked by buildings. In 2004 this decision was changed following intervention by the Canal Society. The final design includes a building spanning the line.
- ❑ The last bit will not be built as a canal just yet. The stumbling issue has been around who pays the maintenance afterwards: a shallow water feature becomes a liability for the council, and a fully reopened canal is a cost to British Waterways. The Society pushed for a fully reopened canal, pointing out that it would have value now as moorings. The final design includes for some of the canal walls to be built, and then infilled and paved over for now. A decision that the Society has decided to accept.

Tameside Council will be carrying out a public consultation exercise very soon, with displays at various local places, with an aim of submitting the planning application soon afterwards. Construction of the new canal could start in April. The reopened canal will not be available for use until after the development is completed, which will take several years. The proposed new facilities by Lock 18 are likely to be opened sooner.

Hollinwood

In Hollinwood, at the other “end” of the proposed restoration, Oldham Council is considering including a new canal as a feature within a large regeneration proposal on the former gasworks site. In addition, the Hollinwood and Failsworth Area Committee (Oldham Borough is divided into six area committees) have agreed to make the regeneration of the Hollinwood Branch Canal their main priority. To quote *“Officers agree that the project has merit and would bring another dimension to the regeneration of the area”*.

London

Meanwhile in the Houses of Parliament the Hollinwood Branch and the Society were part of a speech by David Heyes. He is a Society member, and is also the MP for most of the route. He was given the opportunity to put a Ten Minute Rule Bill. I felt very pleased to be able to work with David Heyes on this, and was quite stunned at how he was so quickly able to transform my thoughts into some fine words. *“That’s because I’m a politician,”* he said!

Here is some of what he presented to Parliament on 30 November to introduce his Abandoned Inland Waterways (Protection) Bill.

The Bill will safeguard opportunities for the restoration of inland waterways, especially canals, by ensuring a more consistent approach to planning and development activities that affect the original lines of abandoned waterways.

I should start by explaining how I came to attach importance to the need for this Bill..., and I should declare an interest as a member of the society that is working towards the restoration of the abandoned Hollinwood branch of the Ashton canal. In some places, especially through the Daisy Nook Country Park, this canal has been cosmetically refurbished. In other places, it has been infilled and built on. What is more, the construction of the M60 motorway has severed the original line in two places. Despite that, the Hollinwood Canal Society believes that it can be restored. I agree, but we are realistic about the time scale, which could be as long as three decades. I know that similar challenges are faced by many hon. Members in their constituencies

Planning guidance already exists in relation to inland waterways. The difficulty is that planning guidance is just that - guidance, and not mandatory. It is open to interpretation by planning officers, and one planner's "viable" is another's "non-starter".

One volunteer in my constituency ...

(speaking about my experiences in dealing with the local councils)

has expressed frustration that preserving the line of a canal can hinge on whether the senior council officer with local responsibility for inland waterways is sympathetic and enthusiastic or cautious and pessimistic about restoration. Given the time scale involved in restoration, changes in personnel are

inevitable and that brings the risk of inconsistency and uncertainty.

So, the problems are the lack of consistency of approach between local authorities; lack of consistency of approach between rural, urban and inter-urban areas; an over-reliance on the existence, skills and abilities of volunteers; the fact that construction projects that affect the line of disused inland waterways continue to be allowed, all too often without adequate consideration of the impact on the potential for future restoration; and the fact that PPGs are open to wide variations in interpretation and are guidance rather than being mandatory.

We must act now to prevent planning decisions continuing to be made that close the door forever on the eventual restoration of many of our inland waterways. I commend the Bill to the House.

Fine words, although it has little chance of becoming law (because it is unlikely to receive sufficient parliamentary time to progress). The Bill was unopposed on its First Reading and the Second Reading was set for 12th May. Such Bills may not often be enacted, but the content was certainly well presented. It excellently highlighted the issues for better planning protection and the precarious nature of existing projects such as the Hollinwood Canal depending on the whim and persuasion of local authority councillors and planning officials.

Visit the website for more details
www.hollinwoodcanal.co.uk

Ed Mortimer

Shuttle's Return



The Society's trip boat 'Marsden Shuttle' needed a re-paint and recently, Society volunteers navigated her from Marsden to Portland Basin Marina for some TLC. Resplendent in 'corporate blue', Marketing Officer Patricia Bayley is seen attaching the tiller arm, while Chairman Neville Kenyon (left) ponders the return trip ahead.

Photos: N Kenyon



And they're off, heading for the ASDA tunnel and Lock 1W on the Narrow.

A dramatic view rising from Lock 12W, Scout Green.



Safely under the Millbrook pylon. L to R - Alan Kershaw, Mark Nield and Martin Clark.

Lunch ahoj! Roaches Lock, Mossley.





Watch the paintwork, Martin!



Sharing Lock 18W, Greenfield.



Spectacular Pennine scenery, Greenfield.



On the Diggle Flight. L to R - Peter Ruffley, Inclined paddle gear, Inclined Kershaw, Martin Clark and Mark Nield.

Photographic Competition Results

After all the publicity and offers of rich rewards this year's competition produced only slight improvements in the numbers of photographs and photographers. We had 106 pictures from 15 entrants as compared to 82 and 13 last year - and still just ONE Junior entry, albeit from a new person.

Judge Geoff Hope commented on the constantly improving standard of entries but warned against relying too much on 'automatic' cameras, particularly digital ones. Several entries were spoiled by the exposure being incorrect, due to the camera 'seeing' the brightest part of the 'shot' and assuming the whole picture is of the same brightness. Similarly with automatic focus - it is possible to be taking a photo of two people in close-up and the camera actually focuses itself on a distant object between the subjects' heads!

Geoff recommends that owners of automatic cameras should check their manuals to see if their camera has an "exposure lock", sometimes referred to as AEL. For focus it is usually recommended to focus on the main subject, press the shutter button halfway to 'stop' the focus, adjust the picture to that required, then press the shutter button fully to complete the 'shot'.

Geoff has typed 11 pages of notes, one for each entry, and the relevant ones will be sent back with the photographs.

Unfortunately, he has opted to retire from judging the competition after this year. He has been our judge since we started in 1997, this year being the 9th competition. In the first one we had only 36 photographs from nine entrants so Geoff's workload has increased considerably over the years.

On behalf of the Society and all the photographers who have benefited from his experience over the years I want to thank Geoff sincerely for all his effort - this year the notes alone took ten hours to compile.

As you will read elsewhere I am retiring from active Society work after this edition of

Pennine Link so it's new blood all round next year! So, it's goodbye from Geoff and goodbye from me.

Ken Wright

RESULTS

CATEGORY 'A' - HNC - SENIOR

WINNER - John Harwood - Eyam, (*who has compiled our Crossword ever since it started*)
"Scout Tunnel"

RUNNER-UP - Julian Morgan - Guildford
"Stalybridge"

Highly Commended - Alan D. Bezer,
Paul Leeman

Commended - Allen Green, John Harwood,
David Chadderton.

CATEGORY 'C' - OTHER WATERWAYS - SENIOR

WINNER, OVERALL WINNER, CHALLENGE SHIELD WINNER - Julian Morgan - Guildford
"River Wey Navigation, Guildford"

RUNNER-UP - David Chadderton - Saddleworth
"Pontcysyllte Aqueduct"

Highly Commended - Julian Morgan,
Anita Crosby

Commended - C. Brian Holmes,
Alwyn Ogborn, Alan Crosby

CATEGORY 'D' - OTHER WATERWAYS - JUNIOR

WINNER - Ben Mitchell (13) - Meltham
"Barton Broad, Norfolk"

Julian Morgan is the overall winner yet again. He had a year off last year after winning in 2002 and 2003 but don't be put off. The competition is improving by leaps and bounds as the published photos show.

Nice to see John Harwood's name amongst the winners. John has compiled our Canal Crossword ever since its inception and is now approaching the 50th version!

Julian will receive the Challenge Shield for one year, together with a cheque for

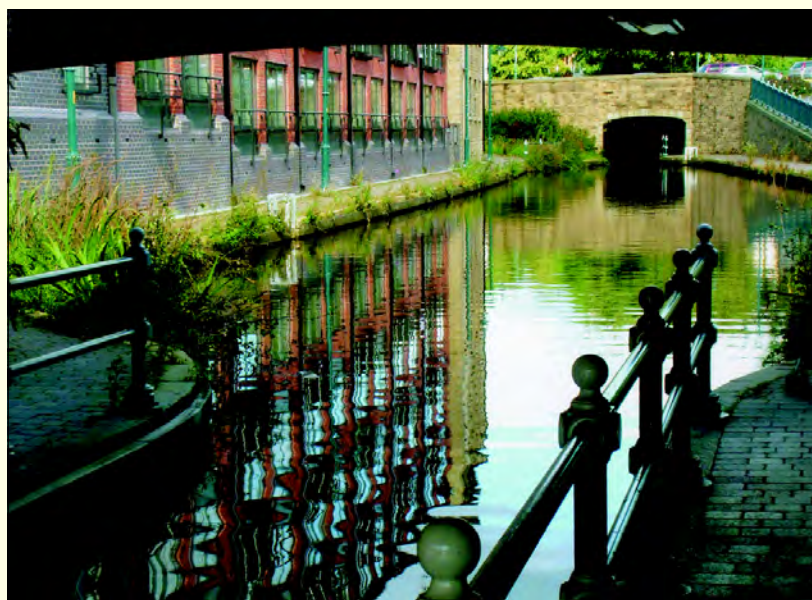
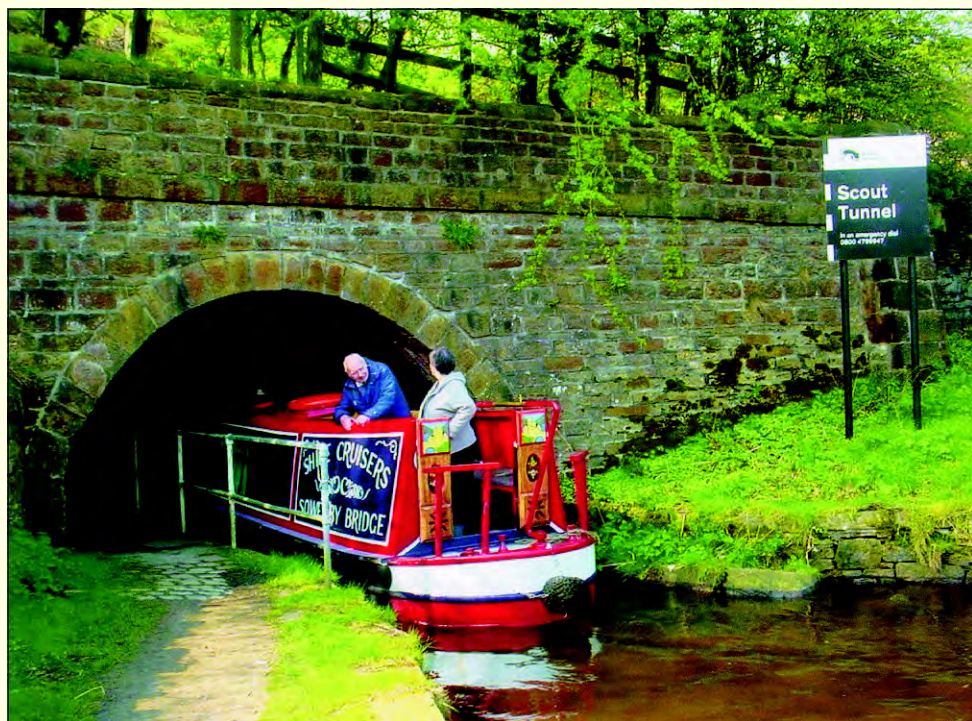


Julian Morgan - Winner - Category C and Overall Winner
 A super picture. A lovely composition. Perfectly exposed, the interesting subject nicely "fills the frame".

£150.00, and a replica shield to keep. John will receive £50.00 and the runners-up £25.00 each. Ben will receive £50.00 and the surprise Judge's prize. All winners, runners-up, 'highly commendeds' and 'commendeds'

will also receive a signed certificate. And all photos will be returned to entrants together with valuable individual comments from the judge.

Ken Wright



Top - John Harwood - Winner - Category A

I like this a lot. This photo is full of interest and colour.

Bottom - Julian Morgan - Runner-up - Category A

An excellent picture giving the viewer plenty to see. A very good use of reflections.

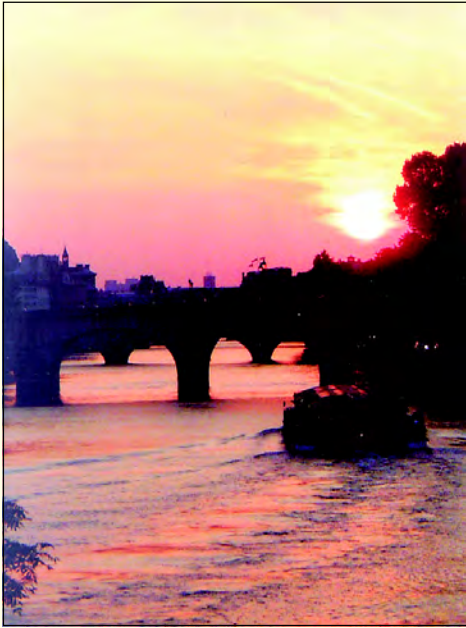


Top - Ben Mitchell (13) - Winner - Category D

Good shot showing the expanse of water available on the Broads.

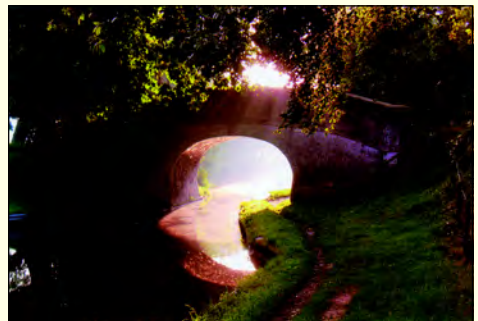
Bottom - David Chadderton - Runner-up - Category C

A very good photo showing one of the most important features of this masterpiece of engineering.



The Highly Commendeds: (above and clockwise)
Julian Morgan - Paris
Alan Bezer - Whitehead's Lock, HNC
Anita Crosby - Moored on the Rufford Canal
Paul Leeman - Longroyd Bridge, Huddersfield





The Commendeds: (above and clockwise)
David Chadderton - Rimmon on the HNC
Allan Green - Near the Trans-shipment Warehouse
Alan Crosby - Windermere
Alwyn Ogborn - River Weaver
John Harwood - Lock 17W
C B Holmes - LLangollen Canal

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The Huddersfield Narrow & Broad Canals





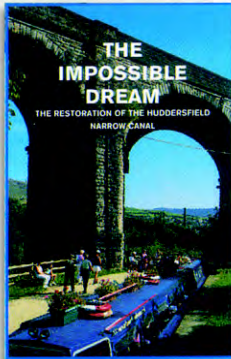
Around Standedge Moor



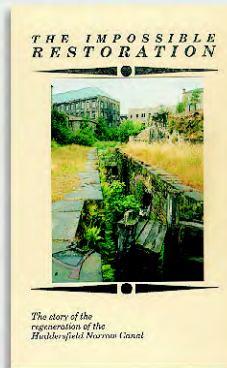
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'The Impossible Dream' tells the story of the restoration of the Huddersfield Narrow Canal, from an idea by enthusiasts in the early 1970's, through to the official re-opening by HRH the Prince of Wales, in September 2001, price £10.99 plus £1.95 p+p.



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

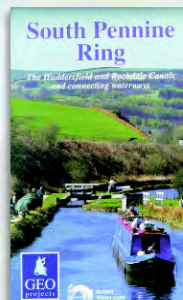
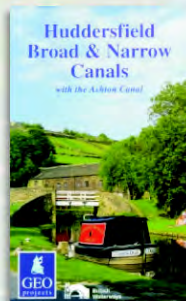


Chris Coburn's North West stage of his London to Inverness marathon.

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The Story of DB1 - Part 3

Photos: Alwyn Ogborn

Society Director Alwyn Ogborn's DIY Dutch Barge takes shape ...

Right! You know about the glorious engine. I'm so looking forward to it being commissioned and pushing us through the water, nice and gently on the canal, then showing its pedigree on tidal rivers and coastal waters. But mostly the former - a nice, steady pace of life preferred.

I left you last time at the point of having fabricated the ribs. The next stage was to get the base plates assembled ready to receive the skeg. The base came in three pieces - two huge and one small triangular piece for the stern end. I say 'came', but the small piece was missing and both the large pieces were exactly the same profile (they should have been different). In other words, I had 2 B1s and no B2 or B3. I have mentioned this bit before, but not the fact that the large base plates are by far the heaviest lumps of the whole kit.

The plates are 12mm thick, 1 and 2 are 20ft long and varying widths up to 9ft. At almost 1 tonne each, my little forklift truck has to be weighted down at the back to keep the steering rear wheels on the floor. It will easily lift a tonne, but because of the width, the plates had to be load-strapped back to the fork truck lifting framework, this moving the centre of gravity forward. It took a lot of persuasion to convince my 'perfect' suppliers of these mistakes, and that many other sections were either duplicated, wrong or missing. This was a taste of things to come.

Eventually, a lorry turned up carrying the correct base pieces, and, bearing in mind



my description of the weight problems, plates were swapped over and the lorry sent on its way. The next job was to lay the plates onto a prepared bed of old railway sleepers set at intervals on a good solid section of my works yard. A centre line was marked with a series of centre punched dots down each plate. With the two mating edges pushed together, these dots should have been dead straight fore to aft. They weren't! A lot of grinding had to be done to make them so. Eventually a good chamfer was ground onto each plate to give good weld penetration and the two joined together.

The next stage was to attach the skeg to the keelson (*above left*) - these are the bits that hold up the rudder - and fix them onto the base plate (*below*).





This, of course, is the underside of the vessel, so the whole lot had to be turned over. 1 tonne fork truck? No way. A crane was called for. A local firm I know have a crane hire business and a small crane known as the Iron Fairy. I don't know if this is a trade name or their term of affection for it!

Anyway, the crane came and set up on its stabilisers and lifted the now 40ft lump of steel with ease. Rotating through 180° was achieved and the base re-laid right-side up on the sleeper supports. To see such a lump of steel waving about like a giant sheet of hardboard as it was in a vertical plane is a fearsome sight. Your mind tells you it's a ridged mass and should stay straight, but gravity and malleable steel have other ideas. I should mention that the underside was given two coats of coal tar hull paint, before turning, to protect it. A deep V groove on this side of the joints now allowed another good deep weld to finish fabrication of the base.

During the steady process of construction, many people (gongoozlers) would stop to look over the boundary wall from the road and ask questions, like, 'What is it?' and 'How will you get that into the canal here?' To which the

answers are, 'It's a boat' and 'It won't go into this canal, it's too big.' But we had our regulars who seemed to follow progress with great interest.

We were now ready to start fitting the pre-assembled ribs at the 2ft intervals marked by small nicks on the base. As this progressed, the image (left) changed from that of a giant toast rack at first, to a whale carcass washed up on a beach. Being flat sections with no return angles (unlike angle iron), these also waved about alarmingly at the slightest provocation. This was resolved with the fitting of the chine side plates (below).

All the steel sections are delivered flat. The chines were lifted into position one end at the stern and at 90° tacked on at appropriate spots, and progressively pushed round to form the shape of the



hull. Three sheets each side made up what is mainly the underwater part of the hull. This is where further signs of poor profile cutting began to appear. At least one of the sheets had to be re-positioned twice due to its progressive misalignment as it was folded round. The final position left a V gap between the joined edges of the sheets, subsequently filled up with weld. After lots of pushing with fork truck, pulling with chain blocks, steel wedges and various clamps, the plates were forced into shape and a semblance of a boat shape emerged.

Next to go on were the two swim plates. These are the flat pieces at the stern over the swim and stern gear, followed by tacking the deck and gunwale plates onto the top of the ribs (*visible middle right*). This gave considerably more rigidity to the structure.

Then came the major cold 'brute force' bending of the side plates. These are the largest of the 6mm sections and the two stern pieces are a complicated profile to form the classic outward curved sweep of a Dutch barge 'rear end'. This is a major part of what I find so aesthetically pleasing about this kind of vessel. Anyway, to say it was a bit difficult would be an understatement. (Fill in the vocabulary required yourself.) The sheer size of the plates, lifted at only two points, meant that they were waving about alarmingly as they were swung into position (*top right - note the welding flash as the bottom corner of the side plate is tacked into place*).

The problems experienced with the chine sections described before



were multiplied with these sections, particularly on the port side. Tacking on and pulling round to find misalignment and grinding off the tacks became frustratingly common. We finally made it but with a gap of 12mm to nothing between the vertical edges of two plates. The obvious inaccuracy of the profile cutting was now becoming alarming. The expended man hours were about four times the expected. Still, it was definitely boat shaped now (*middle left*).

Adding the wheelhouse sides, floor and the low side plates at bow and stern, left one in no doubt that it was a boat. The regular gongoozlers usually had cheery comments, mostly 'It's coming on now, isn't it?' We always exchanged a cheery word and I think most of Mossley now knows of the project. It rarely escapes a comment in the local pub and butty shop. The back part of the wheelhouse was one of the few pieces bent by

machine. This went to a local specialist firm along with several other pieces for 'rolling' - bending into shape. Folded along marked lines to details given made the part fit nicely into the shape of the deck plates and floor (*bottom left*). This is the fixed part of the wheelhouse. The top section will be made of wood and glass and will have to fold down to allow passage under low bridges and tunnels.

We were now galloping on towards fitting the cabin sides and roof. Quite exciting to see it taking more and more shape, but conscious that most of it is only tacked together. The major welding runs (*which I referred to as 'seams' and got laughed at*) are to be completed at a later date.

I finally have news about a name. Tadddaa! From a chance remark by Joan about not having been anywhere lately (it was only a few weeks, but who's counting?), she said 'I've got itchy feet.' 'That's it,' I said. How about ITCHY FEET. We tried foreign versions*, including Latin, but this contained the word Pedus, which was sure to be corrupted by the mischievous... We'll stick to the English.

More in your next edition of Pennine Link.

Alwyn Ogborn

** Now there's a thought ... please submit some phonetic translations from other languages, the more obscure the better, and we'll keep a list going with Alwyn's accounts. How about 'Serbi me krakut' (Bulgarian) to start!*



The IWA National 2005 - Preston Brook

The first thing to get out of the way - never one for the suspense touch - is that we didn't win the magazine trophy this year.

I saw a couple of copies of the Cotswold Canal Society's winning entry and apart from them being full colour, there was nothing we would want to 'lift' from them.

The National this year was held near Preston Brook. The site was between the arms of the canal where the end of the Bridgewater descends through the Runcorn Locks into the Ship Canal with the main line running into the Trent and Mersey. Just for the benefit of those odd people who don't know - the Runcorn Locks were closed a few years ago and there is now an active restoration group vociferously trying to reverse this bit of short-sightedness.

T'was also nice to see my old boss from the Commonwealth Games performing the opening ceremony in her current job as Chairman of the Waterways Trust. Frances Done was the mainspring behind the games working so well and I hope that the London Olympic bid team contact her before they get into real trouble!

The immediate area is one of those dreadful 'new towns' that have no centre and everywhere looks exactly the same. The housing is of high quality and I've no doubt quite expensive, but not one to inspire desire and jealousy. I went out one night to experience the delights and flesh pots but couldn't find anywhere apart from identical



housing estates. Ann and I ended up at a branch of the Co-op and bought a ready meal to take back to the 'van.

As usual there were several hundred boats, a large field full of caravans and mobile homes and an even larger field for the show itself.



The showground was, in fact, too big. My main reservation was the fact that because of this large amount of space the organisers had spread things out so much that it became a long trek simply to get to our spot in one of the marquees. The main arena was another long stretch away and there were big spaces between sections of the show. From the pure marketing point of view a better atmosphere is created by exhibitors crammed closely together with narrow pedestrian ways between them. Go round your local market and see what I mean. Several of the commercial stallholders were unhappy about this as they felt that they were getting no 'passing trade' with these empty spaces between them and the next point of interest.

There was a good mix of entertainment in the main arena, sponsored by the Trafford Centre incidentally. The highlight each day was the cavalry show (*below*). This was good, even though it was obvious that apart from one or maybe two of the participants, no one had ever actually been involved in the serious business of cavalry (i.e. cutting the enemy to small pieces.) But the riders were good and handled their mounts well, and the animals were obviously in good condition.

One very impressive show was the bird handlers from Cheshire Wildlife, based near Northwich (*top left*). I treated my son-in-law and grandson to half day courses with them last year which they thoroughly enjoyed. I asked whether they were still running the courses; they were, but, because of the tremendous success, they had stopped taking bookings until they had cleared the backlog.

There was also a strong man act, featuring the popular 'Bed of Nails'. Not really my thing, but I still watched expecting to see the blood when he got up, but not a drop - perhaps the nails were blunted!

We had quite a good position in one of the biggest marquees and seemed to attract quite a bit of interest (*middle left*). The problem was with an 8 foot frontage, just a couple of members stopping to say 'Hello' blocked the pitch completely. As the whole idea is to talk to current members and attract new ones, it sometimes became very difficult. Still I think we kept everyone happy.

Can I thank everyone who did a 'stint' on the stall (*below*) and in particular thanks to Tricia and Bob for setting it up and working out what would fit in where and to Simon for taking it back! Everyone who did a session found it was a pleasure to be there as all our members are lovely people and come to see us with smiles on their faces.

Next year the National is going back to Beale Park when Bob, Alwyn and I with the assistance of Keith and Margaret Sykes, and Julian and Sally Morgan from Guildford ran it. Now we are contemplating our return and having a local canals grouping on the same stall; with the Hollinwood and the Stockport societies joining us. This should provide a great opportunity to promote our Northern waterways and more 'manning power', which will make life a bit easier for everyone!

Brian Minor



BW Works on the HNC - West Side

Since January the team working on the west side of the Huddersfield Narrow Canal have been busy carrying out a number of improvements to the canal.

As part of British Waterways Veg Pledge, all towpath side vegetation has been removed with spraying and additional works will commence in Spring 2006, off side works will start in January 2006.

Mooring bollards have now been installed at 70% of all locks and landings with our aim to be 100% completed by April 2006.

Twenty new Bat homes (*below*) have been installed along the canal following a study that discovered only a few sightings of bats roosting on the canal. Working in partnership with Greater Manchester Bat Group, the new homes should now help the conservation of bats in the area.



Shown below is the emergency stoppage we carried out on the 28th August when the tail gate cill became detached and the concrete backing failed. The team repaired this in ten hours working on a Bank Holiday weekend.



A £1.3million pound refurbishment to the Scout Tunnel embankment has begun in Mossley. The major repair works include strengthening the canal with the installation of a new canal bed lining, rebuilding and constructing of new canal washwalls.

Other improvements to the canal over the winter stoppage season include; new tail gates at Lock 17 west, new head gate at Lock 12 west and lock grouting at Locks 22, 23 and 24 west. Further improvements will include wash wall and by-wash reconstruction at Lock 15 west.

Towpath improvement works in Uppermill and the section at Brownhills is still ongoing due to weather conditions, we aim to have it completely refurbished very soon.

In addition to these works we have removed approximately 600m³ of rubbish from the canal, worked alongside the Environment Agency to prevent a potentially serious pollution incident at Dobcross and carried out general maintenance on the Canal.

Iain Weston

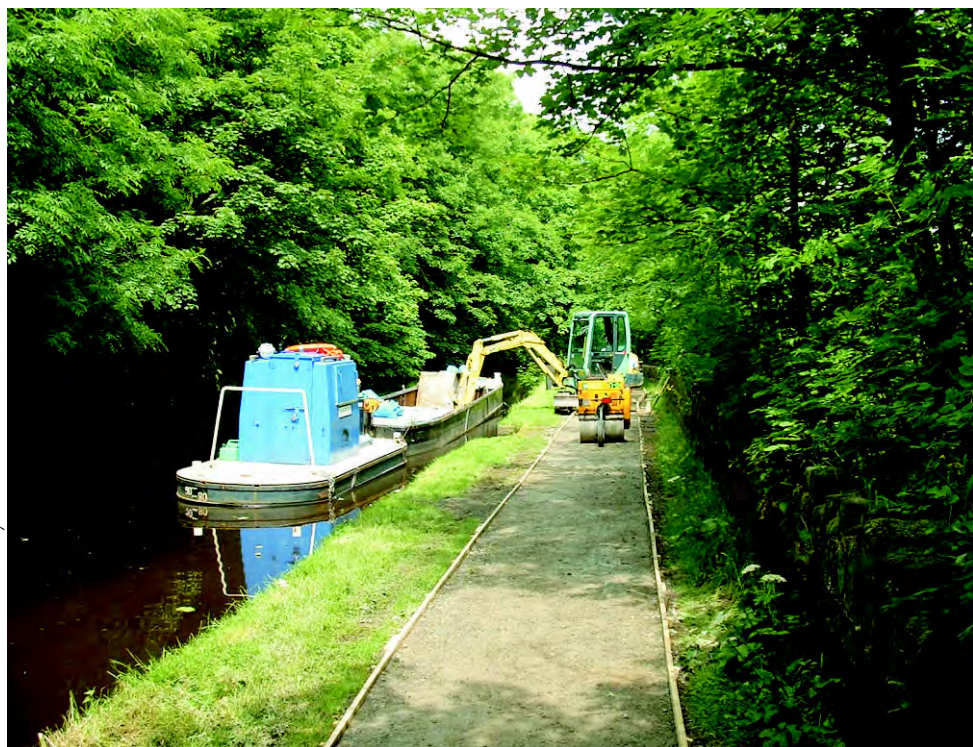
BW Waterways Supervisor



Above: Temporary works to conserve water prior to the major refurbishment of the Scout Tunnel embankment.

Below: Towpath improvements in Uppermill.

In both cases, workboats on the canal provide an ideal mode of transport for materials.



The Modern Navy?

On board HMS Victory with the Modern Navy ...

Nelson: "Order the signal, Hardy."

Hardy: "Aye, aye sir."

Nelson: "Hold on, that is not the message I dictated to the signals officer. What is the meaning of this?"

Hardy: "Sorry sir?"

Nelson (reading aloud): "England expects every person to do his duty, regardless of race, gender, sexual orientation, religious persuasion or disability." "What gobbledygook is this?"

Hardy: "Admiralty policy, I'm afraid, sir. We're an equal opportunities employer now. We had the devil's own job getting 'England' past the censors, lest it be considered racist."

Nelson: "Gadzooks, Hardy. Hand me my pipe and tobacco."

Hardy: "Sorry, sir. All naval vessels have been designated smoke-free working environments."

Nelson: "In that case, break open the rum ration. Let's splice the mainbrace to steel the men before battle."

Hardy: "The rum ration has been abolished, Admiral. Its part of the Government's policy on binge drinking."

Nelson: "Good heavens, Hardy. I suppose we'd better get on with it; full speed ahead."

Hardy: "I think you'll find that there's a 4 knot speed limit in this stretch of water."

Nelson: "Damn it man! We are on the eve of the greatest sea battle in history. We must advance with all dispatch. Report from the crow's nest."

Hardy: "That wouldn't be possible, sir."

Nelson: "What?"

Hardy: "Health & Safety have closed the crow's nest, sir. No harness. Also they said the rope ladder doesn't meet regulations. They won't let anyone up there until a proper scaffolding can be erected."

Nelson: "Then get me the ship's carpenter without delay, Hardy."

Hardy: "He's busy knocking up a wheelchair access to the fo'c'sle, Admiral."

Nelson: "Wheelchair access? I've never heard anything so absurd."

Hardy: "Health & Safety again, sir. We have to provide a barrier-free environment for the differently abled."

Nelson: "Differently abled! I've only one arm and one eye and I refuse even to hear mention of the word. I didn't rise to the rank of Admiral by playing the disability card."

Hardy: "Actually, sir, you did. The Royal Navy is under-represented in the areas of visual impairment and limb deficiency."

Nelson: "Whatever next? Give me full sail; the salt spray beckons."

Hardy: "A couple of problems there too, sir. Health & Safety won't let the crew up the rigging without hard hats. And they don't want anyone beathing in too much salt - haven't you seen the adverts?"

Nelson: "I've never heard such infamy. Break out the cannon and tell the men to stand by to engage the enemy."

Hardy: "The men are a bit worried about shooting at anyone, Admiral."

Nelson: "What? This is mutiny."

Hardy: "It's not that, sir. It's just that

they're afraid of being charged with murder if they actually kill anyone. There's a couple of legal-aid lawyers on board, watching everyone like hawks."

Nelson: "Then how are we to sink the Frenchies and the Spanish?"

Hardy: "Actually, sir, we're not."

Nelson: "We're not?"

Hardy: "No, sir. The Frenchies and the Spanish are our European partners now. According to the Common Fisheries Policy, we shouldn't even be in this stretch of water. We could get hit with a claim for compensation."

Nelson: "But you must hate a Frenchman as you hate the devil."

Hardy: "I wouldn't let the ship's Diversity Co-ordinator hear you saying that, sir. You'll be up on a disciplinary."

Nelson: "You must consider every man an enemy who speaks ill of your King."

Hardy: "Not any more, sir. We must be inclusive in this multicultural age. Now put on your Kevlar vest; it's the rules."

Nelson: "Don't tell me, Health & Safety. Whatever happened to rum, sodomy and the lash?"

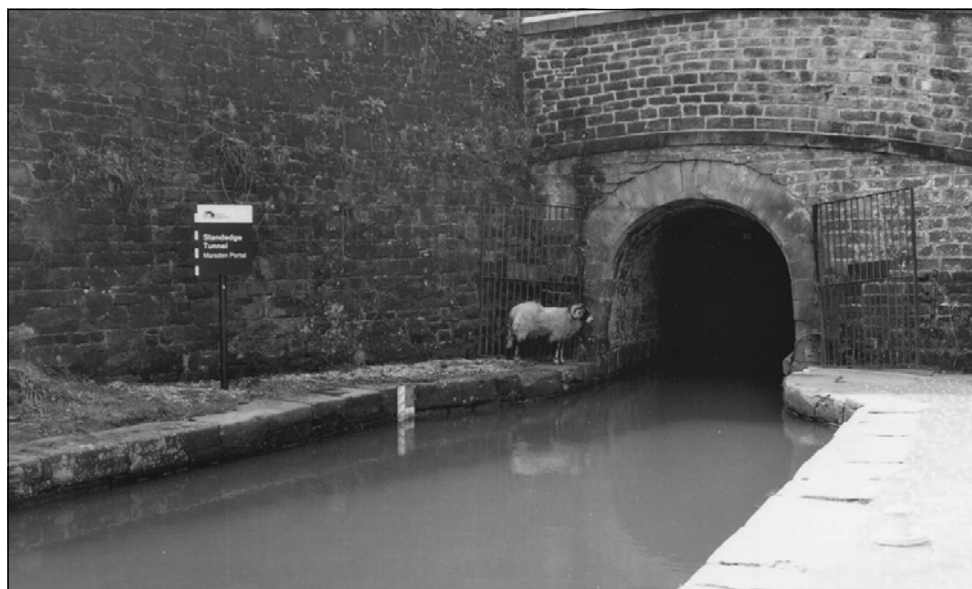
Hardy: "As I explained, sir, rum is off the menu! And there's a ban on corporal punishment."

Nelson: "What about sodomy?"

Hardy: "I believe it's to be encouraged, sir."

Nelson: "In that case ... kiss me, Hardy."

Reproduced with permission, Stuart Barnes, Macclesfield Canal Society



K Bolton

The Society had some interesting entries to last Issue's 'Caption Competition' and the winner is ...

"Cross that? What do you think I am, a hydraulic Ram!"

sent in by: Mr & Mrs J Pond, Bason Bridge, Burnham-on-Sea.

who receive a £10 Marks & Spencer voucher just in time for Christmas!

Nosh on the Narrow



Director Alwyn Ogborn and wife Joan sample the culinary delights of the refurbished Royal Oak, Millbrook. And its proximity to the Narrow makes it an ideal venue for a special evening meal.

The Royal Oak in Millbrook used to be a typical local, serving a pie and a pint plus pork scratchings and crisps.

It ain't no more! It's been transformed into a smart restaurant serving some of the best food around.

The interior has been completely revamped, with the entrance now on the side instead of the front, and consists of a small bar area and two table layouts with a low wall between. It's tastefully decorated, comfortable and, best of all, *non smoking*.

Joan and I visited on the 12th July, our second time since it opened, having walked from our Mossley home to Grove Road along the canal towpath.

The Royal Oak is a 7 minute very leisurely stroll from the BW service station, just above lock 8W, where there are moorings for an overnight stop.

I had a starter of asparagus, olives, sun dried tomato and Parma ham followed by smoked haddock and monk fish for the main course,

Starters

Soup of the day

Ripe avocado and prawns served with a fresh salad and Marie Rose sauce.

Tiger prawns pan-fried in garlic, lime and coriander and served on a bed of salad with a spicy chilli pickle chutney.

Asparagus, olives, sun-dried tomato and Parma ham salad served with a traditional French dressing.

Homemade paté served with salad and a fruit coulis.

Main courses

Fillet steak served with a Diane sauce, consisting of mushrooms, onions, cherry tomatoes, French mustard and red wine.

Pieces of smoked haddock placed on a monkfish, sweet pea and leek risotto and finished with cream and white wine.

Sweet chilli chicken supreme with stir fried vegetables and noodles.

while Joan chose avocado and prawns and a main course of fillet steak. House white wine for Joan and a bottle of South African red for me.

Although the sweet menu had some tempting offerings, we were both so full we couldn't have done them justice and so declined. The whole lot came to around £64 and we thought it was worth every penny.

The menus aren't extensive, but there's a good enough selection to suit most tastes.

Menu

Succulent duck breast served with an orange, brandy and caramelised onion reduction.

Rack of lamb brushed with honey, cinnamon, mustard powder and brown sugar, pan-fried and served with creamy dauphinoise potatoes.

Venison served with green peppercorn and brandy sauce.

All with vegetables of the day.

Desserts

Chocolate fudge cake

Toblerone crème brûlée

Apple pie cake

Mocha meringue torte

Italian almond roll

Pecan and toffee cheesecake

Champagne and strawberry torte

White chocolate tiramisu

Trio of ice cream

Various coffees

The offerings available on our visit are listed below and the menu is changed regularly. All the food is freshly prepared, so don't expect the instant delivery you get in places we refer to as OFFIMOP. i.e. Out From Freezer Into Microwave Onto Plate.

Anyone wishing to visit from the canal should walk (cycle, hitch a lift), along Grove Rd, eastward on the towpath side, to the main road. The restaurant is directly across the road on a sharp bend at the bottom of a short steep hill.

Beware of traffic on the corner. My only one regret about its transformation from a local pub is that hand-pulled cask ale is no longer available, only nitrokeg and lager. I can't drink that stuff, but that's a personal choice. Don't let it put you off visiting.

Alwyn Ogborn

Seen going through Slaithwaite centre on Tuesday 11th October 2005, steam launch 'Rimmon'

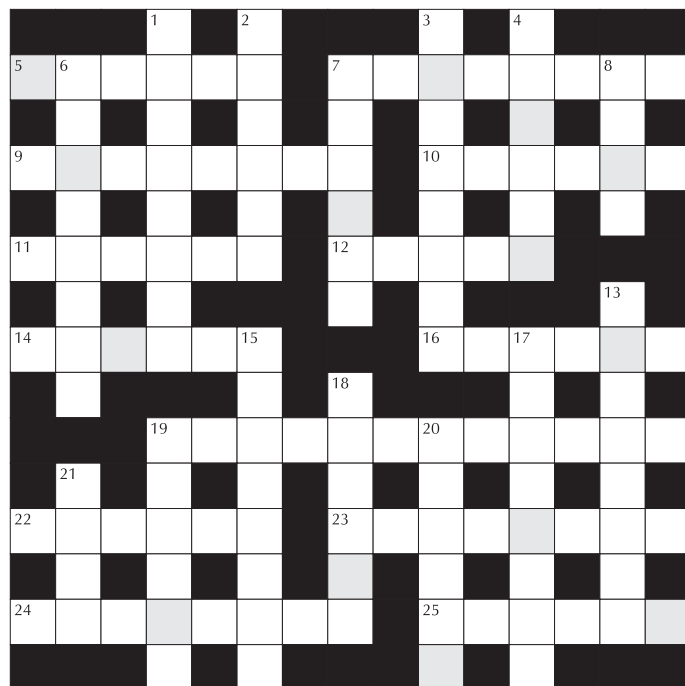
It had been slipped into the Huddersfield Narrow Canal at Slaithwaite slipway, above the guillotine lock, and then went on to descend it and through Slaithwaite centre, intent on completing 6 locks.

The steamboat was built in Uppermill and is kept at High Compton, Oldham.

Keith W Sykes



Crossword 48



- 23** Former branch of the Erewash canal nearly known to Rupert Bear? (8)
- 24** Village by Saddington tunnel on the Leicester line (8)
- 25** Sacrifices to boats? (6)

Down

- 1** Fluvium Deva - ask any Roman (8)
- 2** Purveyor of Sodium Chloride (6)
- 3** Brow link found near arches on the Northern Oxford canal (8)
- 4** Famous Yorkshire coastal town (6)

Across

- 5** Last of the Summer Wine's siren finds employment where boats get together (6)
- 7** Male deer at a high place helps supply the Chesterfield canal with water (8)
- 9** Roost Ben found beside the Chesterfield Canal between Ranby and Worksop (8)
- 10** Anthem played for an Avon lock above Bristol (6)
- 11** Developer Eve lost in a former lake in Holland (6)
- 12** Loyal metal compound (5)
- 14** Master a small river (6)
- 16** Centre of horticultural excellence not on an isle in the Wey! Direction lost (6)
- 19** Loosen unit on a riverside village above York (6,2,4)
- 22** A book on how to do it or do it by hand! (6)

- 6** Rows what viaduct used to cross the Erewash canal at Cotmanhay (8)
- 7** Where to lock into Bristol Avon (6)
- 8** Male river crossed at Braunston Puddle banks (4)
- 13** Ropers he taught at an Avonside town (8)
- 15** Holy man with territory on a former Scottish canal (8)
- 17** Southernmost junction (mesh lost) on the Staffs & Worcs (8)
- 18** Shire (6)
- 19** A lunch available in a small boat? (6)
- 20** Famous canal engineer associated with the Butterley company (6)
- 21** Autumn in America (4)

When complete, rearrange the letters in the shaded squares to find the hidden, seasonal message! Solution on page 50.

Christmas Quiz

1. What is Bruce Wayne better known as?
2. Name the seven dwarfs.
3. In 1988 Cliff Richard had a Christmas Number one – what was it called?
4. According to the song, what was the only thing the singer wanted for Christmas?
5. Who wrote ‘A Christmas Carol’?
6. How many Gold Rings in the song ‘The 12 days of Christmas’?
7. What was the pen name of Charles Lutwidge Dodgson?
8. What was the pen name of Samuel Langhorne Clemens?
9. Which Football Club is known as ‘the Trotters’?
10. Which English Leader banned Christmas?
11. In what country is Father Christmas known as Kriss Kringle?
12. What is the group name for Ants and for Bats?
13. What is Number 8 in the Beaufort Scale?
14. Mars has two moons or satellites what are they called?
15. Who was Scrooge’s partner?
16. In what year were electric lights first used on a Christmas Tree?
17. Who invented the ball point pen?
18. Who invented the battery?
19. Which famous book opens with the following words ‘Far out in the uncharted backwaters of the unfashionable end of the western spiral of the galaxy lies a small unregarded yellow sun’?
20. Who died on Christmas Day in 1977?
21. What does GI stand for when referring to an American soldier?
22. And finally ... which word in the English Language has the greatest number of meanings?

What the Papers Said

Huddersfield Daily Examiner

Slaithwaite residents were protesting over plans to extend a toilet block in the village. Since restoration of the Canal, the facilities have seen increased use and British Waterways were granted planning permission by Kirklees Council to extend the block. However, the residents claimed a mis-measurement concerning the proximity of the new building work meant the Council's decision did not comply with their Unitary Development Plan policy. Despite this objection, Kirklees confirmed their decision to approve planning permission and work is due to start next year. **(16/9/05, 4/10/05)**

Brian Badminton will be a name familiar to the early campaigners for the Society and Brian and his wife have recently cruised the Narrow. Pictured in the Examiner **(29/9/05)**, their journey was certainly an emotional one, especially when passing through Lock 23W (Dungebooth) in Uppermill; a lock Brian helped restore in the early 80s.

The Canal Society of New York State visited the Huddersfield Narrow recently as part of a three week tour of Britain's waterways; also taking in the museum at Gloucester, Anderton Lift and Falkirk Wheel. The group of 29 were particularly impressed with the Narrow, especially when they took a trip through Standedge Tunnel to see this famous feat of engineering at close hand. **(5/10/05)**

Sir Clive Booth, chairman of the Big Lottery Fund, visited the Colne Valley to see how grant money was being used to improve the River Colne corridor through the River Corridors Greenway Project.

He also took time to visit the restored Huddersfield Narrow Canal at Linthwaite for a 'balance beam' photo opportunity. **(3/11/05)**

Colne Valley Chronicle

In a front page article entitled 'Standedge reprieved?' the Chronicle gives an early assessment of the discussions between British Waterways and the Millennium Commission and their efforts to re-open the Standedge Visitor Centre. Society director Ken Wright commented that the Society would be happy to help out with volunteers to reduce overheads and Brian Minor's editorial from the last issue (152) was quoted in its reference to the warehouse and cottages. **(2/9/05)**

Oldham Evening Chronicle

The much needed resurfacing of the towpath in Saddleworth between the Brownhill Visitor Centre and Uppermill town was reported as past the halfway mark. The resurfacing stone was being transported by 'barge' and offloaded to the towpath for spreading. Included in the £100,000 project were improvements to the mooring bollards at Wool Road and the Saddleworth Museum and dredging. **(28/7/05)**

Twenty new bat boxes have been put up along the Huddersfield Narrow in Uppermill as part of the Daubentons Bat Recovery Programme. Encouraging the bats to roost should result in many more being seen feeding along the canal; another attraction for those leisurely evening strolls! **(25/9/05)**

In their 'Chronicle Living' section, reporter Geoff Wood gave a glowing

account of boaters cruising the restored and 'revived' Huddersfield Narrow Canal. Despite the number of locks and occasional stiff paddle gear, it's the Canal's picturesque setting, convenient hostelrys and, of course, Standedge Tunnel that are proving a winner. The Saddleworth Tourist Information Office and Brownhill Visitor Centre also have seen a significant rise in visitor numbers since the Canal re-opened. (27/9/05)

The Evening Chronicle's assessment of the proposed re-opening of the Standedge Visitor Centre in its original warehouse location, concentrates more on British Waterways plans for the future. BW Yorkshire's Service Manager, Janet Baverstock, was quoted at length and hoped they would be able to "provide a sustainable and attractive visitor destination which will please our existing customers and attract new ones to the Huddersfield Narrow Canal." (20/10/05)

Oldham Advertiser

In a piece headlined "The village of 'once was'", Diggle's claims to fame are seen as being for what it no longer has. The Narrow Canal comes off poorly, with it having "virtually no canal traffic and no celebration of its (*the tunnel*) existence other than an iron grid over the entrance" (4/8/05) *(The latter point should soon be rectified with environmental improvements and a new set of bespoke gates planned - a project financially supported by the Society. Ed)*

Tourism in the Oldham Borough is on the up and one of the factors in the boom has been attributed to the reopening of the Huddersfield Narrow Canal through Saddleworth, with many narrow boat enthusiasts visiting from as far away as the Midlands. The article quotes some

impressive statistics for visitor spend and estimates numbers are up by a third compared to 2000. (25/8/05)

The Hollinwood Canal Society have made a bid for the Inland Waterways Association's celebratory grant of £100k and in an 'exclusive', project manager Ed Mortimer outlined the plans for the grant, if successful, in restoring a section of canal in Daisy Nook Country Park. A decision was due on Bonfire Night, so it was 'fingers crossed'. (3/11/05)

British Waterways are spending £1.3m on canal improvements on the Mossley stretch of the Huddersfield Narrow. The work includes installing a new canal bed lining, rebuilding washwalls, upgrading the towpath and clearing obstructing vegetation. (24/11/05)

The Independent

Robin Evans, Chief Executive of British Waterways, in an interview with Jeremy Vine, outlined his plan to make the canals and rivers under its control, self-sufficient. His 'risk and reward' strategy has seen a 50-50 joint venture with Scottish and Newcastle waterside pubs, sub-towpath fibre-optic cables for Marconi and consideration of erecting radio masts on BW sites to generate income which would help free the organisation from Government grant dependence. (25/10/05)

*Cuttings collected by: Patricia Bayley,
Keith Sykes and Ken Wright.
Compiled by: Bob Gough.*



The Waterfront Quarter

Plans have been announced to build what is being called the Waterfront Quarter in Huddersfield.

About five hectares (twelve acres) of land to the south of the town centre between Manchester Road, the river Colne and Chapel Hill are planned to be the site of a large-scale mixed development of mainly apartment blocks and offices.

A central open square is likely to be surrounded by caf s, restaurants and bars, and, perhaps including a hotel.

The site is currently occupied mainly by the Sellers Engineering Company and the Kirklees Council owned West Riding House. The canal, that had been blocked here, was restored through the site as part of the huge Millennium project in 2001. From Chapel Hill Bridge, the canal now runs underground in a narrow tunnel below Sellers' works to emerge just beyond the works at the new Lock 4E.

The timescale for the development requires Sellers and the Council offices to move to new sites before redevelopment can start (perhaps as early as 2007) with the redevelopment then being phased over something like the next five years.

The scheme is planned by Ramsden and Colne Developments, a company jointly set up for this purpose by Sellers International and a development company, Castlebridge Developments.

Leeds architects, DLG Architects, have been appointed and early sketch proposals for the site can be viewed on the Ramsden and Colne company's website www.ramsdenandcolne.co.uk but these will be subject to considerable change depending on discussions with Council planners and developments in the

real estate market as the plans come nearer to fruition. It is hoped that an outline planning application to obtain approval in principle for redevelopment of the site will be submitted to Kirklees Council very soon.

There have been comments to the effect that it is unfortunate that these plans did not come sooner, and that the redevelopment of the site could then have been better co-ordinated with restoration of the canal, perhaps allowing for the canal to have been rebuilt at ground level rather than in a tunnel.

The fact is, however, that the property market in Huddersfield has changed dramatically since plans were made for restoring the canal. Relatively good motorway links, the frequent (although often desperately overcrowded) train service to Leeds and Manchester, the growth of the University and changes in fashions have led to a demand for high quality apartments within the town that would only have been a pipe-dream in developers' eyes when the canal restoration plans were formulated ten years ago. Indeed, the restoration of the canal has itself been a catalyst for this.

The influential 1535, The Melting Point scheme that has seen the former ironworks at Priestroyd Mills converted to



apartments could hardly have taken place without the canal alongside having first been restored to navigation.

Several members of your Council have had a preliminary meeting with the developers and we hope that contact will be maintained as the scheme develops, to ensure the best possible outcome for the canal and its users.

Although we may like to see the canal tunnel opened up and the channel widened through the site that is unlikely to happen because the approximately triangular shape of the land means that there is a very tightly confined space between Manchester Road and the river.

If the canal were to occupy a wider open channel here, little space would remain for development.

One thing that does seem likely, at this early stage, is that the part of the canal tunnel passing under the main central square of the development may be opened up into a wider water area that will form a visual centrepiece for the development. We are keen to ensure that this is carried out so as not to inconvenience waterway users and to a high visual standard.

Keith Gibson

Artist's impression of the Waterfront scheme



DIG Architects

Patricia Bayley - Marketing Officer

The Society's newly appointed Marketing Officer, Patricia Bayley, tells us about herself and her love of canals.

I was born in Nottingham, a veterinary surgeon's daughter and from an early age I helped out in the practice. After college in Grimsby I was a microbiologist in two canning factories in the Fens, then married David Bayley and had my first child, William.

In 1985 we moved to Birkby in Huddersfield for David's job and had a daughter, Christina a year later. Since the late eighties I have administered companies for David selling equipment and chemicals for industrial effluent treatment and for ten years I was on the Executive Committee of the Seasonal Affective Disorder Association, helping to develop and publicise the charity.

I have always loved the Pennine Hills and as we explored the area we became aware of the Huddersfield and Rochdale Canals. A walk up the towpath followed by a cuppa at Tunnel End Cottages or the Moonraker Floating Tearooms was a favourite way to spend Sunday afternoon and entertain visitors. We briefly explored the Huddersfield end of the Narrow from the University but were rather stunned to meet a blank wall at Bates Mill and it felt too isolated and derelict to visit again. How different that area is now.

In 1997 after my marital separation, I saw my first copy of Pennine Link at the Moonraker Tearooms. I thought it was a brilliant magazine so I joined HCS and attended a couple of socials and a walk from Grove Road to Scout Tunnel. From Pennine Link I began to understand more about the canal system and I

found the tale of the building of the canal and the years of struggle to reopen it inspiring.

I went to watch the Re-Opening Ceremony of the Narrow at Huddersfield University on 1st May 2001 and congratulated our neighbour Alan Stopher, who was the Huddersfield Canal Company Project Engineer on the final phases of the Restoration. Through him I met Peter Smart, who later became my partner. Peter was crewing Shire Cruisers "Leicester" for his second cousin Cynthia Sully and her husband John, who was HCS Treasurer at the time.

Peter and I share a love of music and he introduced me to narrowboating around Birmingham and on the Leeds-Liverpool. We have also joined John and Cynthia on the Rochdale, the Falkirk Wheel and the Lancaster/Ribble Link. We both had previous sailing experience, standing us in good stead when we became boat crew at Tunnel End.

Since my children had gone to University I was looking for a new challenge, so I was delighted when offered the part-time job as Marketing Officer for HCS.

Patricia Bayley

Patricia at the helm of the 'Marsden Shuttle' approaching Roaches Lock.



Neville Kenyon

Letter to the Editor

Dear Sir,

Why are there so few boats on the Huddersfield Narrow Canal? Do your readers have any opinions? The scenery is as good as any. The pubs, if you take time to look, are as good if not better than most. Facilities for restocking the galley are adequate and sensibly priced. Water quality is not a problem, a bit rocky and shallow in parts but so are others. The locks are not difficult to operate, indeed they are easier than some on busy cross country routes. Access to both ends of the canal is reasonably convenient from popular waterways. So, why are there so few boats on the Huddersfield Narrow?

Is it that some boats will not fit? This restriction is not unique to the HNC, many canals have dimensional limits of one kind or another. Could it be that some boaters would like to linger awhile, do nothing for a couple of days but get their breath back in a pleasant setting and then take a closer look at the more interesting bits? There are plenty of these for the culture-starved plain dwellers. The Pennine Way, industrial archaeology, pack horse trails, Tunnel End, Summer Wine locations, moorland geology

and so on. After their relaxing break some boaters might even, dare I say it, turn around and go back the same way. This would be a pleasant two week cruise from lots of places. If this is the case, the obvious places for popular visitor moorings would be on the East and West of the summit pound. Would it matter if boaters chose to spend a day or two moored on the summit? I think not. The water levels tend to recover overnight, or they did when we ran trips many moons ago to and from Slaithwaite. Lock passages could still be booked or grouped, again this is not unique. More to the point, strict timetabling, which is a pain to most pleasure boaters, would be unnecessary except for those actually passing through the Tunnel. Even for these, a more relaxed and flexible relationship with the waterway manager would evolve if the visit were not reduced to being a fleeting, clock watching task from beginning to end. Pleasure boating and clock watching are incompatible.

Are there any other views out there?

Yours faithfully,
(Name and address supplied)

*Bound to the timetable -
boats waiting at
Dobcross to ascend the
Diggle Flight*



The 74 Club

The Society has commissioned a plaque to acknowledge boaters who have 'done' the Narrow.

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.

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

S&C Hayes	KYME
M Ogden	LITTLE MESTER
J Singer	BRACKEN
R Webster	YORKY
S&G Marsden*	LAURA
Mr Turlington*	CORNWALL
K Sykes	MORNING MIST
S Haywood	JUSTICE
D Airey	LADY ANN
L Evans	MISSTRES
M Rolfe	WAVERLEY
Mr Green	AQUILA
D Farrell	ENA MAY
D Tomlinson	NELL
R Waterlow	SILKSTONE
W Sibley	MINNEHAHA
Valerie Buck	AMBER CRYSTAL
J Parker	LILLIAN ROSE
A Hayes*	THE ARKENSTONE
B Hindle	DEVON
G Harman	ANTARES
P Green	NORTHUMBERLAND
A Rayson	FRILFORD

* also joined the Canal Society

Christmas Quiz answers

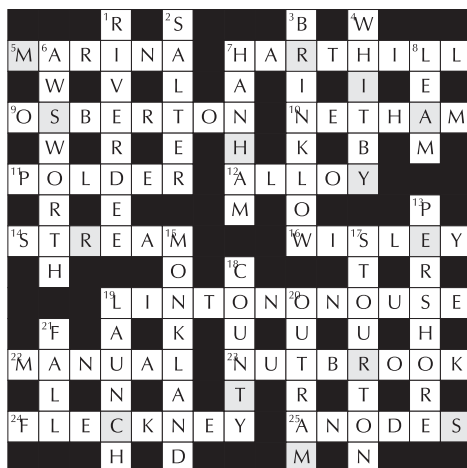
1. Batman
2. Bashful, Doc, Dopey, Grumpy, Happy, Sleepy and Sneezy
3. Mistletoe and Wine
4. My two front teeth
5. Charles Dickens
6. Five
7. Lewis Carroll
8. Mark Twain
9. Bolton Wanderers
10. Cromwell in 1647-60
11. Germany
12. Colony
13. Fresh gale
14. Phobos and Deimos
15. Jacob Marley
16. 1895
17. Ladislao and Georg BIRÓ
18. Allesandro Volta
19. The Hitch Hiker's Guide to the Galaxy
20. Charlie Chaplain
21. Government Issue
22. SET



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 48



And the hidden greeting is 'Merry Christmas'!

The Back Page

HUDDERSFIELD CANAL SOCIETY welcomes the following new members

- 2715 Mr & Mrs David & Diane Calverley, [REDACTED]
2716 Ms Annette Hetherington, [REDACTED]
2717 Mr John Stuart Broadhurst, [REDACTED]
2718 Mr J Ulrich Singer, [REDACTED]
2719 Miss Jean Helliwell, [REDACTED]
2720 Mr Steve Haywood, [REDACTED]
2721 Mr & Mrs Paul & Susan Turlington, [REDACTED]
2722 Mr Ross Waterlow, [REDACTED]
2723 Mr & Mrs Stuart & Gillian Marsden, [REDACTED]
2724 Mr & Mrs Robert & Linda Barth, [REDACTED]
2725 Dr Alan John Hayes, [REDACTED]
2726 Mrs Jackie Jones, [REDACTED]
2727 Mr & Mrs Anthony James & Jennifer Wilkinson, [REDACTED]
2728 Mr & Mrs David & Valerie Lee, [REDACTED]

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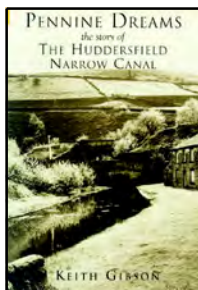
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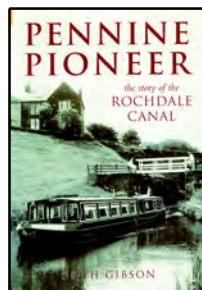
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PENNINE PIONEER the story of the ROCHDALE CANAL

by Keith Gibson



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