

Pennine Link

Magazine of the Huddersfield Canal Society



HUDDERSFIELD
CANAL
SOCIETY

Issue 154 - Spring 2006

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Pennine Link

Issue 154



Bob Gough

Keith Sykes is our stalwart representative at British Waterways' Yorkshire Waterways User Group meetings. Over the past two years, supported by the South Pennine Boating Club and Shire Cruisers, he has raised the request that boaters on through passages be allowed to remain on the summit pound at Marsden longer than overnight, either before or after their tunnel passage. Mooring bollards were installed last year above the top lock (42E) (*photo*), but no relaxation on the 'no mooring in excess of overnight' prevailed.

At this March's User Group meeting, David Crane, Operations Manager - BW Yorkshire Region, agreed that not only boaters making

passage through the tunnel would be allowed 48 hours mooring, but also boaters coming from Huddersfield who did not intend making the tunnel passage could ascend to the summit pound and use the moorings for 48 hours before returning down the Marsden flight on certain days of the week.

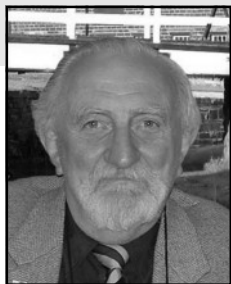
This concession will be for a trial period of 3 months from April to June and provided it caused no great water supply problems, it could be extended for the rest of 2006.

Great news for boaters and tourism for Marsden!

BW Yorkshire Waterways - 0113 281 6800

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Cover: Reluctant daffodils, enthusiastic boater! Wool Road, Dobcross. Photo: Bob Gough



Editorial

Although it is still raining heavily and is still too cold for most of my garden plants to show many signs of life I am assured by all the pundits that

Spring is officially with us! With the amount of rain falling - perhaps Alwyn knows something we don't in building his ark! (See current progress in this issue). I haven't been down South for some time so I can't comment on the hosepipe bans they are facing, but certainly on 'our' canal, the reservoirs are up to 99% full.

Can I congratulate Keith Sykes in particular and Keith Noble for all the nagging and badgering they have done at User Group meetings resulting in BW's decision to allow 48 hour mooring just outside the tunnel. Frankly as much of the commercial traffic in the working days did not complete a through route, it does seem wrong that people just out for fun should be forced to make a trip into the darkness. It will also bring trade to businesses at the top of the flight and increase the awareness of all the benefits the restoration has brought.

During the coming season the society will be on show at the legging celebrations at Tunnel End on the 7th and 14th May and at the Milnsbridge festival on the 3rd June. If any of you can spare an hour or two to help man the stand at these events please give Bob or Alwyn a ring. These events are usually good fun, most of the people who come on to the stand are enthusiasts and all are enjoyable to talk to.

I was part of the group recently who saw the work going on near Scout Tunnel - see the reports by Keith and Alwyn in this issue. Apart from the thoroughness with

which the job is being done I was rather startled by the Health and Safety issues. We all had to wear hard hats, steel tipped boots and fluorescent jackets. We had nearly an hour's instruction before being allowed on site, there were as many of 'them' as there were of 'us' and all we were doing was walking down the bed of a drained canal. I know that our safety was their main worry, but it did seem to me to be well over the top.

It is not just on a building site, 'risk assessments' need to be done for almost every human activity at present, childrens' playgrounds that only open when a trained adult is present, goggles worn when learning how to fish; no wonder there are yobs about, vandalism is the only activity that doesn't need a H&S survey first!

Brian Minor

For the last 40ish years, my job has entailed travelling the country, mainly by road, driving myself to Kent, South West, Aberdeen many times, and as far as John o' Groats.

Consequently, I am sick to the back teeth with driving and road transport. Increasing congestion and traffic density makes me so glad Joan and I decided to go and live on the water. I experience perverse pleasure passing below, or sometimes above, crowded noisy motorways on a canal boat. So I wrote this*:

Motorway, oh motorway,

I hate you, I do,

I'd still have my sanity, if it wasn't for you,
Forgive me, forgive me, if I seem to gloat,
As I pass right beneath you in my narrowboat.

Dashing at speed

From one place to another,

To be held up by traffic,

Or crashes,

Why bother?

Alwyn Ogborn

** extract from a major Ring Cycle*



Chairman's Annual Report

Your Society has enjoyed another successful year during which there have been several significant developments.

Perhaps the most important of these has been the introduction of regular meetings with the tourism officers of the three local authorities - Tameside, Oldham and Kirklees. Not only have they cooperated in the development of a new national promotional leaflet for our Society (due out in May) but they have also been most supportive of all our marketing initiatives. We have been encouraged by their involvement, which has sparked determination to promote our Canal not just to boaters but also to every kind of potential user.

Another related development has been the appointment on a part-time basis of Patricia Bayley as our Marketing Officer. Tricia has represented the Society on several canal-connected committees in addition to her involvement in organising our stand at the National Waterways Festival at Preston Brook in August. Unfortunately, her activities had to be curtailed at the year-end due to ill health and we wish her a speedy recovery.

During the year, with encouragement from the local authorities, we employed the Public Relations Department of the University of Central Lancashire to undertake two projects on our behalf. These were conducted by PR students who met with Society members and focus groups during a lengthy research period. One group was engaged in identifying the needs of our own members and the other looked outside our Society towards other

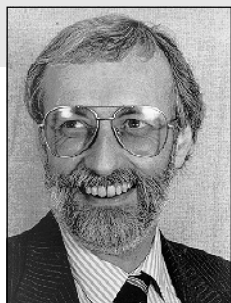
potential users and interest groups concerned with the canal. Their reports will be discussed during April 2006 and full information will be given to members at the Annual General Meeting in June 2006. It has been a delight to work with these groups of enthusiastic students and we await their final reports with interest.

In addition to our own annual photographic competition, efficiently organised for the last time by Ken Wright, Tameside MBC sponsored a similar competition to encourage photographers within the borough to take pictures of the canal locally. This was well supported and an exhibition of the winning entries was mounted at the Portland Basin Museum at Ashton under Lyne.

Your Society has had continuing interaction with British Waterways during the year and their marketing personnel have agreed to join us at our monthly meetings with the tourism officers during 2006. The latest reorganisation of BW has divided their responsibility for the Huddersfield Narrow Canal. They now have separate West and East side management responsibilities - one based in Wigan and the other in Leeds. This initially caused us (and them!) a degree of confusion. However, communication lines are now well in place and we look forward to continued positive relationships in 2006. One important issue that has dominated the East Side in particular has been the future of the Tunnel End Visitor Centre. This has now been resolved and the Centre will reopen in the Spring of 2006 with a re-vamped exhibition area with admittance free of charge.

Another exciting development has been our agreement to move headquarters from our Ashton office to the Transhipment Warehouse at Dobcross near Saddleworth.

cont'd over ...



Disconnected Jottings

The start of major physical restoration work on the Cotswold Canals was brought a vital step nearer by two announcements made on 25

January. The Heritage Lottery Fund has offered a grant of £11.9m and the South West of England Regional Development Agency will contribute a further £6m. Together with earlier announcements of local authority funding and the decision of Gloucestershire County Council to transfer some of its landholdings in the area to British Waterways, the bulk of the money needed for the first phase of large-scale restoration here is now in place. The Cotswold Canals Trust and the Waterways Trust will carry out a fund-raising exercise to bridge the remaining gaps. It is hoped that work will begin in late summer on the restoration of the Stroudwater Navigation from Stonehouse to Stroud and the connecting Thames & Severn Canal from Stroud to Brimscombe Port.

Because of the size of grants likely to be available this first phase restoration scheme for these important canals extends westwards only to Stonehouse. That will leave the Stroudwater Navigation divorced from the rest of the network by the difficult section between Stonehouse and the Gloucester & Sharpness Canal at Saul Junction. Including the construction of new bridges under the M5 motorway, the A38 and a railway, restoration of this section will not come cheap. On behalf of the partnership between the local authorities, the Canal Trust and British Waterways, a bid has been submitted by British Waterways for £15.95m towards restoration of this missing link under the Living Landmarks scheme of the Big Lottery Fund. If successful, it is hoped that the link can be restored by 2010.

The Big Lottery Fund is offering regional grants of between £10m and £25m, together with a massive national grant of around £50m, under this Living Landmarks scheme. The national grant will be decided by a television vote next year.

cont'd ... This is an excellent canal side location which is owned by BW who have agreed a 10-year lease to our Society. Bob Gough, our tireless Administrator is anticipating the move (expected to take place during May 2006) with a degree of trepidation, as the upheaval involved is likely to be quite exhausting!

We have lost three members of Council during the year. David Stubbs resigned as East Side Boats Co-ordinator as did David Finnis, our Press Officer, who, after many years' service to our Society, has now moved out of the area. Ken Wright decided to retire after serving the Society in a succession of roles over many years and

tributes to his work were made in Pennine Link magazine. We thank all three for their efforts on our behalf. We are delighted that Andrea Fisher agreed to take over the position of East Side Boats Co-ordinator and that she is getting good support from her volunteer crews.

I anticipate a successful but challenging 2006 for the Society and thank all our loyal members for their support and enthusiasm. Also, my thanks to our Board of Directors who foster the HCS culture in a sensitive and businesslike manner engendered by many years of corporate experience.

Neville Kenyon

Not surprisingly, the Cotswold Canals Partnership is not alone in bidding for this substantial pot of money - the best one-off opportunity for large grants since the Millennium scheme that saw restoration of 'our' canal completed.

Other major waterways restoration bids (in ascending financial order) are:

1. £11.2m to restore four miles of the Montgomery Canal from Redwith to Llanymynech.
2. £11.2m to restore the North Wilts Canal from Swindon to Cricklade.
3. £14.6m to restore the Hatherton Canal between the Staffs & Worcester Canal and the BCN.
4. £25m to restore the Derby Canal from the Erewash Canal at Sandiacre through the city of Derby to the Trent & Mersey Canal at Swarkestone. A massive rotating arm device is proposed in Derby to lift boats over the river Derwent.
5. £25m to restore a link between the Grantham Canal and the river Trent following a new route that includes a boat lift at the junction with the river.
6. A second bid on the Grantham Canal, again for £25m, to rebuild the terminal section of the canal under the A1 to a restored canal basin in Grantham.
7. £25m to complete restoration of the Manchester, Bolton & Bury Canal from the section now under restoration in Salford to Bolton and to Bury.
8. £25m to restore the Monmouthshire & Brecon Canal from the current limit of navigation in Cwmbran to Newport, including reopening part of the Crumlin Arm of the canal.
9. £25m to restore the Shrewsbury & Newport Canal between the Shropshire Union Canal at Norbury Junction and

Wappenshall junction in Telford.

10. £50m to restore the 14½ miles of the Cromford Canal from the Erewash Canal to Cromford.

In addition, two bids for £25m have been submitted for work on the proposed Bedford & Milton Keynes Waterway that is intended to link the river Great Ouse and the East Anglian waterways with the Grand Union Canal and the main canal system. Then there are a couple of wider ranging bids that also include waterway restoration. A bid from the National Forest includes part of the Ashby Canal where restoration has recently been approved under the Transport & Works Act. Nearer to home, a scheme to regenerate the town of Staveley includes restoration of over two miles of the Chesterfield Canal.

The coincidence of many of the requests being for £25m suggests that the targets of all but one of these bids are the regional awards.

It will be interesting to see if any of these bids are successful. There will be strong competition from all sorts of projects in addition to waterways schemes as the opportunities for such large grants are rare.

The sort of grant levels that have been more likely to be achieved (and even these are difficult and complex to bid for) are two Heritage Lottery Fund grants towards further restoration of the Montgomery Canal announced in January. £547,500 has been awarded to British Waterways and £490,000 to Shropshire County Council. These grants will allow the canal to be restored from the current limit of navigation at Maesbury to Redwith Bridge.

Other news affects three of the Living Landmarks bidding schemes.

First, the Friends of Cromford Canal have persuaded UK Coal and Derbyshire County

Council that completion of restoration of the Smotherfly opencast coal mining site should be delayed. Here, the river Erewash had been diverted into a new channel, approximately on the line of part of the Pinxton arm of the derelict Cromford Canal, whilst mining took place and the planning permission required restoration of the river to its original route and filling in of this temporary channel. The Friends group, which was formed in 2002 many years after the granting of planning permission, realised that the diversion channel could be used as the basis for restoring a significant part of the canal. UK Coal and Derbyshire County Council have agreed that, for the moment, restoration will be delayed to give time for a scheme of restoring this part of the canal to be put together.

Second, the Chesterfield Canal Partnership has been offered a grant of £75,000 by Yorkshire Forward, the regional development agency, to pay for a design study of the length of canal between Killamarsh and Kiveton Park. When complete, there will then be known engineering solutions for all of the remaining unrestored parts of the canal. The Killamarsh – Kiveton Park section includes finding answers for Norwood Tunnel, part of which collapsed in 1907 and was never re-opened. It is assumed that the solution will be to open up a large part of the central section of the tunnel as part of the country park area now being created on the site of the former Kiveton Park Colliery, but that the tunnel will be partly restored to take the canal under the route of the M1 motorway. Between the tunnel and Killamarsh, there is the currently derelict Norwood flight of locks. Once the engineering report is available, the partnership will be able to plan for major grant applications leading to complete restoration of the canal.

Third, we looked in the last issue at the difficulties faced by the Lichfield & Hatherton Canals Trust in rebuilding part of the Wyrley & Essington Canal on a new alignment in the city of Lichfield. Readers of the waterways press will know that British Waterways has offered to provide engineering advice to Staffordshire County Council on accommodating the canal alongside the by-pass road that is planned here. It is likely that the Canal Trust might have to embark on a large-scale fund raising exercise to fill the financial gap but after their success in funding the aqueduct over the M6 Toll Motorway that should be familiar territory to the Trust.

Finally, and much further south, the Wey & Arun Canal Trust has appointed consultants W.S. Atkins plc, to produce a Completion Strategy for restoration of the canal, looking at issues such as water supply, engineering solutions, the environmental impact of restoration and the costs involved. Over many years, the Trust has restored 9 locks and 22 bridges on the canal. The considerable support for restoration that the Trust has built is shown by the wide range of contributors to the study. In addition to a financial input by the Trust itself and by the IWA, contributions are being made by the South East England Development Agency, Horsham & Chichester District Councils, Waverley Borough Council, Surrey and West Sussex County Councils, the Environment Agency and English Nature.

Keith Gibson

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What's in a Name?

Kieth Gibson & Trevor Ellis tackle the tricky problem of naming the locks on the HNC.

We have spent some time considering lock names on the Canal. There are two main sources of information - the 1825 Bradshaw map & various articles in Pennine Link.

The Bradshaw names need interpretation on the East Side because two locks were omitted from the map. As a result, the lock names 'slipped' so that, for instance, Ramsden Locks are shown as being the widely separated 12E & 13E rather than 13E and 14E, closely spaced beside Ramsden Mill. Some of the Bradshaw names are hardly names at all (e.g. Thirteenth Lock) and others have been altered by current usage (e.g. Uppermill Lock [21W] is known as Wade Lock today).

The Pennine Link names have appeared in various other publications but some of them seem to be of very dubious origin. They seem to have been based on a combination of the Bradshaw map names and an attempt that was made about fifteen years ago in the HCS office to find a name for every lock.

Some of the changes or additions to the historic Bradshaw names reflected known current usage (e.g. Roaches Lock) or local topographical features or place names (e.g. Woodend Lock). Others, however, seem odd because the feature selected was either remote from the lock or so obscure that it is difficult or impossible in some cases to identify now. At least three of the names were not intended to have escaped from the office, being an anagram of a staff member's name, a staff member's nickname & the name of someone's cat!

Removing dubious geographical names and the apparent joke names and then combining the remaining Pennine Link article names with those from the Bradshaw map, we believe that the names in List 1 below are either historically correct or so intimately related to their locality as to be accepted today. In addition, we suggest here

one or two additional or altered names that seem appropriate. Where no source is noted, the name is derived from the Bradshaw map. Names suggested in the HCS office are marked (office).

LIST 1 - Suggested Names for HNC Locks

Lock 1W

Ashton Lock

Lock 2W

Plantation Locks

(Office) Because Plantation Street crosses the lock tail.

Lock 3W

Plantation Locks

(Office) called this Tame Lock (*see below as to why that name is wrong*) but it is so close to Lock 2W that we suggest the two should be known as Plantation Locks.

Lock 4W

Un-named

Lock 5W

Castle Hall Lock.

Bradshaw named Lock 6W as Castle Hall Lock (Castle Hall referring to an area on the Cheshire side of Stalybridge) so, historically, naming Lock 5W in this way is suspect. However, in the appendix to Pennine Dreams, Keith Gibson referred to Lock 5W as Castle Hall. That was a mistake caused because Lock 5W had been partly underneath the (demolished) Castle Hall Sports Centre. Because the original Lock 6W no longer exists and because of the relatively modern naming of that building, it seems logical to continue that error and transcribe the name to lock 5W - unless some local historian proves us wrong.

Lock 6W

Un-named

Lock 7W

Mottram Road Lock

The Bradshaw map has this as Top Lock (i.e. Stalybridge Top Lock) but Mottram Road

Lock seems to be the modern usage.

Lock 8W

Staley Hall Lock

Lock 9W

Black Rock Locks

An (office) name that was based on an old LMS Railway map that refers to a lock tail bridge as Black Rock Bridge.

Lock 10W

Black Rock Locks

Although (office) called this Avenue Lock, the lock-tail bridge referred to at Lock 9W was actually at the tail of Lock 10W, so this should really be Black Rock Lock rather than Lock 9W. As they are so close as to be a definite pair, we suggest the two be called Black Rock Locks.

Lock 11W

Un-named

Lock 12W

Whitehead's First Lock

Presumably, Whitehead was a lock keeper here; there is no record of his second lock!

Lock 13W

Micklehurst Lock

Although (office) called this Wharf Cottage Lock, the old LMS railway map referred to above names the bridge here as Micklehurst Bridge. On the same basis as naming Lock 9 & 10W Black Rock Locks, we suggest this should be Micklehurst Lock.

Lock 14W

Woodend Lock

A sensible (office) name based on the adjacent Woodend Mill.

Lock 15W

Roaches Lock

Bradshaw has this as Fifteenth Lock but it is known after the Roaches locality today.

Lock 16W

Gas Works Lock

We think this was probably an (office) invention, but it may have been based on local knowledge. The gas works was alongside the canal here.

Lock 17W

Un-named

Lock 18W

Keith Jackson Lock

Keith Jackson was a job creation worker who died in a tragic accident at this lock. The lock was unofficially named in his honour. Bradshaw has this as one of two Royal George locks.

Lock 19W

Royal George Lock

Lock 20W

Hall's Lock

HCS publications have referred to this as Hall Lock whereas the O.S. Map and more recent Saddleworth Historical Society publications refer to Hall's Lock. We believe that is likely to be correct. (Who was Hall?)

Lock 21W

Wade Lock

Bradshaw has this as Uppermill Lock but Wade Lock has been the current usage for at least 100 years. (Who was Wade?)

Lock22W

Dungebooth Lock

Lock 23W

Lime Kiln Lock

Lock 24W

Wool Road Lock

Lock 25W to Lock 30W

Un-named

Lock 31W

Geoffrey Dickens Lock

Officially re-named in honour of the late MP, Geoffrey Dickens. Bradshaw has this as Ward Lane Lock.

Lock 32W

West Summit Lock

Bradshaw has this as Summit Lock. We think West Summit is an acceptable alteration to that historic name. (Needed to allow for East Summit Lock.)

Lock 42E

East Summit Lock

Bradshaw had no name, other than naming

part of the Marsden flight of locks as the Francis locks (after the lock keeper?). (Office) suggested Railway Lock (apparently from the pub across the road rather than the adjacent railway). We suggest that East Summit Lock is a better name, being geographically correct and tying in with West Summit for Lock 32W.

Lock 41E, Lock 40E

Un-named

Lock 39E

Warehouse Hill Lock

An (office) name based on the adjacent road and bridge. N.B. Warehouse Hill referred to a canal warehouse here. We think the name has some local usage.

Lock 38E, Lock 37E

Un-named

Lock 36E

White Syke Lock

An (office) name based on the old LMS railway map that refers to the lock-tail bridge as White Syke Bridge.

Lock 35E, Lock 34E

Un-named

Lock 33E

Pig Tail Locks

(Office) named this Sparth Lock. That was the name used by Keith Gibson in the Appendix to Pennine Dreams but Bradshaw has this (and 32E) as the Pig Tail Locks. We are not certain if there was any justification to change from that. Is there is a local usage of Sparth Lock?

Lock 32E

Pig Tail Locks

Lock 31E

Booth Lock

Lock 30E, Lock 29E

Un-named

Lock 28E

Waring Bottom Lock

An (office) name derived from the adjacent farm properties.

Lock 27E

Un-named

Lock 26E

Shaw Carr Wood Lock

Bradshaw used the local spelling Shaker Wood rather than the 'polite' Shaw Carr. Take your pick! (Office) called this Skew Bridge Lock because it was thought that Lock 24E was Shaw Carr Wood Lock. That was based on a misreading caused by the colouring of the Bradshaw map almost obscuring the lettering.

Lock 25E

Shuttle Lock

Lock 24E

Guillotine Lock

A modern invention by Trevor Ellis that nobody should object to.

Lock 23E

Dartmouth Lock

A name referred to in Colne Valley Folk by Ernest Lockwood. It has historical provenance based on the former Lord Dartmouth pub, which stood nearby (and the continued existence of the Lords Dartmouth as major Slaithwaite landowners).

Lock 22E

Pickle Lock

A Bradshaw name but what does it mean? (Pickle Top is on the hillside nearby.)

Lock 21E

Waterside Lock

A new lock - but just as appropriate a name for the new Lock 21E as when Bradshaw so-named the old Lock 21E.

Lock 20E

Spot Lock

A Bradshaw name but what does it mean?

Lock 19E

Holme Lock

Lock 18E

Carr Lock

This has generally been referred to as Can Lock. We think that was based on a misreading of the Bradshaw map, which has Car lock. The currently accepted spelling of

West Side Winter Stoppage Works

Between November 2005 and March 2006 we completed work on our annual winter stoppages; the works have been extensive and have amounted to a significant financial injection by British Waterways and its partners on the Huddersfield Narrow.

The stoppages proceeded well and we managed to complete additional works to improve the operation of the waterway. The following projects were completed without any accidents, ahead of schedule and within budget. This is a testament to all those who worked so hard both on the ground and in the background and I would like to thank all those who helped achieve this, both BW staff and the numerous third parties that assisted us throughout the year.

Scout Embankment Works

Relining works between locks 10 & 11 west and at the winding hole by Scout Tunnel have been completed; these works were to remedy significant leakage into the River Tame at both locations, (*see reports on pages 36-39*). On the completion of the landscaping works visitor mooring will be installed along the relined section with financial assistance towards signs and rings from the Canal Society.

Pressure Grouting at Locks 22, 23 & 24 West

We have engaged a specialist contractor to carry out grouting of locks within the Uppermill and Dobcross areas; this work has been a combination of the new and the old to ensure that we take nothing from the heritage of the locks. The grout used is a formula based on cement and bentonite clay, which never sets hard underground and remains elastic to compensate for any movement of the structure or surrounding ground. The bentonite expands and fills voids behind the lock walls resulting in

greater stability of the lock and reduction in water loss through leakage. Due to the success of this, we will be extending the scope of this project to repair additional locks on the HNC in the future.

Gate Replacement at Locks 2 & 17 West

The tail gates at L17W were replaced as they had twisted so far as to make it difficult to make a lock; this was due to the quoins having moved over the years causing the gates to bend with the water pressure. The new gates had to be modified far beyond a normal refit to enable them to work correctly and to prevent them from twisting like the old gates. The head gate at L2W was replaced as it had suffered significant damage as the result of a boat strike earlier in the season.

Gate replacement at Lock 17W



At both locations existing hydraulic paddle gear was replaced with T&M gearing as used predominantly on the rest of the waterway with the exception of Diggle Flight. It is our intention as funds allow to replace all hydraulics on tail gates as we replace the gates and all ground paddles.

Gate Repairs

Repairs have been carried out at Locks 9,11,12 & 13 West. These have involved replacement of hydraulic ground paddles with T&M pedestals at L9W along with

repointing of the head chamber and fore bay approach. In addition to this the tail gate cill was repaired and the gates adjusted to reduce water loss through the mitre. Re-planking and boarding out at Locks 11, 12 & 13 have reduced the time in which it takes to fill the locks and has reduced water loss.

Wash Wall Repairs

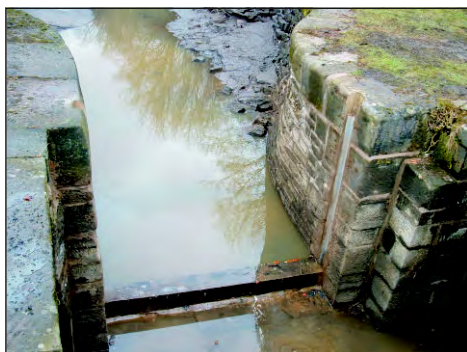
We have repaired and rebuilt in excess of 50 metres of wash wall over the winter; this is an ongoing task for us and as quickly as we repair a patch a new section collapses.

Iain Weston

Washwall repairs - Lock 8W



Repairs at Lock 9W, before (above) and after (below)



All photos - British Waterways



Jim Wood

Waterway Operative
4/1/47 - 23/1/06

It is with great sadness that I have to report the death of one of my staff, Jim Wood, who was a valued member of

the team and he will be greatly missed by all those who knew him. Jim started work with British Waterways in August 1999, prior to that he had been employed by HCS Restoration and also worked as a volunteer for the Canal Society for several years on the HNC. In the six years that Jim worked for BW he had been involved in the restoration of both the Huddersfield Narrow and Rochdale Canals as a result of which Jim was well known all around the South Pennine Ring. Jim was one of the first employees to work in the tunnel at Standedge and was often to be seen escorting boats up and down Diggle & Marsden Flights where we often received

glowing reports from customers regarding Jim's conduct and professionalism. In recent years he has worked on the Lower Peak Forest Canal where his care and attention to detail and dedication culminated in many comments from users about the visible improvements on the waterway. Jim (Jimmy two combs) had a dry sense of humour and never a bad word for anybody with the exception of anybody who left a paddle up. Jim could work longer and harder than most men twenty years his junior and his skill and attention to detail will be dearly missed. When not in work Jim and his dog Judy were often to be seen walking along the canal in the evening and weekends like many other canal enthusiasts.

Jim suffered a short illness and leaves no partner or dependents, however he will be very greatly missed and the waterway is a lesser place without him.

Iain Weston

cont'd from page 11

that word is Carr (whether as a surname or meaning low-lying, marshy ground).

Lock 17E

Westwood Locks

Lock 16E

Westwood Locks

Lock 15E

Golcar Brook Lock

Lock 14E

Ramsden Locks

Lock 13E

Ramsden Locks

Lock 12E

Rough Holme Lock

Lock 11E

Milnsbridge Top Lock

Lock 10E, Lock 9E

Un-named

Lock 8E

Factory Lane Lock

Although (office) called this Roller Lock (see below), the lock-tail bridge carrying Factory Lane across the canal suggests a more appropriate name.

Lock 7E

Un-named

Lock 6E

Mark Bottoms Lock

Lock 5E

Paddock Foot Lock

An (office) name reflecting local usage.

Lock 4E

Longroyd Bridge Lock

Lock 3E, Lock 2E

Un-named

Lock 1E

Stanley Dawson Lock

Officially re-named in honour of the late Councillor Stanley Dawson.

Bradshaw named this as First Lock.

The following list gives the names suggested in the HCS office that now seem to be of doubtful authenticity. We think they should not be used.

List 2 – Previously published names of doubtful origin.

Lock 3W

Tame Lock - The river Tame is near but it is also near to other locks and is now separated from the canal here by development (We suggest this lock should be coupled with Lock 2W as Plantation Locks).

Lock 8W

Bywith Lock - An anagram of a name. Correct name is Staley Hall Lock.

Lock 10W

Avenue Lock - Derivation unknown now (no avenue is apparent).

Lock 11W

Terrace Lock - Derivation unknown now (no terrace is apparent).

Lock 13W

Wharf Cottage Lock - Derivation obscure unless it related to the adjacent row of cottages. If there has been a local name, it is more likely to be Micklehurst Lock (the old LMS railway map refers to the bridge as Micklehurst Bridge).

Lock 17W

Division Lock - Derived from Division Bridge, further along the canal, which marked the pre-1974 Lancashire/West Riding of Yorkshire county boundary. We think it is too far from the boundary for that name to apply to this isolated lock.

Lock 25W

Navigation Lock - Derived from the Navigation pub at Wool Road which is visible (but not easily accessible) from this lock.

Lock 26W

Twelve Mile Lock - Based on the 12-mile post.

Lock 27W

Coffin Lock - Derived from the shape of the pound, which (with a lot of imagination) might be thought to be coffin-shaped.

Lock 28W

Embankment Lock - Derived from the adjacent railway embankment.

Lock 29W

Cast Iron Lock - An obscure invention. Has sometimes been reproduced as Carr Iron Lock.

Lock 30W

Dobcross Lock - Derived from the historically important former Dobcross Loom Works adjoining the canal - but misleading, as it is not in Dobcross.

Lock 41E

Dirker Lock - Based on the local name Dirker - but that is across the railway.

Lock 40E

Hopper Lock - An invention based on the coal chutes in the former railway yard alongside the canal - but these have never been called 'hoppers' either in national or local parlance and they are closer to Lock 39E than to this lock.

Lock 38E

Colne Lock - Derived from the river but it seems no more relevant than Tame Lock is to Lock 3W.

Lock 37E

Smudger's Lock - A nickname!

Lock 35E

Moorvale Lock - Apparently based on a house name (but that is nearer to Lock 34E).

Lock 34E

Cellars Lock - Presumably derived from Cellar's Clough or Cellar's Clough Mill but it cannot be right - Lock 32E is alongside the millpond to Cellar's Clough Mill.

Lock 30E

Bank Nook Lock - Bank Nook is a group of historic properties on the hillside - not by the canal.

Lock 26E

Skew Bridge Lock - Actual name is Shaw Carr Wood or Shaker Wood Lock.

Lock 29E

White Hill Lock - Presumably derived from a narrow road nearby - but it is neither adjacent to nor crosses the canal.

Lock 27E

Mill Pond Lock - Derived from the silted-up millpond of the demolished Shaw Carr Wood Mill, which is alongside the canal.

Lock 11E

Library Lock - Derivation obscure. There was once a library at the bottom of Morley Lane but it could not be seen from the canal.

Lock 10E

Spring Garden Lock - Derived from Spring Garden Mills (demolished), which had a wharf next to the lock.

Lock 9E

Isis Lock - Isis was apparently a cat!

Lock 8E

Roller Lock - Derived from the roller that used to be attached to the bridge here to ease the passage of towlines. The roller has long gone. Factory Lane Lock (the name of the road across the tail of the lock) would be better.

Lock 7E

Fountain Lock - Apparently derived from a nearby road, Fountain Grove.

Lock 2E

Coal Wharf Lock - There was never a coal wharf here, although boats no doubt unloaded coal to the canalside mills.

We suggest that lock nameplates should be affixed at the appropriate locks but before any consideration is given to the design of these (for instance as lockside signs or as plaques attached to balance beams) or the maintenance issues that may involve or who would fix the signs, we need an agreed schedule of names.

The purpose of this article is to seek comments and information. Do you agree with the suggested names in our first list? Do you accept that the names in the second list should be quietly forgotten? Are any other names known to you? And what of the remaining un-named locks?

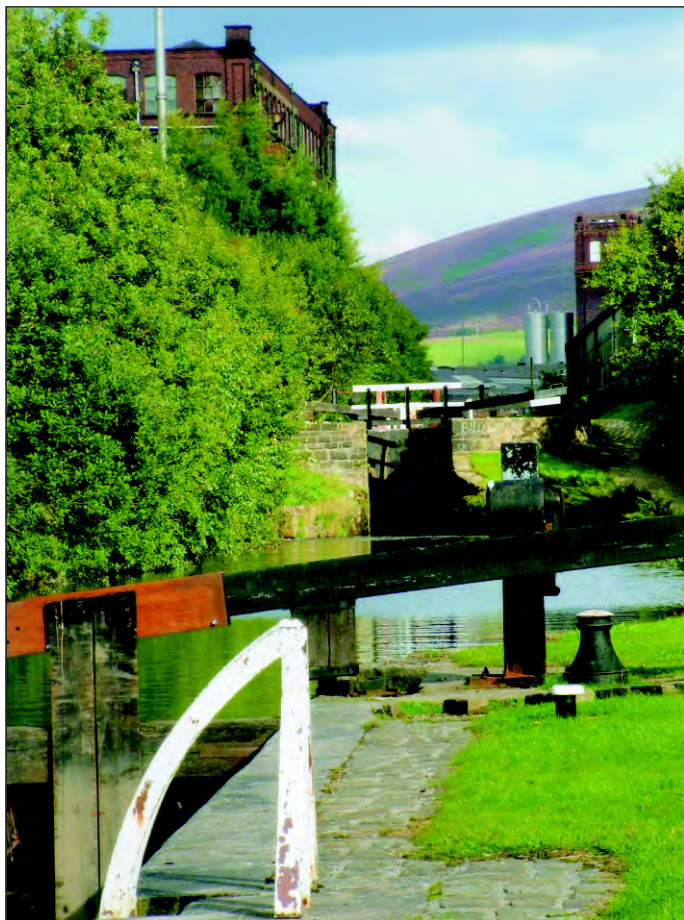
Trevor Ellis
Keith Gibson

Tameside Photographic Competition

Members will recall there were two photographic competitions last year, with Tameside Council sponsoring a 'sister' event, open to all. The only restriction was that the pictures should be of the Huddersfield Narrow Canal within the Tameside borough.

With nearly 50 entries from all over the country, the judges, including chairman Neville Kenyon, had a tough decision.

"We were impressed with the standard and variety of entries," said Tameside Council assistant director Alan Stopher, one of the judges. An expert photographer, Alan was also the man at the helm of the Millennium lottery project to restore the canal.



First prize, Julian Morgan, Guildford, 'Mills 'n Moors'



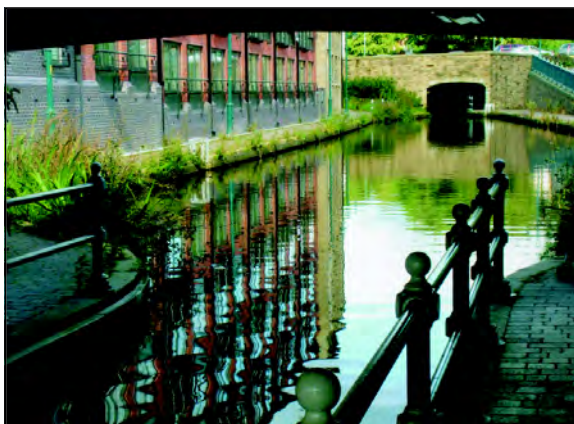
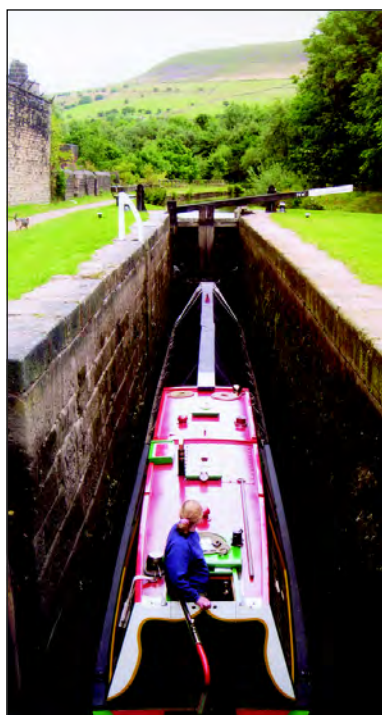
All the entries were displayed at Portland Basin Museum, in Ashton-under-Lyne.



Above: Second prize, Derek Pilkington, Mossley, 'Slow Boat to Yorkshire'

Left: Runner-up prize, Mr Iain Mactavish, London, 'Onwards and upwards'

Below: Runner-up prize, Julian Morgan, Guildford, 'Stalybridge Mill'



Legging the Standedge Tunnel

British Waterways Marketing and Communications Department write:

An attempt to leg Standedge Tunnel - the highest, longest and deepest canal tunnel in the country - both ways in each direction is being made by members of the national Horseboating Society on 7th and 14th May. These special events are being held by British Waterways as part of a double celebration at Standedge in 2006: the fifth anniversary of the reopening of the Tunnel and the 200th anniversary of Thomas Telford's appointment to finish the original tunnel.

On Sunday, 7th May, a team from the Horseboating Society will leg the tunnel from Diggle to Marsden in relays of two people at a time. The boat used will be the historic horseboat Maria, built in 1854 and believed to have carried limestone into the Colne Valley until 1900. On Sunday 14th May, one member, Nigel Dix, will attempt to leg the whole tunnel length from Marsden to Diggle. Bonny the Boathorse will be coming 'over the top' while the boat is legged through the tunnel and visitors are invited to join her along Boat Lane.

On both Sundays there will also be free family entertainment at Standedge Visitor Centre. Visitors will be able to take part in traditional games and see waterway crafts including harness making, ropework, such as making towlines and splicing, and demonstrations on a pole-lathe. Characters dressed in costume will add to the atmosphere and members of the Huddersfield Canal Society will be on hand to talk about the history of the Huddersfield Narrow Canal and its restoration.

Standedge Tunnel on the Huddersfield Narrow Canal, is 3½ miles long, 645 feet (196 metres) above sea level and 639 feet (194 metres) deep, traversing the Pennines between Diggle and Marsden, near Huddersfield. It took 16 years to build and was eventually opened in 1811 following its completion under the supervision of Benjamin Outram, then John Rooth with one of the heroes of the Industrial Revolution, Thomas Telford as consultant.

To keep the costs down, the original tunnel was built without a towpath and while the horses crossed over the hill, the boat crew had to 'leg' the boat through the tunnel. This was done either by lying on boards across the boat and walking along the walls or by lying on the cabin to walk against the roof of the tunnel which could take up to four hours. One of the most famous attempts to leg the Tunnel was made by David Whitehead in 1914 reputedly in 1 hour 25 minutes! Today, the only way a boat can travel through the Tunnel is as part of a carefully controlled, escorted convoy run by British Waterways using specially-designed electric tugs.

Sue Day from the Horseboating Society said: *"We have been working towards legging such a long tunnel for some time and we are really looking forward to the event. It is a good opportunity for people to come and relive some of our industrial past and have some fun at the same time."*

"We think the last time the tunnel was legged was round about 1947. In fact this was by one of our members, Ronnie Barnes, who is now 87. He hopes to be on board on May 7th to watch us 'follow in his footsteps'."

"We invite people to cheer us along as we set off then emerge from the tunnel on both days.

Laurence Morgan, General Manager of British Waterways, Yorkshire, said:

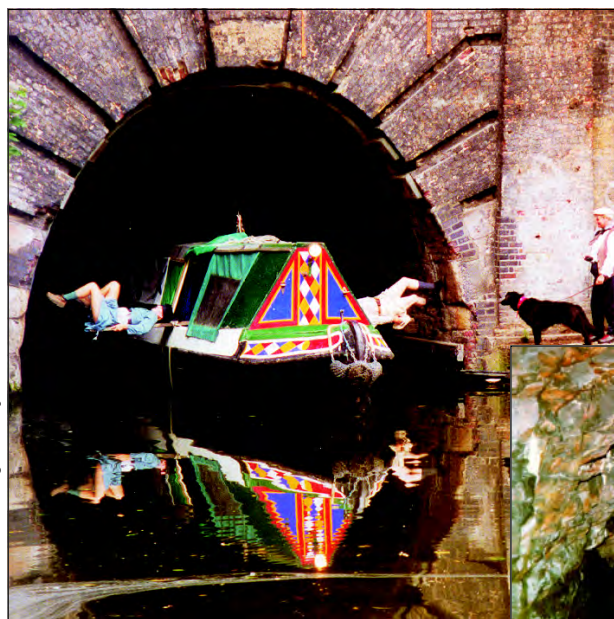
"Standedge is a unique place and one of the major landmarks of the waterways. It was, and is, a tremendous engineering feat, which nearly wasn't completed.

"Legging the tunnel will be a real challenge for the Society's members and we wish them lots of luck. These unique events are an amazing opportunity for visitors to enjoy the canal's heritage and witness history being made, as a boat is legged through the Tunnel for the first

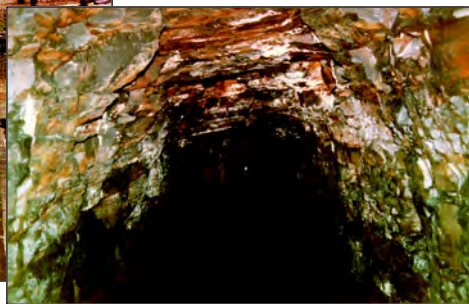
time in over half a century. It may be many years before this feat is attempted again, so we hope as many people as possible are able to join in the celebrations in May."

The horsedrawn boat will leave Ashton on May 4th to make the full canal journey to Huddersfield and return by May 15. Bonny and Queenie will provide the horsepower.

Entertainment on both days will begin at 12 noon until 4pm. Anyone wanting more information about the event can look at www.waterscape.com or www.horseboating.org.uk.



Left: Legging through Islington Tunnel in 2004; legging Standedge Tunnel (below) will be much more of a challenge!



The Canal Society urges members to take the opportunity to come along and witness this historic event. The Society will be sponsoring Diggle Brass Band on the 7th to give the leggers a grand 'send off' and arrival! Volunteers will be manning our display tent and the Marsden Shuttle water taxi will be running from Marsden Station to the Visitor Centre.

Hollinwood Canal Society

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.

Droylsden

It's time to get your camera out, as construction is about to start on the first bit of the canal restoration! This is the Hollinwood Canal society's equivalent of Staly Wharf. Although less than a quarter of a mile, it does represent quite a large percentage of the canal to be restored!

This work is being funded as part of the massive Droylsden development. Work will start in May, this will involve excavation (and throwing away!) of what remains of the buried canal and wash walls, and then an entirely new canal will be built.

This new canal (and the permanent moorings being created) will not be accessible to boaters until after the development is completed. This will be around 2008. By then this part of Droylsden is going to look very different: With modern seven storey buildings next to the new canal, the location is going to look more like Castlefield or Broad Street, Birmingham, than the old Droylsden.

The Hollinwood Canal Society has pushed for a new toilet disposal facility as part of all this work, and this has been accepted. We suggested building it close to the top lock, and that is what will be happening.

A view set to change ... The entrance to the Hollinwood Branch as seen from the Ashton Canal towpath. The Droylsden development will occupy the land beyond the green fence.



Daisy Nook Country Park

Canal Society work parties at Valley Aqueduct have managed to make this location look more like a canal, and have also arrested the vegetation growth damage. Enthusiasm for the full restoration of the canal in this park remains mixed amongst the park staff. However amongst Oldham Council councillors and senior officers the enthusiasm continues to increase. I just wish they would all talk to each other!

However, in canal restoration terms, it is still early days for this project, and I am sure the lack of joined up thinking between senior officials and park staff will be resolved soon. Even in today's apparently easier restoration climate it is still the *people* and the *politics* that present the greatest difficulty to restoration, and not the actual canal restoration work itself.

After all, crossing the existing M60 Motorway (twice!) is just simply solved with money. More about the motorway, later.

Back to politics...

Abandoned Waterways Bill

This Bill started life on the Hollinwood Canal! Society member David Heyes is the MP for most of the canal route. He came up with the proposals for a Bill about canal restoration following discussions with Hollinwood Canal Society members.

It is EXACTLY what we, and all the other canal restoration societies, need. Unfortunately it has little chance of becoming law because it is unlikely to receive sufficient parliamentary time to progress much further during this term of Government. The Bill was unopposed on its First Reading and the Second Reading is set for 12th May.



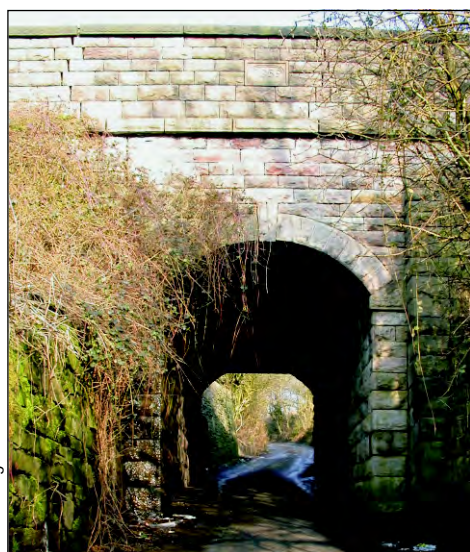
Bob Gough

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. It has also given the Hollinwood Canal proposals a lot of welcome publicity.

And, as they say, there is no such thing as bad publicity.

BBC News

The Hollinwood Branch gained air time on the BBC's North West Tonight programme. They picked up on the Advertiser's front page story linking burrowing Water Voles to the leakage problem at Crime Lane Aqueduct, (see *What the Papers Said* - page 47). Some judicious editing of library footage, canal shots and interviews made for quite a dramatic piece. Unfortunately, the Water Vole has yet to be seen in the Country Park and a subsequent disclaimer in the Visitor Centre deflected would-be Vole watchers.



Bob Gough

M60 Motorway crossings

The first, at Littlemoss, has the potential of an aqueduct (*Opposite - Our thanks to the Litchfield & Hatherton for the weekend loan of their structure*). Further north, at the second crossing of the M60, an alternative (and potentially cheaper) scheme has been identified. This involves the idea of going *under* the motorway near Cutler Hill Road. The original line was a little further south. The difficulty with crossing on the original line is that the motorway level is lower, but not low enough, and so the canal cannot get under or over it.

The motorway rises up north out of the Medlock Valley and having received details about the motorway levels, it looks possible to get under it without drop locks or a raised aqueduct. The possible new route is therefore out of Crime Lake and into a tunnel under Cutler Hill Road and the Motorway, to rejoin the original route, just before the site of Cutler Hill Bridge.

This alternative route will be surveyed and costed when we have the resources to do so.

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

Ed Mortimer

Left: Voles notwithstanding, a leaking Crime Lane Aqueduct with less than sound stone work is a cause for concern.

Below Right: Can't see the WRG for the trees! More sapling and tree removal from the bed of the canal near Valley Aqueduct by members of the Society and Waterways Recovery Group - 18/3/06



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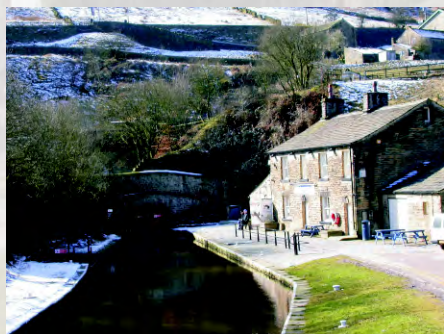
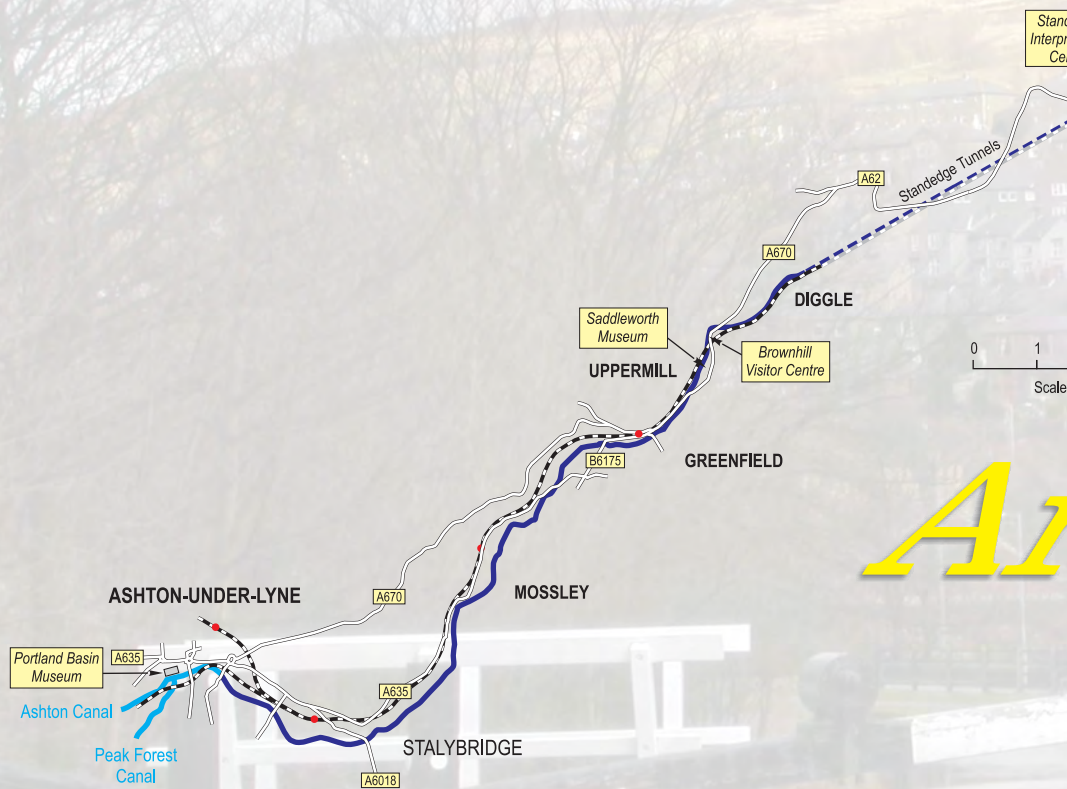
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The Huddersfield Narrow & Broad Canals





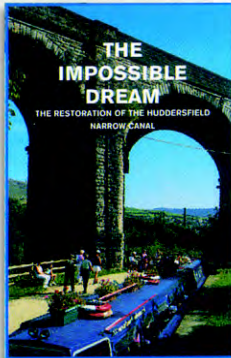
round Tunnel End, Marsden



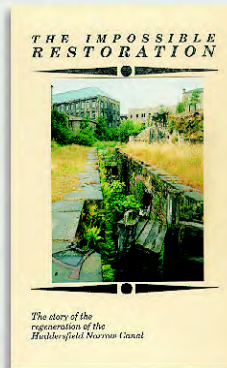
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'The Impossible Dream' tells the story of the restoration of the Huddersfield Narrow Canal, from an idea by enthusiasts in the early 1970's, through to the official re-opening by HRH the Prince of Wales, in September 2001, price £10.99 plus £1.95 p+p.



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

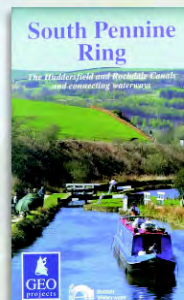
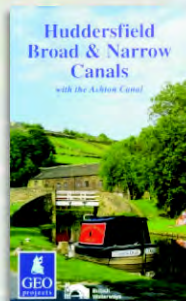


Chris Coburn's North West stage of his London to Inverness marathon.

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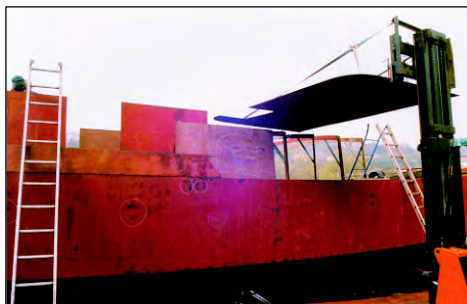
The Story of DB1 (or Itchy Feet) - Part 4

The story so far: Alwyn and Joan Ogborn, being acute canalaholics, had decided the desire to live aboard on the inland waterways was so strong, the only way to get rid of temptation was to give in to it. To this end, a plan to construct a wide-beam Dutch barge (giving much more living space than the present narrowboat) from kit form was embarked upon. Started in October 2004, the steelwork is nearing completion. Now read on.

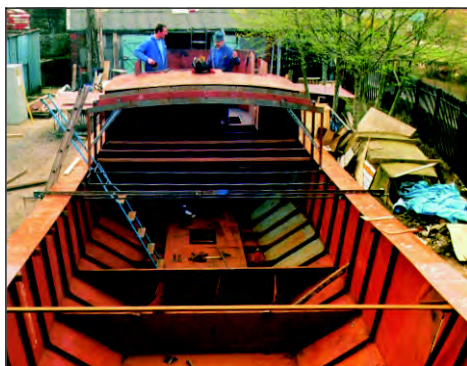
In Part 3 (Winter 2005 Pennine Link), we'd got up to building the wheelhouse. Now came two more specialist rolled parts: the cabin sides curling back from the gunwale to the wheelhouse. These are not only curved in the vertical plane, but also have a curve across the beam to form the roof shape. When in place, the first roof panel was lowered on (*photo 1*) and pulled down to the roof strut shape. This is the roof section with a cutout for the cabin access steps (*photos 2 & 3*). Cabin sides and roof plates were added progressively (*photo 4*) up to the front of the cabin, where two more specialist rolled sections finished off the curved front. The rolled sections can be seen in the picture, lying on the ground under the ladder, with the next cabin side section on the fork truck ready to be swung into place (*photo 5*).

The inaccuracy of the profile cutting again manifested itself. Setting the first roof plate square with the front of the wheelhouse,

①



②



③

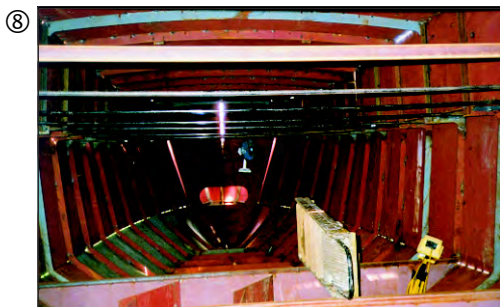


⑤



④





the next plate was starting to twist to the left when the two edges were together. The next roof plate amplified this twist (they weren't tacked on at this stage). Checking the dimensions across corners, all the plates were found to be trapezoidal, the two dimensions differing by as much as 10mm. This discrepancy was communicated to the designer/vendor. He more or less brushed it aside, stating that all these dimensions were available for the asking, and that it would have been wise to measure as the kit was delivered. Considering that the claimed cutting accuracy is 3mm in 8 metres, it was a little late in the day to offer this advice.

However, a lot of cutting and grinding later, the roof section was completed. It now looked very 'ship shape'. Access to the inside had become progressively more complicated. From being able to step from the ground onto the base plate, then needing ladders to go up and down, now the only way in was via the wheelhouse and door space for the job. Walking inside, I was able to get a vision of where the galley, saloon, bathroom etc would be. The slight barrier to this vision was the support struts welded across inside at gunwale height, there to hold the shape until all the heavy welding was complete. Without these, I was reliably informed, the heat would twist and distort the metal and make a mess of things. Being just at my head height from the base plate, there were many instances of not ducking down at the right time to avoid loss of scalp skin, my hair being almost non-existent on top (*photos 6, 7, 8, & 9*). I looked forward to removing these and getting the floor bearers in place. (Which they are, as I write this, but that is for Part 5).

Returning to the subject of cutting accuracy, we all know it's easy to be wise after the event, but I would caution anyone thinking of undertaking a similar project. No doubt it was intended to supply parts to

the accuracy stated, but it became increasingly obvious that quality control was sadly lacking. Although all the parts were numbered and drawings supplied to correspond, none of the drawings had a number. They just had "Katherine 55 x 12" somewhere and were haphazard in the parts shown. The fact that I have the aft wheelhouse version, as opposed to the centre wheelhouse, caused great confusion when trying to discuss problems over the phone. Explanations became very confused until the recipient realized he had the wrong-version drawings in front of him. Many parts are common to both, but the ones round the wheelhouse are obviously not. With no drawing numbers to refer to, we may as well have been on two different planets.

In hindsight, it's obvious now why I have so many surplus and wrong parts left over. There must be no parts list, either, which in turn explains the jumble of steel bits all over the back of the delivery wagon.

I have no doubt the designer is quite good at that (designing), but the setup appears to be lacking in attention to detail and presentation. Vending such kits to novices in boat-building, even though skill in fabrication abounds, needs far more information than was supplied.

Overall, I'm pleased with the shape and lines of the craft, but it has cost me a lot in time for the welders to correct errors. I'm sure not many projects come in on budget, and mine certainly won't. Still, since I can't afford a fully finished one, I shall grit my gums and get on with it.

Following Bob's footnote, any more translations of the name? (*Sadly, there has been no response to the request, Bob*)

In the next edition of Pennine Link, floor bearers, rubbing bars and engine lifting in.

Alwyn Ogborn

'Itchy Feet' in Alwyn's yard; cabin sides on, waiting for the final roof sections. All photos: A Ogborn



Interactive Interpretation

From Easter, a walk along the Huddersfield Narrow Canal will be a whole new experience with the installation of new interactive interpretation and signposts from Tunnel End to Milnsbridge. The new boards explain the history of the Canal and the communities in the Colne Valley, as well as including stunning zinc etching, a 'rubbing' area for children and maps of the valley. In addition, new fingerpost signage situated along the towpath will provide an easy reference to distances between settlements along the valley. A free leaflet detailing the location of the boards, including an area for the rubbings, is available from Marsden Information Point, the National Trust Marsden Moor Office, Standedge Visitor Centre and information centres at Slaithwaite, Huddersfield and Holmfirth.

The project has been supported by the Regional Development Agency Yorkshire Forward and Kirklees Council Valley's Area Committee. The Society contributed financially to the new board at Milnsbridge Wharf and to the project generally with its canal expertise.



Above: The launch of the interpretation board at Tunnel End, Marsden with (from left to right) Rowena Penfold - British Waterways, Helen Rowe - Kirklees MC, Diane Green - Marsden Information Point, Emma Dean - Colne Valley Sculpture Trail Project, Patricia Bayley - HCS, and Sarah Nelson - Imagemakers.

Below left: The interactive board with rotating 'tumblers' and 'rubbing' area.

Below: Detail of the rubbing area depicting the scene at Tunnel End. An accompanying leaflet has blank sections on which to make the rubbings.

Photos: Bob Gough



Standedge Re-Launch

After much speculation about the future of the Standedge Visitor Centre and the Millennium Commission's discussions with British Waterways, BW have issued a press release 'firming up' their plans:

STANDEGE VISITOR CENTRE GETS A £150,000 FACELIFT

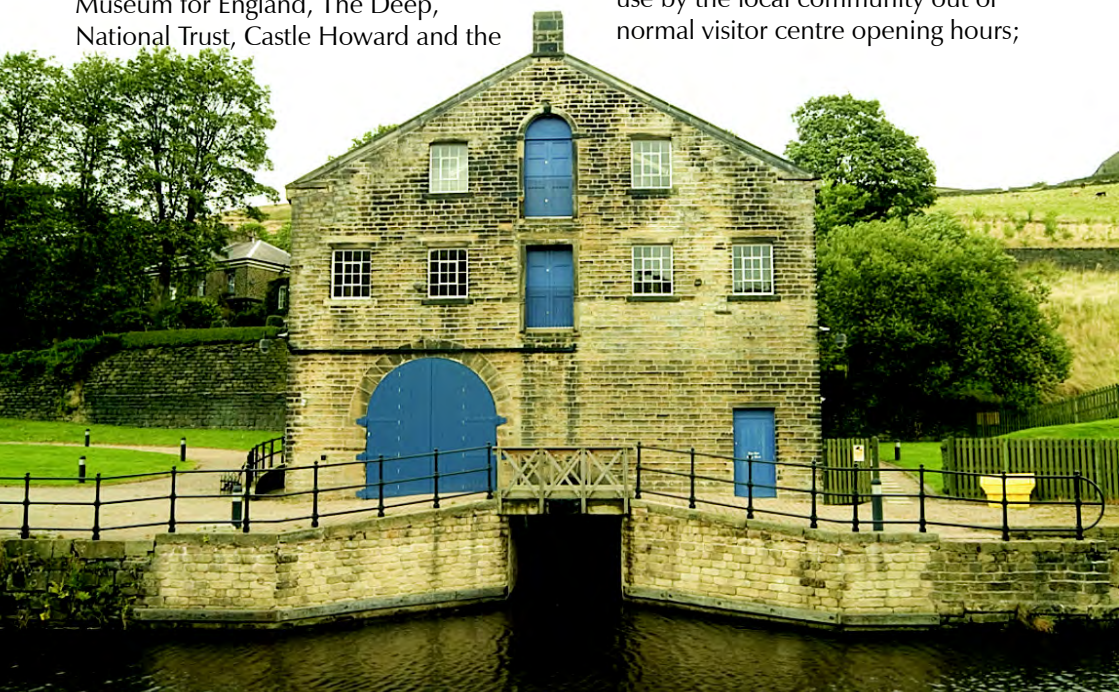
British Waterways Yorkshire has commissioned an award-winning tourism and leisure consultancy to carry out a £150,000 makeover on Standedge Visitor Centre, the site of Britain's highest, longest and deepest canal tunnel, to make it one of the North's top tourism destinations.

The Continuum Group, the York-based tourism and leisure specialists, are leading providers in the creation of visitor attractions and exhibitions. With an impressive portfolio of accounts, their clients include the National Coal Mining Museum for England, The Deep, National Trust, Castle Howard and the

Wales Millennium Centre.

New plans to be put into action at Standedge during the 2006 season include:-

- * New interpretation to be installed on the ground floor of the warehouse;
- * Free entry to the exhibition in the ground floor of the warehouse;
- * More guided boat trips into the Tunnel, with trips running five days a week (Saturday, Sunday, Tuesdays, Wednesdays, Thursdays and Bank Holidays) from Easter until the end of October;
- * Better facilities for school groups, including nature trails and pond-dipping activities at Tunnel End Reservoir and new educational resource material;
- * Making the warehouse available for use by the local community out of normal visitor centre opening hours;



- * Improved signage, to help visitors navigate easily around the different areas of the site.

The changes are expected to be fully complete by the summer although the guided boat trips into the Tunnel will recommence as normal at Easter.

The Visitor Centre opened five years ago as part of the £32 million restoration of the Huddersfield Narrow Canal. The planned changes during 2006 come as a result of feedback from visitors and consultation with supporters of the project, including the Millennium Commission, Huddersfield Canal Society and Kirklees Metropolitan Council.

Laurence Morgan, General Manager at British Waterways, Yorkshire, said:

"We are now confident that the additional investment we are making in visitor facilities will bring positive results and the new interpretation will reflect the importance of this attraction as part of our national heritage. We are delighted that the Millennium Commission is supporting our plans and that we have the go-ahead to encourage more community groups to use the building for meetings and educational purposes.

"We are already working with Kirklees Council on a joint Visitor Improvement Programme. Phase One of this programme has included customer improvements at Slaithwaite, and environmental enhancement works at Milnsbridge.

A series of information and interpretation panels will also be located along the canal, which will provide useful information for visitors to Kirklees. British Waterways is also actively supporting the important Imbolc and Moonraking events,

and recently a series of workshops linked to the Imbolc Festival were held at Standedge. We are sure all these elements will contribute to making the Huddersfield Narrow Canal one of the jewels in British Waterways' crown."

Millennium Commissioner Judith Donovan CBE said:

"The Millennium Commission is proud to have supported Huddersfield Narrow Canal with over £14.8 million of Lottery money.

The re-launch of the Standedge Visitor Centre is very exciting. It will create a fun and interactive visitor centre enabling people to experience Britain's rich canal history while providing an important educational resource. The Millennium Commission is proud to be supporting this project which has resurrected one of the most spectacular canals in the UK, acting as a catalyst for regeneration and creating a lasting legacy for generations to come."

**British Waterways
Marketing and Communications**

Date for your Diary

Milnsbridge Wharf - 3rd June 2006

The Milnsbridge Enhancement Group and British Waterways are organising an event to mark the initial opening of environmental improvement works at Milnsbridge Wharf, and the unveiling of a new interpretative board to which the Society has contributed financially.

Information:

Rowena Penfold (BW)
01484 844298

Scout Channel Re-Lining

Photos: A Ogborn

On the 16th of January, members of HCS, myself, Brian Minor, Keith Noble and Trevor Ellis, were escorted round the site of the extensive works to stabilise the canal between Locks 10W and 11W. Our hosts were Iain Weston, Helen Hall and John Ackroyd of BW, and Peter ? of the contractors, Galliford-Try.

Meeting at BW Grove Road depot, our first stop was the contractors cabin for a safety induction and a study of the plans. Hard hats, safety boots and high visibility jackets had to be worn. It was then down to the workings to be greeted by a sea of mud, masonry and machinery.

An access road had been cut down through the trees and across the towpath. The bottom of this, in the canal bed, gave a view of the scale of the operation (*photo 1*).

On the towpath side, a massive thick concrete wall was being constructed to retain the banking & trees (*photo 2*). The offside of the canal, only separated from the river Tame by a narrow banking, which is many feet higher than the river, is the source of the trouble. For many years this banking has sprung leaks. Past repairs have consisted of driving in a few piles or dumping clay to try and fill the hole.

Now BW have embarked on what should be a permanent solution. Spending £1.2 million on the scheme, the banking has been graded, covered with layers of impervious plastic membrane, (*photo 3*) a layer of concrete and finished with stone setts grouted in place (*photo 4*).

①



②



③



④



⑤



Further upstream, at the tunnel entrance, a more modest retaining wall has been constructed. This will alleviate problems longer boats experience with the sharp turn entering or exiting the South portal (*photos 5 & 6*).

⑥



Reed beds are being created along parts of the offside banking and towpaths re-surfaced. The section was re-watered Saturday 18th March; 1 day behind schedule due to adverse weather conditions (*photos 7, 8 & 9*).

Not bad eh!

Alwyn Ogborn

⑦



⑧



⑨



A Proper Job

Council member Keith Noble gives his views on British Waterways' works below Scout Tunnel.

Some years ago, cruising up the Thames through Staines, we passed a boat tied up at the staithe where people discharge shopping from Tesco's trolleys. Ken Wright, who was with us, immediately recognised it as his nephew's narrowboat, 'A Proper Job'. A proper job it was too, with more bells and whistles, than are dreamt of in my boat's inventory. But I digress.

A proper job is what BW are doing just below Scout tunnel on the Narrow Canal this winter. Leaks in the pounds between the tunnel and Lock 10W have been a problem for a long time. One of the last jobs done by HCS Restoration Ltd. was to staunch them, working to BW's specification and under their supervision, but it was not enough. There was evidence too that, over the years, previous attempts by the railway companies and their BW successors to deal with the problem had only ever had limited success.

The canal was finally restored at the Millennium and with any luck the works now done at Scout Tunnel will last another thousand years. £1.2m spent on about 300yards of canal deserves such a guarantee.

The channel and towpath have been dug out to accommodate the water channel and a new, stout concrete wash wall on the towpath side, which will, incidentally, be one of the few places on the canal with a decent depth for mooring. The top of the wall will be faced with stone on which the copings will be replaced. Beneath the wall, across the channel and up the other side are three layers of impermeable membrane protected by a layer of concrete.

From just below normal water level the off side is finished with stone pitching, replacing what was there before but hidden by foliage and water plants.

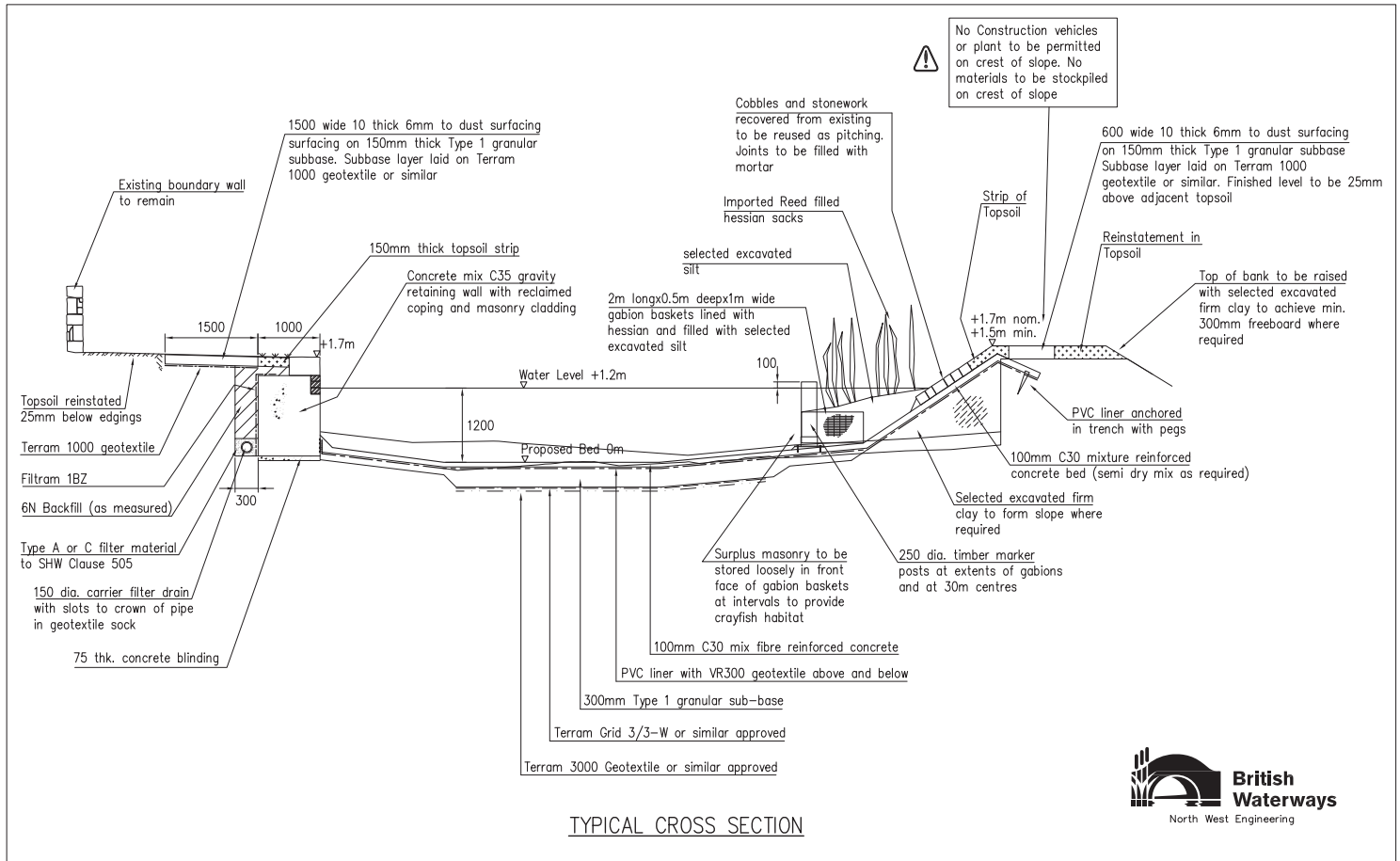
Maintaining a flow of water through such a site as this can be a problem but here BW sealed off the upstream side and relied on a feed downstream to keep the lower canal in water. This arrangement, however, would have left plants and protected creepy-crawlies high and dry in the pound 9W/10W but back pumping around lock 9W kept them wet, making up for any leakage through the gates.

The site is within an SSSI which makes it harder and more expensive for BW to do a proper job. Plants have had to be taken out and preserved for replanting at the end of the works. Gabions placed on the off side will hold silt from the initial excavation to form a recreated habitat for the replaced reeds and other plants. Sadly no white clawed indigenous crayfish were found, only their predator cousins, the American signal crayfish. It looks as though on this bit of the canal at least, the recesses put in new bridge abutments and other works as refuges for our native crayfish have not been enough to ensure their survival against the invaders.

We know that BW have severe constraints on their budget and it is good that some of their scarce resources have been applied to the Narrow. They are carrying out the works under their omnibus contract with Galliford Try plc. Those members of HCS Council who attended were grateful to staff from both BW and Gallifords for their warm welcome to the site and an informative tour of the works.

Keith Noble

Typical Cross Section of Canal Re-Lining Works below Scout Tunnel



TYPICAL CROSS SECTION

Curious Stonework

Walking the Peak Forest Canal recently, I came across these curious structures near Dunkirk Bridge. The protection of trees against grazing stock is common in formal parkland, but these walls seem a little 'over the top' for that.

I wonder if the trees are 'accidental' and became established inside some abandoned stonework. Or perhaps it is a piece of art! Does anyone know their true history and function?

The walled path is part of an ancient trackway crossing the river Tame and links through to the 14th century Newton Hall nearby.

Bob Gough



Above and inset: Curious tree-hugging stonework.

Below: Newton Hall adjacent to the site of an ancient trackway leading across the river Tame.

Photos: Bob Gough



Andrea Fisher - East Side Boat Co-ordinator

Co-ordinator Andrea with the Marsden Shuttle's caretaker, Ronnie Rose at Tunnel End, Marsden



Bob Gough

Well it's official! I'm East Side Boat Co-ordinator, it's in writing, in Pennine Link, so it must be true.

The story starts with 'friend' David Stubbs asking, nay, almost telling me how easy a job it would be to oversee the crew rota while he was away for a few weeks. Well you can't let mates down can you?

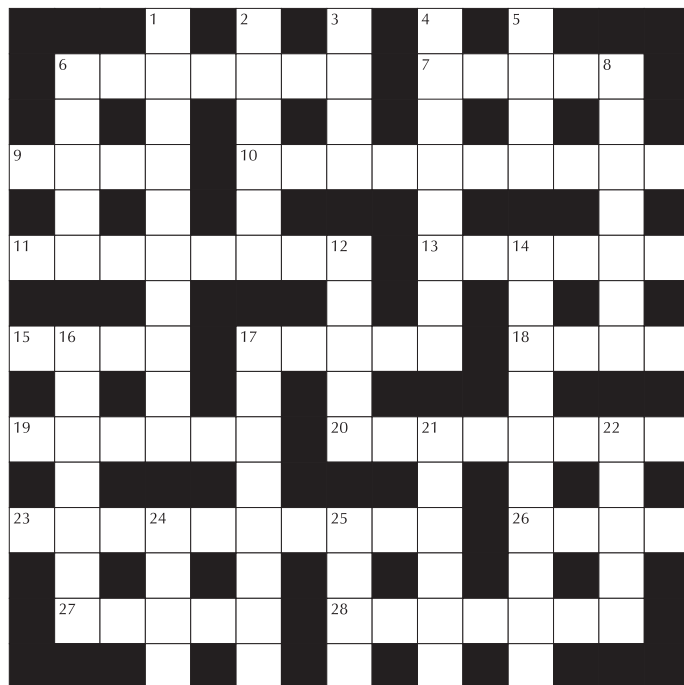
It's fun working on the boat, good crack with customers and crew, beautiful countryside, fresh air, wildlife and a pint at the end of the shift. Bev and Gary at Tunnel End inn are such good hosts.

Hope I'm painting such a good picture that you just can't resist doing a stint on the 12-seater Marsden Shuttle this season!

If you are a new member or haven't done it before because you're unsure, just call the office and Bob will put you in touch with me, but do beware - in the future you could end up being a crew co-ordinator. Only joking!

Andrea Fisher
East Side Boat Co-ordinator

Crossword 49



- 20** Type of water craft formerly used on the Shrewsbury canals (3,5)
- 23** Appropriate building in which to store housewares (10)
- 26** Vegetable formerly found on the Caldon Canal! (4)
- 27** Form of energy associated with head, torch, house etc (5)
- 28** Swang in caravan extensions (7)

Down

- 1** Adding nowt to a famous company of carriers on Yorkshire waterways (10)
- 2** River nearly completely flowing through the galley (6)

Across

- 6** Ties hat to a jetty in Yorkshire ? (7)
- 7** Excitements without cement shows the ways out (5)
- 9** Hello, advance with your cargo boatman (4)
- 10** Only locks on the Northern Oxford Canal (10)
- 11** Mountain range with which HNC boaters will be familiar! (8)
- 13** An English river which does not flow into the Mediterranen curiously enough! (6)
- 15** In a ratchet find a river (4)
- 17** A measure of length or that to which the anchor is tied (5)
- 18** The dregs of the beer or a suburb of Oldham (4)
- 19** First single lock on the Caldon Canal - or a suite by Holst (6)

- 3** Village and lock on the River Aire (4)
- 4** Steerer (8)
- 5** Walkway into the sea - ripe for extension (4)
- 6** Rock on the Trent & Mersey Canal ? (5)
- 8** On the stage or elsewhere find warehousing (7)
- 12** A deep hole from Standedge moor into the tunnel (5)
- 14** First narrow lock on the Trent and Mersey at Burton (10)
- 16** Lancashire village where the first sod of the Leeds & Liverpool was cut (7)
- 17** Village with feline connections on the Lancaster canal outside Preston (8)
- 21** Sea bass in a mooring area ? (6)
- 22** In and with which arborealists work (5)
- 24** Roe (4)
- 25** Fly over the river in Leicester (4)

Jidoku 1

W	B		T				R	C
J	C	R	M				L	W
		S						
				M		L	W	
	S		C		W		J	
	W	J		R				
						B		
B	M				L	J	S	R
S	L				R		T	M

Welcome to our first Jidoku puzzle (Sudoku with letters and a canal twist!)

The grid represents nine adjoining 'canals' and the letters are features on those canals: **L**ock, **J**unction, **T**ap, **R**ubbish point, **B**ridge, **M**arina, **W**aterways office, **S**anitary station and **C**rossover bridge.

Fill in the missing blanks using these initial letters, bearing in mind that each 'canal' (3x3 block) can only have one of each feature and there must be no duplication in horizontal rows or vertical columns.

Solutions on Page 50

Letters to the Editor

Dear Editor,

In the Winter edition of Pennine Link, an unnamed reader wanted to know: "...why so few boats use the Huddersfield Narrow Canal...?".

As far as this long-standing member of the Society is concerned, there is a simple answer: there are (as far as I know) no hire boat companies on, or near, the HNC.

My friends and I wanted to do a cruise on the HNC last year, but found that the nearest hire boat company was Shire Cruisers - a couple of cruising days away from the HNC. We wondered whether a firm in Mirfield might also hire boats for the HNC, but never managed to get any reply from their telephone.

I have no easy solution to propose: the decision to set up a boatyard on one of the most heavily locked canals in the country would be a tricky one, and I'm pretty sure there would be no subsidies available to help out. Readers may have other thoughts.

Roger Nuttall, London

Dear Sir,

Why are there so few boats on the Huddersfield Narrow Canal?

I was pleased to read your correspondent's letter in the last Pennine Link and it has prompted me to write in support.

I am a boater who lives by the canal in Uppermill and I am constantly being asked the same question.

In the current edition of Waterways World the figures quoted by British Waterways for passages through Standedge tunnel are 314 (2004) and 352 (2005)

Allowing for the winter stoppage period, this is an average of only 45 boats per month in 2004 and 50 in 2005 i.e. total figures for both directions, a high proportion of boats will have returned via the HNC especially with the Rochdale closure, so the actual number of

boats is less. For a comparison you will probably see more boats moving in an average weekend on the Macclesfield Canal than in a month on the HNC

I agree with your correspondent that British Waterways must allow free access to the Diggle and Marsden flights to give people time to enjoy some of the most spectacular scenery on the canal network. It will also provide trade for businesses in the area such as the two pubs and shops in Diggle.

At present boats are only passing through the area and other measures are needed to increase traffic. There are permanent moorings for only two private boats between Lock 1W and Standedge tunnel. Permanent moorings are essential to generate local boat movements to increase the canal usage.

Planning permission has recently been granted for the Knoll Mill site at Greenfield which includes a marina. However, the plans do not show room for many boats and it will take several years to complete.

An immediate increase in the number of boats is possible if British Waterways could be persuaded to provide some permanent linear moorings. There is a definite demand for moorings in Uppermill and Diggle and some can surely be allowed below Lock 22W and at the summit level. British Waterways state that the tunnel operations take up all the space on the summit level, but I feel that a few extra boats can be accommodated without much trouble. British Waterways does not encourage linear moorings, but some boats are preferable to no boats at all, especially when there is no practical alternative. The position can always be made subject to review if and when the canal becomes busy.

British Waterways should adopt a more tolerant attitude to boats on 48 hour temporary moorings than their current over-vigilant policing. Boats are 'ticketed' indiscriminately and boaters comment that

this is the only canal on the system where they are treated in this way.

Bad news travels fast on the 'cut' and boaters are discouraged from even considering our canal when they can use the rest of the network without hassle. Why attempt to move a boat on when it is the only boat on the mooring?

The intention of 48 hour moorings is to ensure moorings are available at busy locations such as Marple and Whaley Bridge. At present there is no need for 48 hour moorings on the HNC and they should be abolished or policed intelligently.

Because of anti-social behaviour there are no safe moorings to leave boats unattended between Ashton and Uppermill and they are not encouraged in Uppermill by British Waterways. This means that 'weekenders' who travel the canals by moving their boats at weekends and holidays and mooring them at different safe locations for up to 14 days, are effectively banned from the canal because of the 48 hour rule.

British Waterways assure us that they wish to encourage greater usage of the canal, but their current policies suggest the opposite. We do need many more boats on the canal as a busy canal attracts more visitors with all the associated benefits to the local economy.

Peter Killan, Uppermill

Jane Thomson, BW Service Manager replies:

Dear Mr Killan,

British Waterways are keen to promote the South Pennine Ring to encourage returning visitors and new customers to the area, Uppermill is one of the main tourist attractions on the Huddersfield Narrow Canal due to its location and the village facilities.

We have been investigating the possibility of long term moorings due to the demand and are working with the developer of Greenfield Marina for the provision of these moorings as linear moorings do not provide the level of facilities and services customers require. In addition to this and as a part of our national

strategy we are actively encouraging the development of marinas wherever possible in order to alleviate the over demand for BW on-line moorings.

We are also currently working with Huddersfield Canal Society and are hoping to install visitor moorings in the Diggle area for the 2006 summer season.

As the 48hr visitor moorings in Uppermill are located near the start of the Standedge flight and service facilities, we have had a number of craft overstaying at the moorings which causes complaints from the local residents and also from other customers who are then unable to utilise these moorings.

Due to these issues we must issue overstaying notices in order to ensure craft continue their journey and return to their home moorings. If a customer makes a specific request to stay longer than the designated time then we do try to accommodate them wherever possible. If a boat licence is out of date or is not displayed then we will apply our national procedure and issue an overstaying notice but only after we have tried to make contact with the customer onboard.

We have encountered several of the driest winters on record and it is crucial that we with the assistance of our customers preserve water supplies. For the past 2 years the Huddersfield Narrow Canal has been the only trans-Pennine canal to stay open for the entire cruising period, this would not have been possible had we had unrestricted access to the summit pound.

Whilst you feel that a few extra boats could be accommodated on the summit pound without much trouble, for the tunnel working at capacity, British Waterways require the space to moor up to 8 narrow boats, the towing tug & module and room to turnaround. Unfortunately this leaves no more available space for additional craft.

The numbers of boats using the tunnel does not give true representation of boat numbers for the waterway, between 2 to 3 times as

cont'd on page 49

What the Papers Said

Huddersfield Daily Examiner

The Society's Keith Gibson, author of 'Pennine Dreams' and 'Pennine Pioneer', has been published again, this time jointly with former architectural photographer Albert Booth. Their book, 'The Buildings of Huddersfield' highlights the rich architectural heritage of the town. Outside of London, the only town or city in England with more listed buildings is Bristol. **(12/10/05)**

The renovation of Titanic Mill at Linthwaite will provide the opportunity of more than 120 jobs for staff servicing the 'Titanic Spa' and restaurant based in the Mill. Additionally, once the 16-suite hotel is completed, there will be further employment opportunities and the Spa's director, Warwick Burton, is optimistic to find employees locally. The bulk of the Mill is being converted into one and two-bed flats. **(11/11/05)**

Dr Peter Davies, Senior Lecturer in History at the University of Huddersfield, gave the Broad and Narrow's towpath a real boost in a glowing article extolling the virtues of exploring the network on foot. Not only a great way to relax, but also an amazing way to learn about the history and heritage of the area and view the local landscape from a new perspective. **(14/12/05)**

The future of the Standedge Visitor Centre continued to provide regular copy and after a tentative "Marsden centre could re-open" article **(3/1/06)**, the planned re-opening of the Centre was reported in an upbeat feature **(14/2/06)**. If anything, the reporter was a little over-enthusiastic, writing "A key area of investment will be improving the boat

trips through the tunnel, run by members of Huddersfield Canal Society." *(We know many members who would leap at the chance! Nonetheless, as you can judge from British Waterways' piece on pp 34-35, the Visitor Centre has a future and time will tell if its latest incarnation proves successful with the public. Ed)*

The annual Slaithwaite Moonraking Festival in 2005 resulted in an accusation of plagiarism from locals in Wiltshire who claimed Slaithwaite had 'stolen' their age-old smuggling legend. **(7/3/05)**

Jill Bond of Slaithwaite's Organising Committee cited a 1948 leaflet mentioning the Moonraking legend, and 70 year-old Councillor Dorothy Lindley could remember Moonrakers in her early childhood; "If they are saying it's theirs then they will have to show proof of Moonraking in Wiltshire." *(I was intrigued and interested to see what the Oxford English Dictionary had to say on the matter. A definition of Moonraker: 'A native of the county of Wiltshire, England.' The earliest reference is in 1787, 'Wiltshire Moon-rakers. Some Wiltshire rusticks, as the story goes, seeing the figure of the moon in a pond, attempted to rake it out.' It is not clear when the smuggling aspect became part of the term, but Wiltshire, not Slaithwaite, is credited with this development of the 1787 quotation. Bob Gough)*

Colne Valley Chronicle

The Colne Valley Society have ploughed their profits from sales back into the valley by providing three benches alongside the Huddersfield Narrow Canal between Tunnel End and Milnsbridge. Installed by British Waterways, the seats

will be appreciated by visitors taking a rest and enjoying this picturesque stretch of canal. (25/11/05)

The Chronicle gave a more accurate account of British Waterways' plans to re-open the Visitor Centre at Tunnel End. Councillor Lindley wished them luck with their plans and felt "If they consult with the public properly to find out what people want and do the right job this time it could be a very popular attraction." (17/2/06)

Oldham Evening Chronicle

A smiling Ken Wright beamed out (*pun intended*) over the headline "Canal king Ken sails off into the sunset" as the Chronicle picked up on our last Issue's news of his retirement from the Canal Society's Council of Management. (19/1/06)

After lengthy negotiations, British Waterways have finally been able to agree and start a £1.27m programme of works to repair last April's breach on the Rochdale Canal near the aqueduct over the River Irk, Chadderton. The canal's Site of Special Scientific Interest status had meant getting consent from English Nature, the Environment Agency and Greater Manchester Ecology Unit before work could begin. (2/2/06)

The major canal works near Scout Tunnel on the Narrow were well reported and the canal and embankment repairs are envisaged to preserve this section for a good 100 years to come! A senior project engineer from British Waterways made a bit of a slip being quoted "The Huddersfield Narrow Canal is well used by boaters, cyclists and walkers"

Members will be aware that cycling is not permitted, at the moment, on the HNC. (10/2/06)

The Hollinwood Canal Society has 'enjoyed' some significant press including a report on the Waterways Recovery Group working party weekend in early December 2005 (OEC - 7/12/05).

A substantial feature in **Canal Boat (March 2006)** summarised the whole project - though the HCS acronym might have caused confusion with a certain other Society when the article stated "In the medium term, HCS hopes to re-open the canal to full navigation in the Country Park"

More dramatically, the **Oldham Advertiser** carried a front page article with the banner headline "Five-inch mammals could cost taxpayers £1m" referring to the possible collapse of an aqueduct on the Hollinwood Branch near Crime Lake and the subsequent repair bill. The aqueduct had been leaking for some time and the article cited "experts" linking the problem to the activity of burrowing Water Voles, though the Hollinwood Canal Society's Ed Mortimer did not mention water voles in his quotes nor did Tony Noblet (Oldham Council), also quoted. (19/1/06) The article was picked up and summarised in the March 2006 edition of Canal Boat.

The Coop Bank's 'Change' magazine (**Winter 2006**) gave top tips to 'Master Stress' and in its 'Get back to Nature' section, it said: "... a daily dose of nature is essential to our physical and mental well-being But you don't need to live in the country to inject greenery and fresh air into your day. Potter in the garden, visit a park, sit in a churchyard or stroll by a canal."

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

Obituary - Frank Ruffley

We are sad to announce the death of Frank (Mr. Canal) Ruffley at the age of 88 on the 22nd December 2005

During the 2nd World War, Frank served with his regiment in India and Burma. On returning to the UK, he married Edith and settled in Ashton. He became a local Labour councillor and served for many, many years in various posts.

Frank was passionate about the local environment and the state of the canals in particular. He was responsible for kick starting the restoration of the Ashton and Peak Forest canals and the rescue and subsequent refurbishment of the Portland Basin warehouse.

The waterwheel and some pieces of antique machinery from the warehouse also benefited from his guiding hand, not to mention salvaging the date stone from the canal!

Amongst other achievements, Frank was also responsible for setting up a refuge for battered wives, named Ruffley House in his honour.

People traversing the canal in Stalybridge may have noticed a blue plaque naming Leech Street bridge after him as well.

In line with his strong socialist principals, Frank was one of the very few truly altruistic people I have been privileged to know. He put local people first, never seeking wealth or glory, and was a much loved, family man.

He will be sorely missed.

Alwyn Ogborn

Frank, second from left, pictured with a cheque for a lot of money that set the Society on the road to success.

Left to right: Steve Whitby - Tameside Canals Ltd, Frank Ruffley, Brian Minor - Festivals Officer, John McLoughlin - Tameside Canals Ltd.

Photo: HCS Archive - 1986



Notice of the 2006 A.G.M.

HUDDERSFIELD CANAL SOCIETY LIMITED

Notice is hereby given that the Twenty Sixth Annual General Meeting of the above named Company will held at Delph Band Club, Lawton Square, Delph on Thursday the 22nd day of June, 2006 at 7.30p.m. to transact the following business:

1. To approve the Minutes of the 2005 Annual General Meeting.
2. To receive and adopt the Accounts for the Company for the year ending 31st December, 2005 together with the Report of the Council of Management and of the Auditors thereon.
3. To elect Nairne Son & Green as Auditors and to authorise the Council of Management to fix their remuneration.
4. To re-elect Mr. N. Kenyon as a member of The Council of Management retiring by rotation.
5. To re-elect Mr. J. Carr as a member of The Council of Management retiring by rotation.
6. To re-elect Mr. G. B. Minor as a member of The Council of Management retiring by rotation.
7. To re-elect Mr. K. Gibson as a member of The Council of Management retiring by rotation.
8. To re-elect Mr. D. Sumner as a member of The Council of Management retiring by rotation.
9. To confirm the appointment of Mr. K. Sykes co-opted during the year.
10. To consider any other nominations.
11. Any other business.

DATED the 22nd day of March, 2006

By Order of the Council

J. M. Fryer, Company Secretary

N.B. A member entitled to attend and vote at the Meeting is entitled to appoint a proxy to attend and vote on his/her behalf. A proxy must be a Member of the Company.

cont'd from page 45

many boats travel on the west side of the canal in addition to those that travel through the tunnel.

British Waterways Northwest have recently employed Susan Ashurst, a Waterway Community Safety Officer in response to the number of anti-social behaviour incidents that are occurring on our waterways. We would strongly encourage any incidents to be reported direct to Sue on our contact details below so that we can continue to provide

detailed evidence to the local police and ensure that these incidents are reported in the appropriate manner.

If any customers would like to contact us regarding moorings, licences or any other issues then please contact any of our Customer Service team on 01942 405700 or enquiries.northwest@britishwaterways.co.uk.

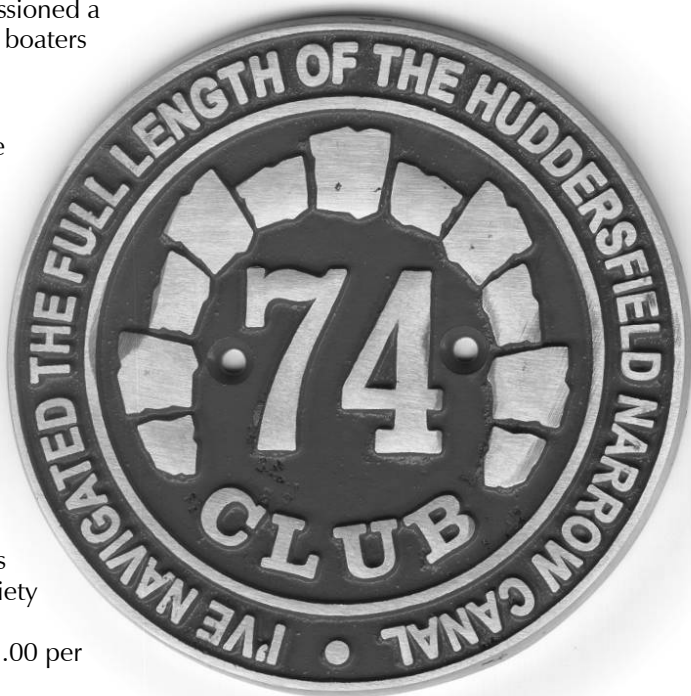
Jane Thomson
Service Manager
North West Waterways

The 74 Club

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

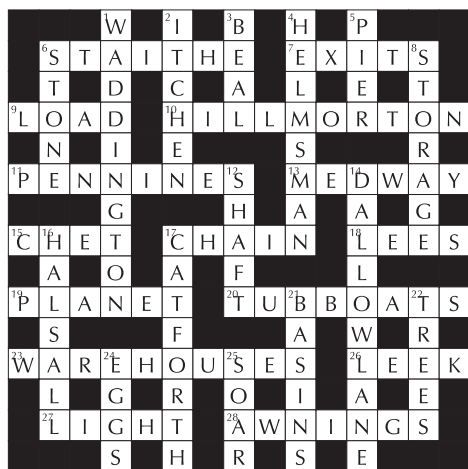
Transit of the Standedge Tunnel is accepted as proof of navigation. Simply contact the Society on 0161 339 1332 or EMail hcs@huddersfield.com to request an application form.

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 49



Solution to Jidoku puzzle 1

W	B	M	T	L	J	S	R	C
J	C	R	M	S	B	T	L	W
L	T	S	R	W	C	M	B	J
C	R	B	J	M	T	L	W	S
M	S	L	C	B	W	R	J	T
T	W	J	L	R	S	C	M	B
R	J	W	S	T	M	B	C	L
B	M	T	W	C	L	J	S	R
S	L	C	B	J	R	W	T	M

The Back Page

HUDDERSFIELD CANAL SOCIETY welcomes the following new members

2729 Mr David Hunt, [REDACTED]

2730 Mr John Fawcett, [REDACTED]

2731 Mr & Ms Alex & Abi Thompson & Bliss, [REDACTED]

MEMBERSHIP RATES

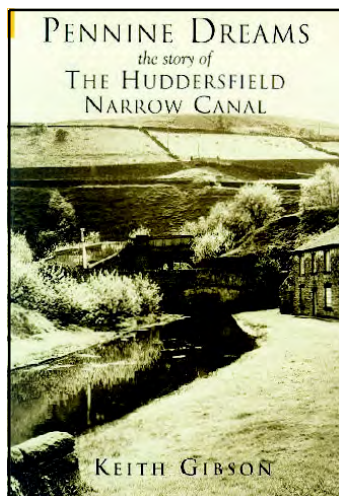
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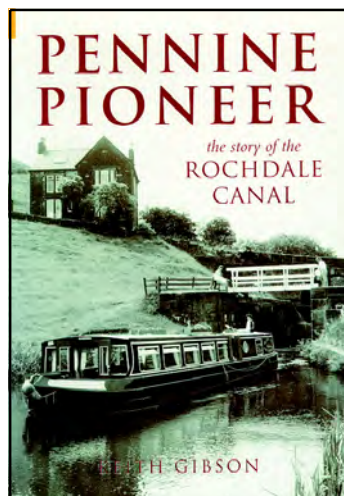
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