

Pennine Link

Magazine of the Huddersfield Canal Society



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Pennine *Link*

Issue 155



Keith Sykes

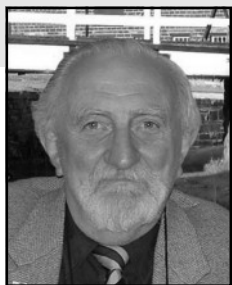
British Waterways have opened a new toilet block situated next to Lock 22E, Slaithwaite, combining with, at its west end, public facilities.

The British Waterways part is decidedly spacious and has two very large shower rooms and two toilets, one of which is designed for use by the disabled boater.

Below Lock 22E, at the edge of the turning circle, is a new water tap and self-operated pump-out facility. With the insertion of a British Waterways digicard (cost £6.30) you get 15 minutes pump out. Mooring rings at the pump-out facility have been provided and the canal dredged to allow close mooring.

Editorial	4	New Gates for Diggle Portal	32
Chairman's Report	5	Sky TV Fixed it	33
Disconnected Jottings	6	Crossword - 50	36
Bringing Heritage Alive	9	Jidoku - 2	37
2006 Photographic Competition	16	Things Come in 3s	38
Pulling a Mussel	17	Hollinwood Canal Society	40
The Marsden Shuttle	18	Obituaries	43
Visitor Centre Re-opens	19	What the Papers Said	44
The Story of DB1 - Part 5	28	The 74 Club	46

Cover: *The Horseboat 'Maria' and members of the Horseboating Society at Roaches, Mossley, on their way to Diggle Portal and an historic legging of Standedge Tunnel.* Photo: Bob Gough



Editorial

Oh well, this is the last editorial I shall write for you. From the next issue, Alwyn will be intriguing you with his mastery

of prose – I hope it doesn't slow up the completion of his boat!

I am sorry that I have been the first editor NOT to win the canal society magazine award, but hey – I looked at the others and I knew ours was still the best.

The problem has been that as the canal restoration finished, Plink had to turn itself into a general canal publication as well as reporting what was happening on 'our' canal and the awards went inevitably to the mags reporting on restoration work in progress or anticipated. As we had had the Royal blessing, reports on work on the canal would have been enclosed in an A4 fold over.

I hope you all liked the way the emphasis changed – no one sent me death threats or put severed heads under my blankets, so I assume that most members have been in favour.

The main reason for the hand over is simple, I live about 22 miles from the Society's office, on the other side of Manchester, driving through 26 sets of traffic lights (always against me) whenever I go to the office.

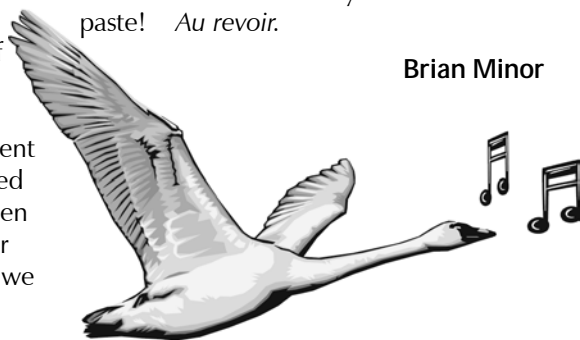
The imminent move to the Transhipment shed would obviously have exacerbated this problem. As a result I have not been able to give Bob the help necessary for the Magazine. Don't get me wrong – we

all know that Bob does most of the work, typesetting, photography, chivvying contributors etc., etc. The nominal editor tries to influence the 'grand plan' and the job deserves far more input than I am able to provide. You won't have heard the last of me; all past editors watch over their baby and write articles to improve the current incumbent's pages!

The saga of the move incidentally seems to be proceeding to a successful finale. The member who suggested that Bob can sell cream teas to the passing boaters can come and do the catering for us! But seriously there isn't a canal society in the country whose premises are nearer to their water than we will be. Perhaps members will moor up and renew their memberships whilst en route to the Tunnel, certainly it will give everyone a chance to see how the domestic life of the Society is run. Please give Bob a wave as you go past.

Many thanks to everyone who has written letters or articles over the past few years. Make sure that your canal experiences are sent in to Bob or Alwyn and I've no doubt they will be greeted with delight. But please, if possible, email the script – it does make life easier if the Editorial Team only have to cut and paste! *Au revoir.*

Brian Minor





Chairman's Report

There has been plenty of activity since my last report. We are hopefully gaining the services of a new Marketing Officer from the

beginning of September, the Tunnel End Visitor Centre has been re-opened, our move to the Dobcross Transhipment Warehouse is progressing slowly.

The new gates have been fitted to the tunnel portal at Diggle - magnificent to behold. Your Society made a substantial contribution to this project in support of Oldham MBC and British Waterways. The landscaping is yet to be completed and we are being asked to help with the content of the adjacent interpretation board.

We are also supporting British Waterways with a feasibility study to introduce security lighting to their Wool Road car park - just across the canal from our projected new offices. We have already made an offer to contribute to the resurfacing of the area.

Our new tourist information leaflet about the Huddersfield Narrow has been distributed nationwide and our thanks go to tourism officers Roger Platt (Tameside MBC), Gillian Flatt (Oldham MBC) and Jess Newbould (Kirklees MB) for all their help in compiling this excellent publication. A copy is enclosed with this Issue.

The Annual General Meeting was held at the Diggle Band Club. Our speaker was Laurence Morgan, General Manager of Yorkshire Waterways who gave an excellent presentation and answered members' questions with accomplished diplomacy. Unfortunately, Keith Gibson has decided to resign as a director but, thankfully, remains a member of our Society.

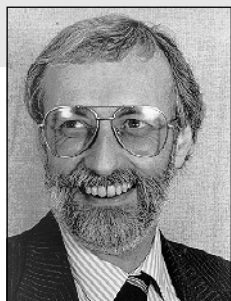
Keith's knowledge of the Huddersfield Narrow is legendary and the local authorities and BW home in on Keith when they need any archival background. He was largely responsible for the information on the new display boards at the Marsden Visitor Centre. Our unqualified thanks are extended to Keith for his major contribution to the success of the restoration of our Canal and to his freely giving of his extensive knowledge to all who enquire. We are delighted to welcome as a newly elected director, Keith Sykes who has been a co-opted Council member for the past year. He has immense enthusiasm for the Canal and has already made a substantial contribution to our cause.

Many thanks to Brian Minor for his five year stint as editor of Pennine link - he has done sterling work for us. Welcome to Alwyn Ogborn who has agreed to take on the job. We are proud of our magazine and have been fortunate in having had a succession of committed editors.

The marketing reports submitted by the students of the University of Central Lancashire were good in parts. Thanks to all those of our members who returned their questionnaires. These gave the students plenty of ammunition and their findings will be the subject for discussion with the tourism officers of our local authorities as soon as possible following the arrival of our new Marketing Officer.

Finally, thanks to our Administrator, Bob Gough at our Ashton Office. We have recently upgraded our computer systems in preparation for our impending move. These will take a little time to get used to but will assuredly allow us to offer a better service to all our members. Thanks for your continued support!

Neville Kenyon



Disconnected Jottings

In the last issue, I reported on the submission of bids for grants towards waterway restoration submitted to the Big Lottery Fund's

Living Landmarks scheme.

The important bid from the Cotswold Canals Partnership, aiming to link the large-scale Heritage Lottery funded work shortly to commence on the Stroudwater Navigation at Stonehouse back to the national waterway network at Saul on the Gloucester & Sharpness Canal, has passed the first stage evaluation in the process of deciding on those grants. From around 1,000 bids, this first stage has produced a list of about 60 proposals for further consideration. After a series of site visits, the intention is that development grants will then be offered to about half of the schemes still in the running, and from those remaining, the successful schemes will be chosen in about twelve months time.

The Cotswold scheme is not the only waterway restoration project still in with a chance of a very large grant. Others that have passed the first stage are:

- * *The restoration of the North Wilts Canal from Swindon to Cricklade;*
- * *Restoration of the Derby Canal from the Erewash Canal at Sandiacre through the city of Derby to the Trent & Mersey Canal at Swarkestone;*
- * *Restoration of the Monmouthshire & Brecon Canal from the current limit of navigation in Cwmbran to Newport,*

including reopening part of the Crumlin Arm of the canal;

- * *And, restoration of the four miles of the Montgomery Canal from Redwith to Llanymynech.*

In addition, two schemes for new waterways are still in the running:

- * *Work at the Milton Keynes end of 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.*
- * *And, the construction of the large lake proposed in the centre of Bradford as the terminus of the proposal to rebuild the Bradford Canal from the Leeds & Liverpool Canal at Shipley back into the centre of the city.*

Although it is sad that no money from this scheme will go to the bids for the Hatherton; Grantham; Manchester, Bolton & Bury; Shrewsbury & Newport; Cromford; Ashby or Chesterfield Canals, there are rather more waterways schemes still in the running than I expected.

There is also news this issue about what looks likely to be a major success for the restoration movement. The Heritage Lottery Fund has granted Stage I approval to an application for about £1m from the Driffield Navigation Trust to complete restoration of the Driffield Navigation. This includes £66,000 that will be made available for development of the full Stage II application to the Lottery Fund.

Assuming that the Trust succeeds in its bids for £750,000 from the East Riding of

Yorkshire Council and £950,000 from Yorkshire Forward, the regional development agency, and is able to successfully commission the various reports on engineering and ecology, etc., that will be required, this looks very promising. It will no doubt be difficult to develop from this Stage 1 approval to actually getting the money but, from what I have seen, bidders to the Heritage Lottery who are successful at this first stage generally make it in the end.

I reported in the last issue that the Friends of Cromford Canal had 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 had agreed that, for the moment, restoration would be delayed to give time for a scheme of restoring this part of the canal to be put together. The Friends have now applied for planning permission to restore the canal across this site. Assuming that is granted it will be interesting to see how this relatively young voluntary society sets about the massive task of raising the money to construct the canal.

When the Huddersfield Narrow Canal reopened, I thought that I should change the content of the restoration column I had written in *Pennine Link* for many years to keep members up to date with the restoration movement elsewhere. The result was 'Disconnected Jottings'. It has had a very mixed response.

Some members were keen to see the Society's magazine include this wider discussion of the restoration scene. Some thought it irrelevant to the Huddersfield Narrow and beyond the scope of what should be in *Pennine Link*. Others complained that, because it skipped from scheme to scheme according to the news of the moment, it was far too 'disconnected' to read with ease. Perhaps, all three views have merit! More to the point, will there be enough happening in the restoration movement to provide a column in every issue? This time, the news (although significant) would be very thin, had I not included the first stage results of the Living Landmarks scheme.

Inland Waterways Association Chairman, John Fletcher, has been delivering a very depressing message recently about the outlook for large-scale waterways restoration. He sees the future "*becoming progressively more bleak and ever more complicated*", especially for those rural waterways that have limited opportunities for waterside regeneration.

There is no doubt that competition for large grants is becoming harder as time goes by, partly because bidders in general are becoming more sophisticated and partly because (as ever) there is not enough money to go round. (And that might be even more limited if lottery funds have to be siphoned off to pay for

the Olympics.) It would have been naïve to have expected a continuation of the rate of progress the Millennium grants allowed but, with large-scale work imminent on the Cotswold Canals, the Droitwich Canal, the Liverpool Link and the Manchester, Bolton & Bury Canal, progress is continuing at a faster rate than, perhaps, we saw in the 1980s & early '90s.

The waterways movement might have to exercise considerable patience in waiting for the next 'big news', unless one or other of the Living Landmarks bids succeeds. Only a few of the likely recipients of large grants that might theoretically be available for waterways are yet in a position to bid with any reasonable hope of success. It took many years to build the successful partnership with the local authorities and British Waterways that bid for funding to complete our canal.

Apart from the schemes mentioned above, our friends on the Ashby Canal, on the Chesterfield Canal and the Northern Reaches of the Lancaster must have reached or nearly reached that stage but it would be astounding if others like the Lichfield & Hatherton or the Newport & Shrewsbury, for instance, could build a successful partnership in any period less than several years.

To complicate issues there are other factors that are becoming much more complex and costly. For example, the increasing importance of allowing for the natural environment, the increasingly complex requirements of Health & Safety legislation or the increasingly risk-averse nature of the building industry.

In addition, the cost of the future maintenance of restored waterways has been brought home to British Waterways and to potential funding bodies by the Millennium schemes, particularly the Rochdale Canal, where major unforeseen and unfunded work has been required and the local authorities have been unable or unwilling to help pay the extra costs.

Although I find myself in agreement with John Fletcher to an extent, I do hope that, once the current crop of large-scale schemes are complete and any that succeed with Living Landmarks grants, this column does not have to shrink to no more than half a page or, worse, only an occasional appearance.

The Ashby, the Chesterfield, the Manchester, Bolton & Bury and the Northern Reaches of the Lancaster should manage at least a few column inches if the money can be found. My biggest worry about inadequate funding regimes is not the sheer difficulty of finding money for the large and expensive urban canals, but how to succeed with rural waterways. Look at the Pocklington Canal – a straightforward restoration job that possibly could all be carried out by volunteers, yet finding the money and resolving the environmental issues will, when the canal is finally open all the way to Canal Head, have taken twice as long as it took to restore the Huddersfield Narrow.

Keith Gibson

Bringing Heritage Alive

Sue Day, chairperson of the Horseboating Society, writes:

The Horseboating Society (HBS) is currently supported by a grant from the Heritage Lottery Fund which is enabling the society to expand its activities to bring heritage alive for local communities and the wider waterways community. British Waterways is also supporting this HBS programme by working with the society to facilitate horsedrawn journeys and events over the national inland waterway system.

The culmination of the schedule is to attend The World Canals Conference in England at Liverpool in 2007. The aim is to bring more attention to the endangered nature of horseboating which is struggling for survival in this century as restoration and regeneration schemes, and maintenance programmes, forget to provide for horsedrawn craft.

The HBS celebrated the bi-centenary of Blisworth Tunnel in 2005 by legging the Tunnel while Bonny the boathorse went over the top, followed by members of the Blisworth Heritage Society. Following on from this success with HBS members and the local community, HBS made a proposal to British Waterways, Yorkshire, to leg Standedge Tunnel.

In May 2006, The Horseboating Society celebrated the fifth anniversary since the Huddersfield Narrow Canal and Standedge Tunnel were re-opened in May 2001. Two full passages of the canal were made as the horseboat Maria is

too long, at 70 feet, to proceed into the locks on the Huddersfield Broad.

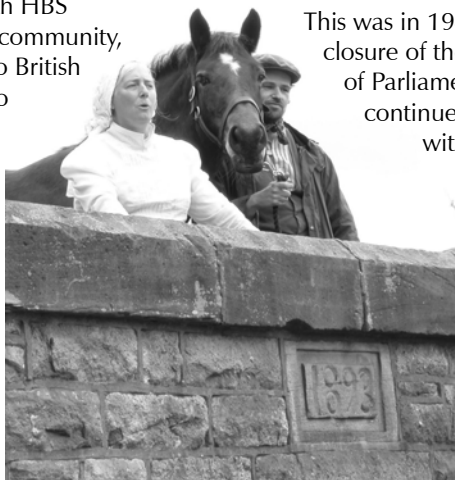
The horseboat Maria had the honour of being the first boat to make a full passage in 2001, since the last boat Ailsa Craig in 1948. She made return journeys of the Huddersfield Narrow Canal in 2001, 2002, and 2003. However the climax of this journey in 2006 was to be the legging of Standedge Tunnel in each direction. The year 2006 also provided another anniversary – 200 years since the appointment of Thomas Telford to complete the building of the Tunnel, which had been fraught with delays.

Our journey started on May 4 from Maria's home mooring on the Ashton Canal. She is Britain's oldest surviving wooden narrowboat, built in 1854. Restored by The Ashton Packet Boat Co. in 1977/8, they operated her as a horsedrawn passenger trip boat for some 21 years.

Our oldest HBS member Ronnie Barnes, now 87, is believed to be the last person to have legged Standedge Tunnel along with his fellow canal maintenance workers.

This was in 1946/7 after the official closure of the canal in 1944 by Act of Parliament. Other local traffic continued for a few years without passing through the Tunnel.

Ronnie and team would leg their boat because it had neither engine nor horse. The 6 men used to bowhaul the boat between Huddersfield and



Sue Day addresses the crowds at Diggle Portal with an attentive 'Bonny' and handler, Nigel Dix.

Photos: Bob Gough unless otherwise credited

Mossley. When legging, they worked in 3 pairs, taking turns, while 2 others fended the boat off the tunnel sides, and one steered. A sixth man made tea or rested, Ronnie reported. He was in his late 20s at this time.

On May 7, we horseboated up the Diggle Flight then we legged from Diggle to Marsden, with Ronnie and his wife Sheila on board to watch us “follow in Ronnie’s footsteps”. The HBS allowed itself 4 pairs (not just 3) as we were all ‘greys’; one pair was made up of lady leggers.

One legger was Jim Woodland from Mikron Theatre Company who was on board to film the event for an inter-active CD Rom in the making. Another was Barbara Holmes from the Ashton Packet Boat Co., which restored and owns Maria; she was filming too. We placed a large board, across planks by the towing mast, stretching across the width of the boat but with no extension beyond the hull. Standedge is very narrow in places, just allowing the boat through. The leggers took turns with a couple of shifts each, and we completed our passage in 2 hours 52 minutes. This was the approximate time Ronnie expected for our empty boat and most accounts suggest 3 to 4 hours for a passage.

The HBS ran a local competition at the Marsden Information Point to guess the leggers’ time and in fact I guessed this to the minute, showing how consistent we were with our pace! However, of course, I relinquished the prize and it was given to the person with the next nearest guess, which was only 2 minutes out. A delighted young Steven, with his grandmother, received the prize tickets, donated by British Waterways, for a full passage of Standedge Tunnel for 4 in the



Above: A last farewell at Diggle Portal
Below: The pole-lathe turner at work.



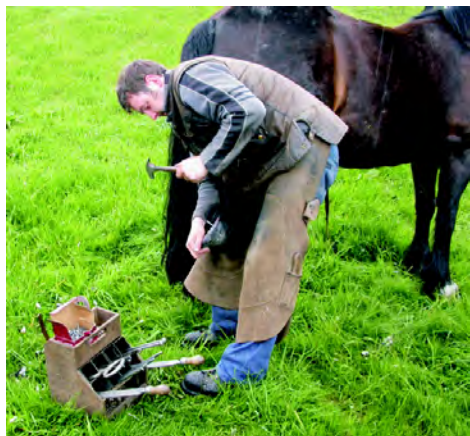
BW passenger pod. Stephen and his family were photographed with the Mayor of Kirklees who had kindly accepted the invitation to attend the event, meeting all those involved.

The boat had carried essential cargo through the Tunnel. There were two barrels of beer on board. One was The Leggers’ Bitter, especially brewed and donated to the HBS for the occasion, by the Riverhead Brewery of Marsden. The other barrel was their revival of The Standedge Admiral, the name given to Thomas Bourne who was employed to cross the tunnel top leading the boathorses.



Above: Safely arrived at Marsden.

Below: The farrier shoes Queenie.



Bonny the Boathorse had been taken over the top by Nigel Dix, while the boat was being legged through, travelling along Boat Lane, followed by several walkers. They were all there to greet us on arrival.

The Diggle Band played as they had done when we entered the Tunnel, playing the Standedge Fanfare commissioned for 2001. This certainly added to the sense of occasion and fun. The band was a welcome involvement from the people of Diggle. The tunnel does have two ends!

Their services were paid for by the Huddersfield Canal Society and British Waterways, to whom the HBS is most grateful.

While visitors waited for the legged boat to emerge, they could watch demonstrations from HBS waterway craft workers. Cable-laid cotton towlines were being made by The International Guild of Knot Tiers. Repairs to boathorse harness were being undertaken by trained saddlers. Harness bobbins were being made on a pole-lathe, then painted in decorative colours. Crochet work was on the go, needed for the boathorse's ears protector cap.

A Wild Over Waterways (WoW)

activity for children encouraged them to learn about the harness. This was run for us by the chairman and secretary of the Manchester Branch of the Inland Waterways Association, which covers Standedge Tunnel in its area.

The following day we continued down the canal, reaching Huddersfield in two days. As always we really enjoyed horseboating this canal. The bluebells and wild garlic and campions were all in flower. The beautiful Pennine scenery is always a joy. A change of horse had been necessary. Bonny works the west side, best suited to the low modern bridges in Stalybridge. Queenie accepts the heavy traffic in Huddersfield which frightens Bonny.

HCS Stand, ably manned by volunteers Patricia Bayley and Peter Smart, and visited by the Mayor of Kirklees, Cllr Margaret Fearnley, and BW's Waterway Services Manager, Janet Baverstock.



The Sellers Engineering firm always kindly open up their gate for us to pass through their works yard to avoid some of the traffic. Pedestrians have to make their way on busy town pavements in Huddersfield, as there is no towpath in some sections. There are two tunnels for the horseboat to negotiate while the boathorse takes to the streets. The crew use a mixture of poling and legging in these short tunnels. It all adds to the interest and variety, and sheer hard work!

We then passed through Huddersfield University, triumphantly reaching Aspley Basin on the Huddersfield Broad Canal, where we were kindly offered safe mooring at the marina. Safety for the boathorse in town is a great concern, and this time, Queenie was taken back to the countryside in the horsebox.

The following day, we began our return journey. On the east side, it is essential to have Queenie, a black horse. The Horseboating Society, of course, banks "at the sign of the black horse". We conduct business at the Lloyds TSB branch in Slaithwaite, where the bank is beside the canal. The bank staff know us well and gain pleasure from our visits with the horse and boat. In 2001, the first year of our society, the Lloyds TSB bank generously paid for our HBS banners for the horseboat.

We did some important shopping in Slaithwaite. We scoured the newsagents shops and came out with local papers. We had made both the front page and page 3 of the weekly paper with many colour photos. We were not seeking to promote the HBS alone but also the Huddersfield Narrow Canal and the Standedge Tunnel, wanting to spread word about this wonderful canal, and to engage the local community with pride in its heritage. We were therefore pleased to get such good local coverage.

We always support the local traders in the villages. Hot coffee from The Chocolate Shop is a must. The Co-op gave us the basics. The speciality shops provided delicious pies. We never pass by the Moonraker Floating Tearoom without the boathorse insisting on a stop for (more) coffee and ice-cream. Here proprietor Val Todd, like all the other traders, took leaflets and posters advertising our next legging passage and other events over the summer at the Standedge Visitor Centre.

We did have a couple of pounds very low on water but nothing we could not resolve by letting a little water down to help Queenie pull Maria.

A favourite stop is by the winding hole at Kettle, or Booth, in West Slaithwaite. Totally charming, the lock-keeper's house has beautiful gardens and the residents tend the lock itself with shows of daffodils, and other flowers. Queenie was treated to an overnight stop as usual in the meadows running between the canal and river. Ronnie and Sheila live nearby and supplied the crew with baths and meals!

British Waterways unpadlock the Marsden flight and here we had our first rain while boating in 8 days. We arrived safely back at Tunnel End, with a day in hand before our next legging event.

This day was used for a HBS committee meeting held in one of the rooms of the Tunnel End Inn. We discussed the new gates which had been put on the Diggle portal of the Tunnel. The general feeling was that the gates could have been worse - if the original designs had been followed - and we felt that the artistic design had been manufactured with skill. However we were of the opinion that they are out of keeping on a structure of such important heritage value. We felt they would be far more in keeping as a "gateway" to or in the park beside the canal at Diggle, where there are

already parts of the sculpture trail and a timeline related to the canal. Also we were very concerned about the mixed up message the gates portray. The leggers are on board a boat complete with windows at the front, immediately indicating a modern motor boat, which would have no need or indeed facility for leggers to operate. Therefore on these educational considerations the committee decided to oppose the gates. A committee member suggested we enquire as to whether the Diggle park could be expanded on as an interpretation area. Perhaps several more features could be added. One example could be that the timeline in the park should be continued (e.g. with 2006 as the legging of the Tunnel again).

We need to prepare for the 2011 bi-centenary of the Standedge Tunnel, and most people agree that the Diggle site needs enhancing. We would prefer to see a new set of simple tunnel gates which are aesthetically pleasing, shaped to the tunnel portal curve as these latest ones do.

The second legging event day like the first had dull weather. The farrier arrived to shoe Bonny and Queenie. He cleaned up horseshoes as presents for watching children. I gave a harnessing demonstration, and explained the functions of all the parts of the harness. The HBS have bought a toy horse, called Toy Bonny, for which Rick Muir is making a set of harness so children will be able to harness up Toy Bonny for themselves.

The National Press arrived in the form of 'The Telegraph' and insisted on photos before the boat was due in the Tunnel in order to meet their deadline. Nigel Dix, our solo legger on this passage, was asked to leg the boat in and out of the Tunnel. After several minutes and many photos, we were concerned that we were using up Nigel's energy and in the event, the paper did not publish any pictures!

Just after 2pm, the date rolled back 150 years or so, and the scene of 1856 was set for the large crowd. They were reminded that the Tunnel had opened in 1811 after 16 years construction work. The horseboat Maria was a mere 2 years old. Thomas Bourne, the Standedge Admiral, had retired a little earlier and so one of the boat crew would need to take the boathorse over the top of the Tunnel. I acted the part of the widowed boatwoman who had enlisted the help of her two brothers to work the boat. She would steer the boat in the Tunnel whilst "brother" Robert took Bonny over the top.

Young "brother" Nigel, age 35, would leg the boat from the cabin roof, legging where he could reach, or using a pole. Into the Tunnel we went.

Nigel worked constantly, even rising onto his shoulders to reach the tunnel roof at times. The tunnel water level has been dropped to facilitate passage of modern boats with their wide cabins, so the mattress under Nigel was to make up for some of this difference. The other crew on board gave Nigel information about what lay ahead as he did not know the Tunnel well. This helped prevent him getting hurt by bangs on the roof, and we also advised him when it was time to get up to pole. Planks were run along the length of the boat so he could walk at gunwale level whilst poling. On emerging, Nigel was tired but proud and happy, and extremely black! He had taken 3 hours 3 minutes.

We were definitely not out to discredit the alleged record of David Whitehead, who is supposed to have legged the Tunnel in 1914 in 1 hour and 25 minutes. No records exist today apparently to prove the record. Nigel's efforts do however cast doubt on the reliability of the record. Alternatively David was really an outstanding hero!

Perhaps we could try again another year.



A pair of leggers working an unlined section.

We chose Nigel especially because he is seriously fit! He runs 100 mile races, and at 35 is the same age as David Whitehead was in 1914. We are proud of his attempt. We were happy with whatever time he came up with, neither attempting to match or beat the record, which might be fictitious.

We washed the tunnel grit and stone off the boat, keeping larger pieces as mementoes! Nigel proudly has kept the biggest piece. When the boat emerged at Diggle, members of the crowd advanced on the boat, taking souvenirs of Standedge Rock off the boatcabin roof.

Once cleaned off, the boat was taken by Bonny down the Diggle flight to Uppermill. There is a canalside field here below Dungebooth Lock for Bonny. The crew dispersed, all returning by cars to Marsden.

Our last day's boating saw us finish in the dark at 10pm, having had a day of incessant rain. The Roaches Lock pub in Mossley had provided complimentary sandwiches and chips to sustain the crew. The publican is a keen horseman himself and always welcomes us. We were supposed

to have been joined at the pub by walkers, celebrating the Health Is For Life Festival run by Tameside Council. However in the pouring rain they had not ventured forth to walk beside the boat, leaving crew alone out there!

There is no doubt that the local community along the 20 mile length of the canal enjoyed the project just as did HBS crew and the boathorses.

It is a small beginning but development of such a project would probably engage the enthusiasm of the local community gradually. There is a need for the people to feel the canal is part of their local life and heritage. The current Moonraker and Imbolc festivals, the Mossley Music Festival, and Stalybridge Splash all encourage the local people to come to the canal. It becomes a pleasant place to be briefly but there is no engagement with the heritage or understanding of how the people could use the canal more. The legging event needs to be part of the continuous journey on the canal, linking the villages together. This part of the project was promoted little.

Nigel gets increasingly dirty!





Top: Strike up the band - Diggle Brass give Maria a send off.
 Above: 'Widow' Sue steers as 'Brother' Nigel readies himself.
 Below: Mission accomplished! Exhausted but happy.



Tanner the boathorse used to head the Moonraker procession in Slaithwaite carrying the moon raked out of the canal on his dray. From small beginnings the event is now huge and a book celebrating the 21 years of Moonraker has just been published with Heritage Lottery Funding. Could the boathorses lead another project to success?

The HBS journey brought some television attention. On June 5 the BBC programme Country File filmed our HBS member Ronnie in the Tunnel on the BW electric boat, recounting his days of legging. He said the HBS want the experience of legging Standedge Tunnel to continue. We do!

The Horseboating Society is grateful to all those individuals and organisations who campaigned for the restoration of the canal, and to those who carried this out. We thank British Waterways in particular, the Huddersfield Canal Society and the Inland Waterways Association for their support for this project, and all others involved. Some HBS crew were local, others came from all corners of England to enjoy this canal.

Sue Day
 Chairperson, Horseboating Society



Photographic Competition

*** FREE ENTRY * CASH PRIZES ***

Alwyn Ogborn, our new competition organiser, writes:

Welcome to the 2006 Huddersfield Canal Society Photographic Competition. Open to everyone, the fabulous top prize is once again £150 plus substantial other cash prizes.

I believe these prizes are unprecedented for a canal society.

This year we shall be looking for a minimum of 12 shots stunning enough to make a calendar.

The potential pictures should be of the Huddersfield Narrow Canal, and if suitable prints can be found, for publication as the 2007 calendar.

Snap away Me Hearties and lets see what talent is out there.

Don't forget the closing date!

THE JUDGE

Martin Smith
*Chief Photographer,
Oldham Chronicle*

THE CASH PRIZES

Overall Winner - £150
Category Winners - £50
Category Runners-up - £25

THE CLOSING DATE

Friday 27th October 2006

THE RULES

The competition is open to everyone - members and non-members alike. There is no entry fee. Enter prints only, B&W or colour, sized between 6"x4" to 8"x6" max.

Entrants agree their pictures may be used by the Society for promotional purposes.

THE CATEGORIES

A - Huddersfield Narrow - Senior
B - Huddersfield Narrow - Junior
C - Other UK Waterways - Senior
D - Other UK Waterways - Junior
(Junior is 16 or under)

SEND YOUR ENTRIES TO

(max. 5 prints per category)
Photographic Competition
Huddersfield Canal Society
239 Mossley Road
Ashton-u-Lyne
Lancs. OL6 6LN

Please put your name and address on the back of each photo AND the category for which it is being entered. Enclose a stamped SAE if you wish the return of your entry.

Pulling a Mussel

It's surprising the things that get pulled out of the canal. And even though our volunteer boat crew may be used to shopping trolleys and bicycles, there is a wealth of wildlife lurking beneath the waters.

Local schoolboy Josh Brooke was, as schoolboys do, trailing a piece of string through the water along the Narrow at Mossley, when the 'lure' was snapped up by a large bivalve.

Josh called in at Society director Alwyn Ogborn's yard at Mossley Bottoms, with his monster catch. Now, builders of Dutch Barges know a thing or two about canal life, and the beast was confirmed as a Freshwater Mussel.



Bob Gough

The sizeable Freshwater Mussel accidentally pulled from the Canal

Improvising a suitable 'keep pot', the mussel remained healthy for its photo-opportunity before being returned to the depths and hopefully less stringy meals.

Bob Gough



Roaches Lock

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The Marsden Shuttle

East Side Boat Co-ordinator Andrea Fisher writes:

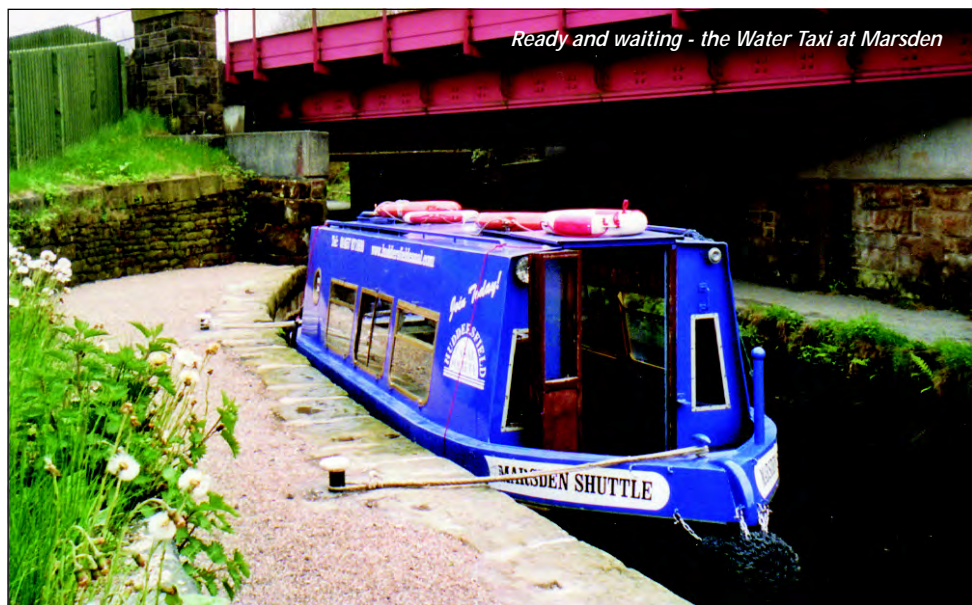
Well, at long last things are moving on the East Side with the opening of the re-vamped Visitor Centre. It looks smart, I have to say, with the new livery, and the 'Marsden Shuttle' should contrast well being Royal Blue against their Claret colour scheme.

Terry Lomas has done a splendid job training some new members to man the Shuttle; they're all really keen and have enjoyed the new experience. It's always good to swell the pool of crew, and while that's in my mind, should anyone want to help crew the Shuttle, please ring me on 014848 686136. We operate mostly Sundays and Bank Holidays, but we could do Saturdays as well if there was the demand. If you like the countryside, meeting people or just leisurely cruising, it's a great way to spend the day.

Over the Winter, the team have done some walks, mainly around Marsden, and Ronnie Rose, trusty caretaker of the Shuttle, has usually acted as leader. He is a mine of information. We've done the 'Cuckoo Walk', March Haigh, Wessenden Head and wandered the numerous back lanes of Marsden and above. Again, anyone who would like to join in, just ring; you'd be very welcome. We finish off with a social drink at the very welcoming Tunnel End Inn and often a bite to eat as well!

It's a year since I took over from David Stubbs as Crew Co-ordinator and I've really enjoyed it. But it has been made so much easier because of the volunteers' generosity with their time and I'd like thank them all very much; carry on the good work promoting the Canal Society!

Andrea Fisher



Standedge Visitor Centre Re-opens



The long-awaited reopening of the Standedge Visitor Centre took place on the 21st July and Millennium Commissioner Judith Donovan CBE was on hand to 'cut the ribbon'. The sense of déjà vu was not lost on her, having performed the original 'opening' in May 2001, prior to the official opening by HRH Prince Charles the following September, and now Judith again in 2006 - her time travelling 'Dr Who moment' as she put it!

Entry to the Centre is free and the display material is much more detailed and of higher quality, though reduced in quantity. A 15 minute, looped presentation by Mikron Theatre Company, in period costume, re-enacts key stages in the history of the Narrow with emphasis on the Standedge Tunnel.

Open Tuesday to Thursday, weekends and Bank Holidays, 10:00 - 17:00 (until 29th October), the 30 minute guided boat trips into the Tunnel operate 8 times a day. British Waterways are also promoting the Through Trip Ticket for those wanting to experience the whole Tunnel trip. Journeys are on Mondays, Wednesdays and Fridays, tickets cost £8 one way and must be booked three days in advance - call 01977 554351 to book.

Bob Gough



Top left: Pupils from Marsden Infants & Nursery School entertain with a penguin inspired routine.

Above: Millennium Commissioner Judith Donovan CBE performs the traditional opening ceremony.

Far left: VIP preview day at the Centre.

Left: The new Centre leaflet with a colourful centre spread (overleaf).



GE TUNNEL WONDER OF

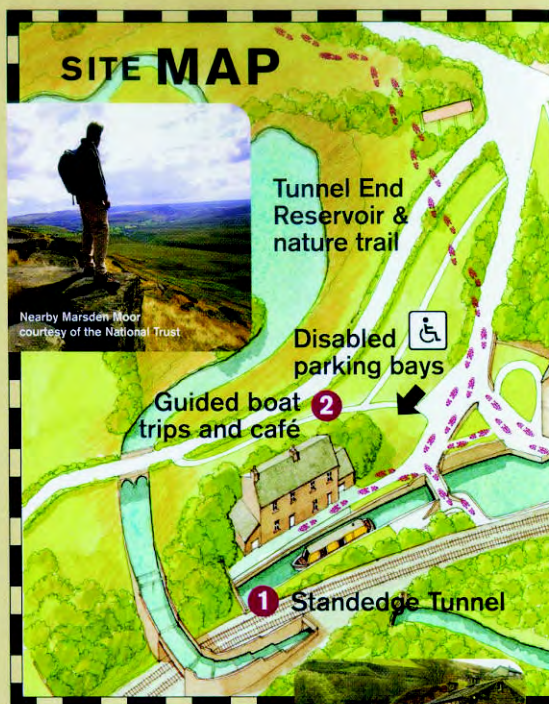
STANDEGE TUNNEL A TRUE WONDER OF THE WATERWAYS

The Standedge Tunnel experience is a great introduction to the Huddersfield Narrow Canal, a waterway of startling contrasts, from tranquil countryside to dramatic mills. The canal reopened in 2001 following a 20 year restoration programme and boasts Britain's highest, longest, deepest and greatest canal tunnel trip ever.



1 Trip back in time on a glass roofed boat

Enjoy an atmospheric guided boat trip into the tunnel and wonder at the work that went into this major feat of engineering. The tunnel stretches over 3¼ miles from Diggle at one end of the Pennines, to Marsden at the other end.



A visionary feat

Standedge Tunnel is the highest (196 metres above sea level), longest (5,029 metres) and deepest canal tunnel (194 metres) in the country. The project was started in 1794 at the height of the 'Canal Mania' period and took 17 years to complete – with a little help from one of Britain's greatest civil engineers, Thomas Telford.



FOR FURTHER INFORMATION 01484 84429

to complete – with a little help from one of Britain's greatest civil engineers, Thomas Telford.

FOR FURTHER INFORMATION 01484 84429



2 Guided boat trips and café

Tickets for the 30 minute boat trips are available from Tunnel End Cottages where you can also enjoy a cup of coffee and cake before or after exploring the rest of the site.

3 An information packed visitor centre

Open Summer 2006, the new Standedge Visitor Centre features exciting displays on the Tunnel's history and the restoration of the Huddersfield Narrow Canal.

4 Nature trails for all ages

Enjoy a walk along the length of the Huddersfield Narrow Canal, which links into the Standedge Trail and the Colne Valley. Look out for a new nature trail to Tunnel End Reservoir later in the year. Visitors might recognise the scenery from the TV series 'Last of the Summer Wine' and 'Where the Heart is'.



98 OR VISIT WWW.STANDEDGE.CO.UK

history and the restoration of the Huddersfield Narrow Canal.

from the TV series 'Last of the Summer Wine' and 'Where the Heart is'.

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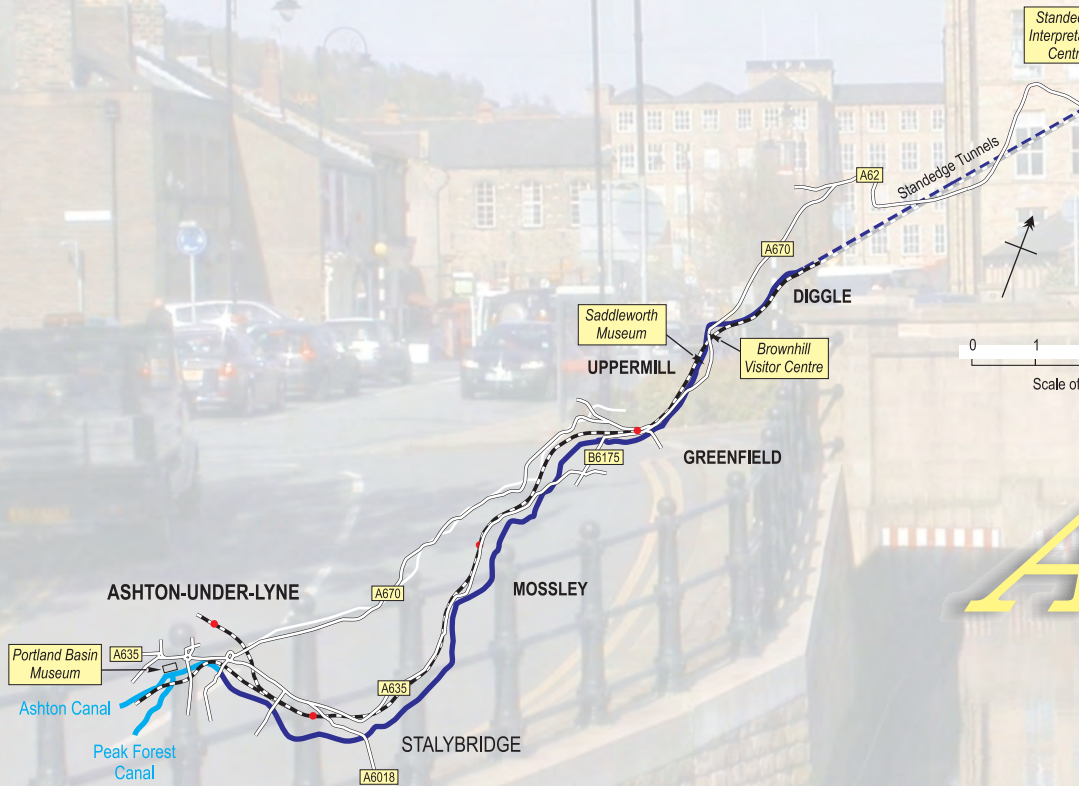
*Whatever the weather be sure to visit
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atmosphere at the Tunnel End Inn.*

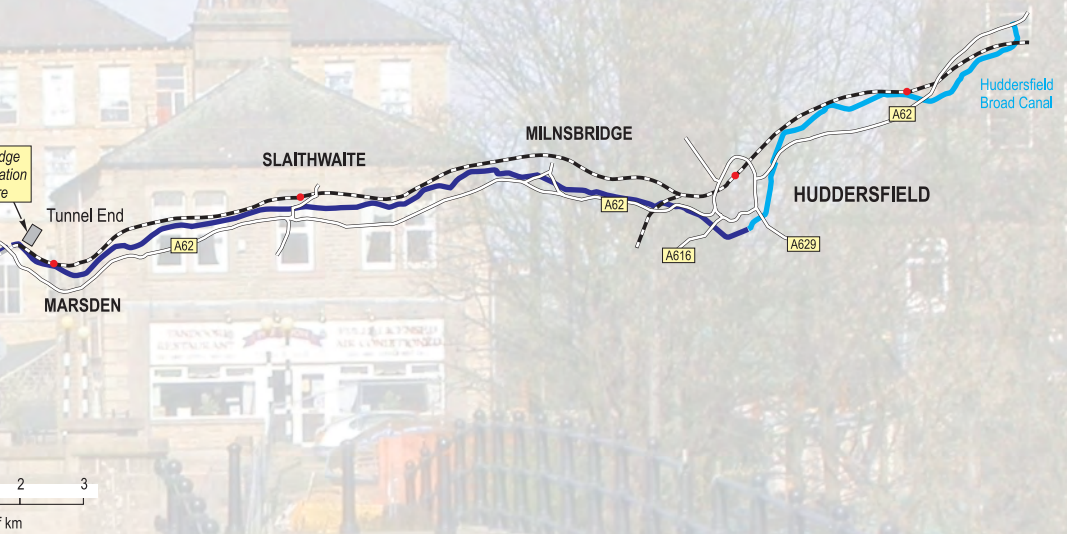
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The Huddersfield Narrow & Broad Canals





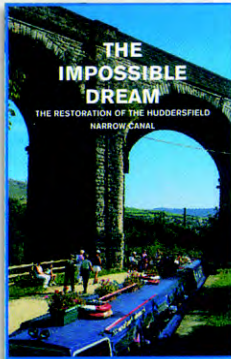
Around Slaithwaite



Canal Cruises 'PENNINE MOONRAKER'

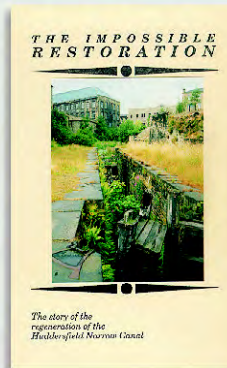
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Tel: 0161 652 6331 Mob: 07711 180496 Website: www.saddleworth-canal-cruises.co.uk



'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.

Videos & Maps



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

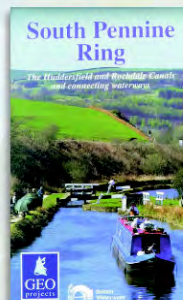
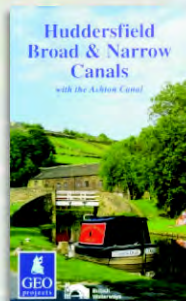


Chris Coburn's North West stage of his London to Inverness marathon.

Video - £14.99
DVD - £16.99
plus £1.95 p+p

GEO Projects canal users map of the Huddersfield Narrow & Broad Canals.

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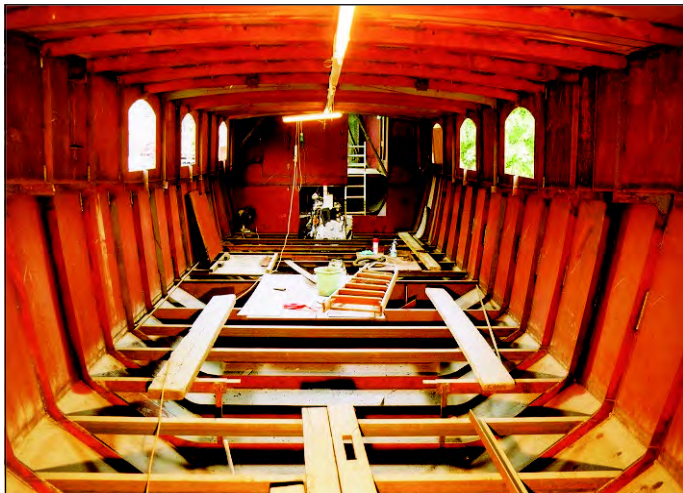
In my last article we had reached the stage of completing the fitting of the main cabin roof.

I described the difficulty we experienced having to trim each plate to make it lie square to the last one.

A fair bit of angle grinding, lifting, pushing and choice words later, the roof was in place, the joints welded up and the main cabin made waterproof so that drying out could begin.

During the assembly of the sides and gunwales, support struts had been fixed across the beam to prevent distortion by the heat of welding. Although essential, these struts were a constant source of aggravation, making it difficult to move about inside as my bonce will testify. *(I know; I should have worn a hard hat. I have to do that on site work when there is nothing above but sky. I object!).* That's my little rant and the beginning of the end for the struts.

The next move was to fit the floor bearers. Strangely enough, these were not included in the kit of



steel. I would have thought they were a major item, but although specified on the drawings, they were omitted from the supplies. However, several lengths of 80mm x 60mm heavy duty angle was obtained, (more extra costs), cut to various lengths to suit the beam where they were to fit; corners cut off as required and welded in place. The aforementioned support struts could now be



3



later. Extra 'D' sections were fitted just below the waterline at the joint between chine and side plates and as rubbing bars at the bow. (photos 2, 3)

Up to now, a simple pagoda style roof had been in place over the wheelhouse. I now made a more secure and weather proof structure, covered in heavy duty polythene and with doors to keep out the rain and deter unwanted visitors. The roof of this was made de-mountable to facilitate the next much looked forward to stage. Lifting in the engine.

Previous forward planning had me produce a wooden mockup model of the shape and size of the engine. Although the Branson design had allowed a cutout in

4



cut out, Hooray! And a few planks on the bearers gave a much more 'as it will be' feeling to the space inside. (photo 1) Other steel not supplied was for the rubbing bars and trim round the cabin roof and gunwales. This was known about, having been stated in the brochure of designs I obtained at the start of the project. This steel is of a 'D' section and has been fixed protruding above the roof and gunwales to form a gutter. Scuppers for drainage to be cut

the wheelhouse deck for engine installation, it was for much smaller units than the Gardner I was fitting. The wooden mock-up allowed a lightweight trial run to be carried out to see if the cut-out was large enough. As strongly suspected, it wasn't. A further large section of floor had to be cut away and in the event this only just proved large enough. (Some tricky manoeuvring and standing on the gearbox to swing it under the deck was needed.)

A small, locally hired, crane turned up at the appointed time and set up in the yard.
(photos 4, 5)

The engine was lifted out of the shed with our fork truck and placed ready to lift.
(photos 6, 7)

Hooking up to the crane and tying a rope on to the engine to control the swinging about, the lift started.
(photo 8)

Seconds later it was going out of sight to its home for the foreseeable future.
(photo 9)

The extra size of the Gardner against the design engine also meant that a piece of the bulkhead had to be cut away to accommodate the front end. This had already been planned in and the hole cut.

It should be mentioned that I was fully aware of the space limitations and modifications required when I decided to buy the Gardner in the first place. I felt any sacrifice worth the trouble.



5



6



7

8



Photo 10 shows the engine *in situ* ready for the final positioning to line up with the sterngear.

Engine cooling is to be achieved by a skin tank. This is to be formed using the two sections of base plate between ribs just in front of the engine. A lid is to be welded over forming a large area tank through which the cooling water will be pumped.

Finally for this episode, the hire of a plasma cutter made short work of the holes for the main windows. Grit blasting and primer painting is taking place and more holes for roof hatches and portholes are needed soon.

The progress of these stages in the next edition of Pennine Link!

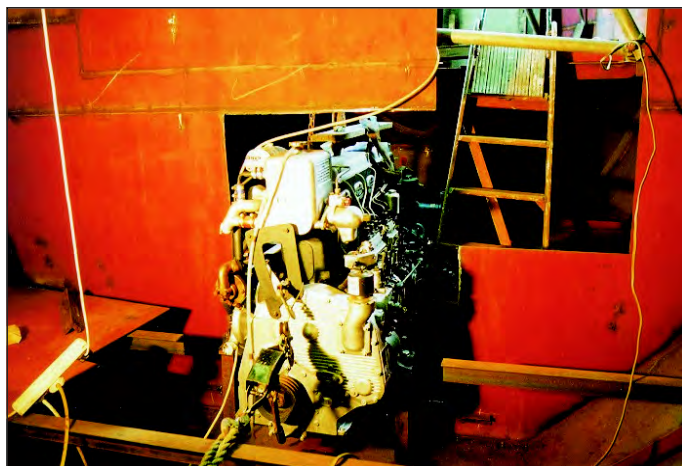
Alwyn Ogborn

*All photos
A & J Ogborn*

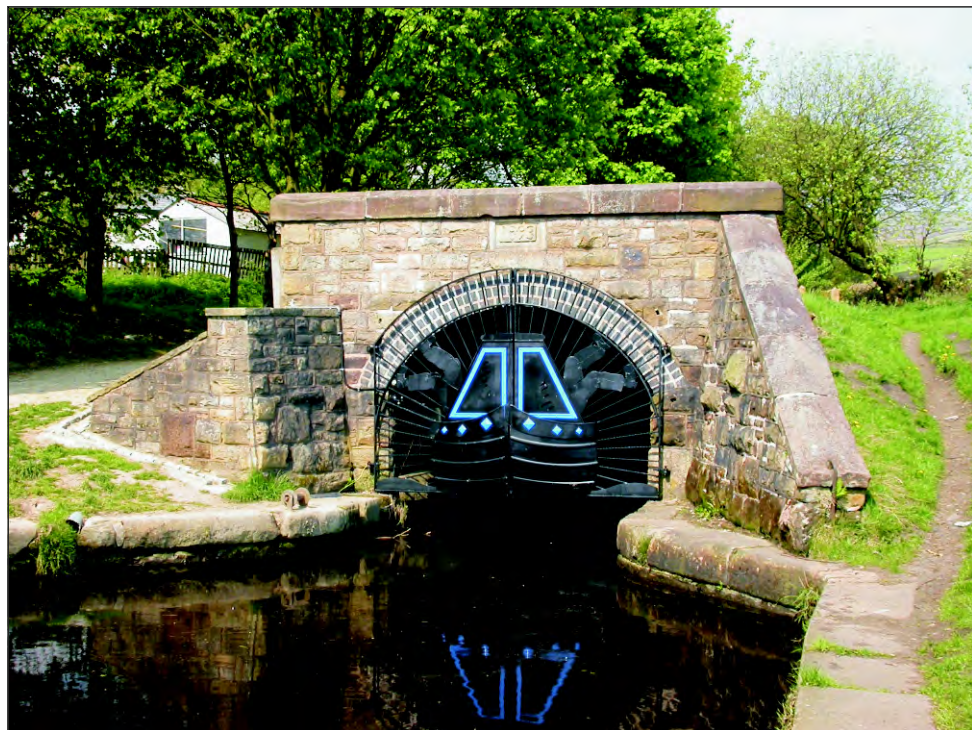
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10



New Gates for Diggle Portal



Bob Gough

As part of much needed environmental improvements at the Diggle entrance to Standedge Tunnel, a new set of gates have been fitted to the portal.

The works are being jointly funded by Oldham Council and the Canal Society who have made a £12,500 contribution to the £37,500 total being spent.

The design, by local artist Joy Williams, reflects the Tunnel's history in depicting a boat being legged through the tunnel.

Locally based Securiguard Shutters Ltd were commissioned to manufacture the gates and helped with some of the design; subcontracting the fabrication to William Rigby (Sheet Metal) Ltd.

Society Chairman, Neville Kenyon, said: "The Huddersfield Narrow Canal Regeneration Group (Oldham) decided to

make these improvements because the site is important both historically and from an industrial archaeological viewpoint, yet the entrance and surrounding area was poor. We are delighted with the design of the new gates. They will enhance a rather dilapidated area and the landscaping scheduled for later this year will further enliven this important heritage site."

Laurence Morgan, General Manager, BW Yorkshire said:

"We are proud to be part of the improvements being carried out on the Tunnel portal. The canal itself is an important tourism and recreation facility running through Saddleworth and its villages and this kind of investment will encourage more people to take an interest in, and visit, our waterways."

Sky TV Fixed it

All photos: J Harwood

Member John Harwood recounts a week on the Brecon & Abergavenny.

Sky TV fixed up our last canal trip – well not exactly, but thanks to Sky we were able to watch a BBC2 Wales programme called ‘Iolo’s Canals of Wales’ even though we live in the Peak District. The programme showed a rural canal with lots of interest and especially a tunnel built in the late 1700s through which boats were legged and which had provision for horses to be led over the top and even a ventilation shaft for the diesel engines – provision made for diesel engines in 1799! This warranted further investigation so a week was booked with Beacon Park Boats at Llanfoist and enjoyed from April into May this year.

Beacon Park Boats turns out to be as close to the ideal hire base as you will ever get. From first friendly contact to arrival, when you are given a gate code to gain access to the property, confidence builds. On arrival you are invited to unload your gear into the boat and then make use of the ‘galley’ where you can help yourself to tea, coffee and home made (very tasty) flapjack, peruse the small book library and also the DVD library because, as they tell you, TV reception is a bit dubious in the hills but as you have a flat screen TV, radio and DVD player on board you can make provision for your own entertainment.

Climb on board and find flowers on the table along with a bottle of wine, chocolates and free postcards on, dare I say, the cleanest hire boat I have ever used. The boat is carpeted throughout (except galley and bathroom) including the walls, which makes for a much warmer feel. Even the engine room is absolutely spotless and (for the first time) sound deadening beneath the back deck plates.

Painted bucket planters are on the front and rear deck and even the mooring pins already have tennis balls on the top as heel protection.

As there are no locks near the base you are sent a booklet, DVD and canal guide well in advance, given your tour of the boat and off you go – well nearly. I did point out to Alisdair that he had not instructed me to check the oil and water daily – ‘don’t bother’ says he, you won’t have any problems. It’s refreshing to be told to ring anytime – not office hours are x, emergency calls only after then; no, they want to resolve any problem for you whatever the time – needless to say there weren’t any problems!

The speed limit on the Brecon and Abergavenny is only 20 mph due to it’s limited depth but believe me on this canal that is an advantage – even at that speed you can’t take all the scenery in and with a little knowledge of the history you can see the quarries that served the canal up in the hills, the remains of the tramways that brought the stone down to the canal and the lime kilns which you will see regularly at intervals on the banks.

Setting off with a boat 8’6” wide when you’ve only ever handled narrowboats before was a little daunting but within a few minutes the difference was hardly noticed. Immediately the peace of the area struck in as the canal weaved it’s way along the hillside – reminding us of the old adage that canal holidays are the fastest way of slowing down!

Soon Gilwern was reached – this proved a useful little shopping area although on our return trip both canalside pubs were closed on a Wednesday lunchtime – just when I fancied a pint! A long rural stretch

brought us to Llangattock where we went down the street to get the papers, only to find there were no longer any shops there. A useful little store at Coed yr ynys resolved that problem and gave our legs a stretch ready for the locks at Llangynidr. The locks are 9ft wide and set in a very scenic location – the Coach and Horses just above the bottom lock served an excellent lunch with a choice of three real ales. Mid way up the flight is the BW service block where my wife tried out the showers and reported them as very clean and acceptable but just short of one thing – nothing to sit on whilst changing! This omission was reported back to the boatyard for passing on to BW as it also barred my 90 year-old father from using them (he can't manage the high rim of most onboard showers).

At the top of the flight was a small picnic area with mooring which proved an exceptionally beautiful and quiet location to spend the night. Ashford tunnel (yes the one with ventilation for diesel engines!) was approached slowly and I was able to see something in it which I couldn't identify. The sensible approach was to wait and after a while a very small, unlit dayboat emerged – a bit of a safety issue I thought. Our wide boat was a very close fit in the tunnel and I found myself concentrating so hard on the width that I forgot the height – I was soon reminded – take it from me the roof is quite hard!

Tal y bont is approached on an embankment and has a very useful PO cum general store right alongside the canal. The first of a few lift bridges is met here and is (thankfully) electrified. Firstly you have to close gates to hold up the traffic (you are asked not to use them at school times) and then lift the bridge. Unfortunately my wife caught her heel on one of the gates and is still waiting for it to heal 14 days later. The bridge, whilst no



British Waterways facilities block



'Harrier' moored on the Brecon & Abergavenny



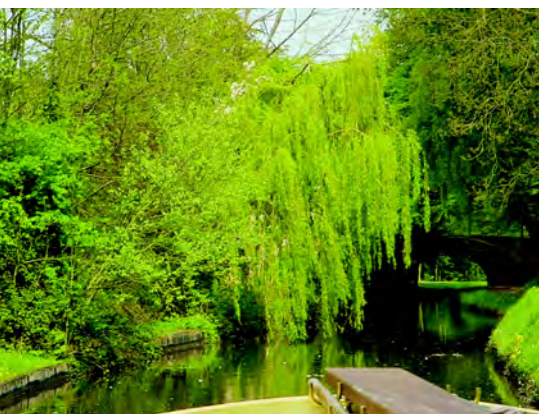
Ideal mooring



Tal y bont lift bridge



View from Beacon Park Boats base



Weeping willows on the Brecon & Abergavenny

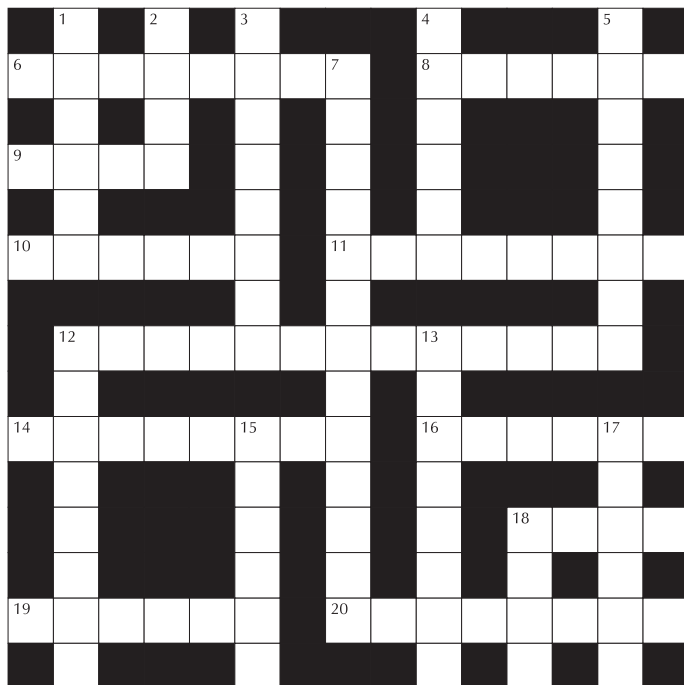
problem to a narrow boat, is a bit of a challenge to a wide boat – I wouldn't like to try it in a wind.

Sunday lunch in the pub at Pencelli was a little disappointing (it was not hot) but the beer was okay until during the process of sleeping it off we were wakened by a crowd of canoeists making a lot of (good natured) noise. Brynich aqueduct takes the canal over the River Usk and is quite a monumental structure – this leads immediately to the last lock which seems to be the one most favoured by gongoozlers as there were crowds there as we passed in both directions. The run up to Brecon now begins and the canal slowly becomes less rural – however it also becomes clearer and deeper as we near the terminus. Brecon has a very pleasant canal frontage (although a short distance from the city centre. The town's theatre is right on the canal side but as the only show that week was Chubby Brown we did not feel tempted to wait! We didn't explore Brecon to any great extent due to age and leg problems but we did stroll through the centre and find the supermarket – more time would have been justified here.

I don't involve myself in discussions about favourite canals as they are so different it seems a pointless exercise. The HNC attracts me for rugged engineering, the Pennines and Standedge, but for a complete contrast the Brecon & Abergavenny still has the hills but softer and at a distance but is almost completely rural although industrial archaeology and history is never far away – it's just covered in ivy and wonderfully softened, the quarries are on the hillside but greened over. And they tell me the southern section is even prettier – that will have to be seen one day.

John Harwood

Crossword 50



Across

- 6** Two boats travel side by side on the Derby canal here? (8)
8 Rub on a confused Northern Welsh town where a canal was planned but ever built (6)
9 In Datchet find a river on the Norfolk Broads (4)
10 To climb locks in Birmingham is as central to England as you can get (6)
11 Direction of timber where D H Lawrence lived beside the Nottingham canal (8)
12 Where the Stratford Avon takes it's first rise above Tewkesbury (9,4)
14 Rally set here on the River Derwent above Derby (old spelling) (8)

- 3** Stout Ron - found fishing at a Staffs & Worcs junction (8)
4 Birds that help unload boats? (6)
5 Take a church bench, a large blackbird and right-mix up and now you have some ornate splicing and knotting (8)
7 Deft heronry he arranged on the Grand Union below Weedon (6,7)
12 Titus town on the L & L (8)
13 More talk about the boat race here on the Thames (8)
15 Soft spot for a boat bringing provioions to a ship? (6)
17 England's first 'ship' canal led here (6)
18 Inter city with a canal under restoration (4)

- 16** I saw a hero there on a south Yorkshire river (6)
18 Popular refreshment for boaters! (4)
19 Campaign for Rural England initially sets itself about a night bird and finds a wharf on the Stainforth & Keadby canal (6)
20 Properties of a lesser nobleman found south of Worksop? (8)

Down

- 1** Search randomly for bridge supports (6)
2 Dogma stoically adhered to on a sailing ship (4)

Jidoku 2

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

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.

Things Come in 3s



Bob Cough

Society members who follow the BBC's Countryfile program (Sunday mornings) will have been delighted to see the Huddersfield Narrow featured in a recent edition (11th June).

Concentrating on the Canal in the Slaithwaite area, the benefits of regeneration through restoration were illustrated and, of course, legging through Standedge Tunnel.

And, following the success of the first series, Granada Television have been

filming on the Huddersfield Narrow Canal for the second series of 'Locks and Quays' presented by Fred Talbot.

Fred's journey will begin at Whaley Bridge on the Peak Forest, travel to Portland Basin and then take the Ashton Canal to the Rochdale and cruise to journey's end at Todmorden.

Although Fred will not cruise the Huddersfield Narrow this time, on arrival at Portland Basin, the features of the Narrow will be highlighted.

Chairman, Neville Kenyon, was on hand at Wool Road (*opposite*) to record the Society's role in the restoration story and promote the attractions of the Narrow to all its varied users including boaters, fishermen, walkers, naturalists, etc.

The programme is scheduled for transmission in the New Year.

They say 'things come in threes' and for the media, this seemed to be true when Radio 4's Open Country programme decided their forthcoming series should include a feature on Standedge Tunnel!

Of course, no programme would be complete without contributions from Ronnie Barnes (the last surviving worker

to 'leg' the Tunnel) and Mrs Lily Turner, now a sprightly 91 years old, daughter of David Whitehead who holds the record for the fastest legging of Standedge Tunnel in 1hr 25min, achieved in 1915.

Recording in the atmospheric surroundings aboard British Waterways' passenger module within the depths of the Tunnel, Ronnie and Lily reminisced about their days on the Canal and a life lived at a more leisurely pace.

The episode will be broadcast later in the year, so keep an eye on the listings!

Bob Gough

Preparing to interview Mrs Lily Turner with BW's Fred Carter (standing) and Ronnie Barnes at the rear.



Bob Gough

Hollinwood Canal Society

Martin Clark of the Hollinwood Canal Society describes a number of archive pictures recently received by the Society.

We are pleased that a number of people have been sifting through their attics and found photographs they have taken of the Hollinwood Canal years ago.

The latest batch has come from Chris Potter, who has generously allowed a selection to be reproduced here.

These black-and-white photographs were taken in the 1960s and many show scenes we have not seen previously in photos. More can be seen on our website: www.hollinwoodcanal.co.uk

*Photos courtesy of
Chris K Potter Archive*



Lock 22 (Above left)

This photo was taken from the bridge across the lock's tail. The head gate has been replaced with a stone dam. The lock chamber is empty apart from some fragments of wood. Beyond the lock, the canal continues towards Crime Lake, with the Fairbottom Branch going off to the right. The wooden footbridge across the overflow spillway can be seen to the left. There is very little to be seen of this lock these days as it was completely filled in when the country park was developed in the 1970s.

Lock 22 (Above right)

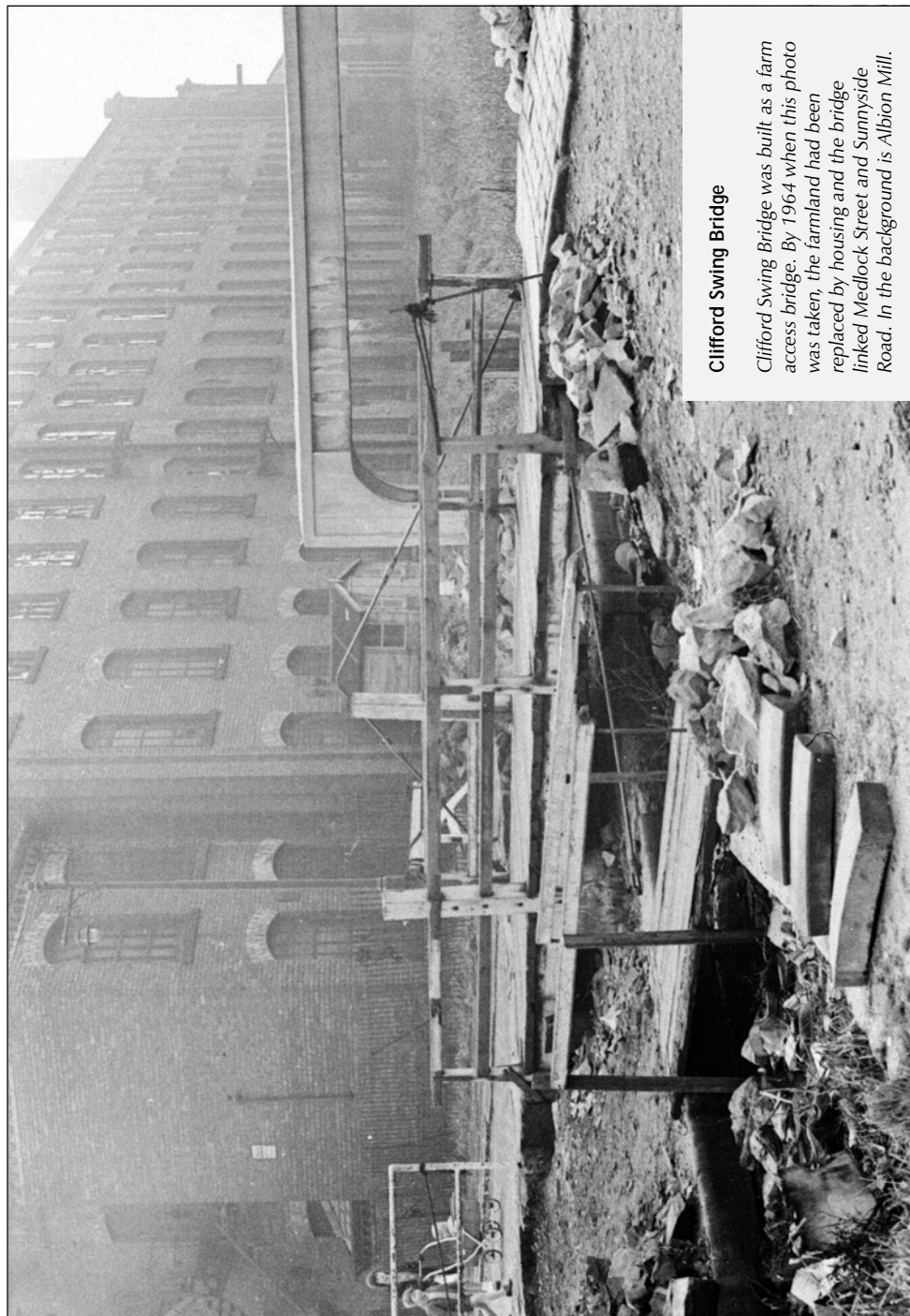
The highest of the four Waterhouses locks in what is now Daisy Nook, taken in 1962. This photo shows the substantial wooden bridge that crossed the tail of this lock and which carried the towpath across to the Fairbottom Branch, which leads off to the right just above the lock. The roof of Pinch Farm can be seen in the distance to the left. The stonework appears to be in good condition, and indeed seems to have a recent repair, but the lock gates have been removed.



Littlemoss Aqueduct (Below)

This stone aqueduct carried the Hollinwood Branch Canal across the railway from Manchester Victoria to Ashton, just west of the former Droylsden Station. This photo was taken the day before its demolition in 1964.





Clifford Swing Bridge

Clifford Swing Bridge was built as a farm access bridge. By 1964 when this photo was taken, the farmland had been replaced by housing and the bridge linked Medlock Street and Sunnyside Road. In the background is Albion Mill.

Obituaries

Margaret Fletcher

It is with deep regret that we have to report the death of Margaret Fletcher.

As well as her membership of this Society, she had been the prime mover in the success of the Manchester Bolton and Bury Society. She was Chair of that body for nineteen years, and enthusiastically promoted the cause of its restoration to anyone who stopped long enough to listen.

She led it to the success that appears to be imminent in the near future. She was a key player in the Inland Waterways Association, chairman of the North West region. Her husband John, is the current National president of the IWA and Margaret gave him great support in that role.

Until retirement she was a nurse then a nursing Sister at local hospitals, becoming a senior nursing officer at North Manchester General whilst still in her early twenties, although she was sometimes unhappy with the trends in medicine and took the opportunity to take early retirement.

A bundle of energy and non stop action, Margaret was a pleasure to know and to work with. Always ready to lend a hand and never stinting with her praise on a job well done, she will be sorely missed by the whole waterways community.

The attendance at a packed out crematorium showed the number of people who mourn her passing at the very early age of 57. Our most sincere sympathies in this tragic loss to John.



Brian Minor

Ken Hickson

Anyone who has ever had with their boat sterngear problems expertly sorted out by Crowther Marine of Oldham will know the name Ken Hickson, as indeed will many other people. Sadly, over the weekend of 8th - 9th July Ken collapsed and died.

Having started running Crowthers in 1977 Ken retired in 1996 and went to live in Cyprus. His two children, Keith and Amanda, took over the business and still run it today. Many years ago Ken started donating the 'Crowther Trophy' to the Ashton Canals Festival to be given as a boaters prize, decided on by the boats & moorings officer.

He was on a family visit back to the UK when he died.

In my dealings with Ken I always found him to be genuine and helpful, always remembered who I was out of thousands of people he must have dealt with, and always had a cheery disposition.

He leaves a widow, Beryl, and I am sure anyone who knew Ken will join HCS in sending condolences to all his family.

Alwyn Ogborn

What the Papers Said

Huddersfield Daily Examiner

Plans for the ambitious £200m Waterfront Quarter development have been submitted to Kirklees Council after more than 18 months detailed planning and consultation. It is believed the Huddersfield Narrow Canal, currently running in a tunnel through the Sellers Engineering site, will feature prominently in the development. **(2/3/06)**

Roosting Pipistrelle bats could, through their protection under the Wildlife and Countryside Act 1981, upset plans for the redevelopment of Firth Mills at Stoney Battery Road, adjacent to the Narrow. Additionally, British Waterways and the Council's Highways Services department have objected to the plans on the grounds of site access and insufficient parking provision. **(15/3/06)**

In an effort to attract more young people to the historic Standedge Tunnel site at Marsden, the Wild over Waterways (WoW) resource has compiled a variety of activities and information about the Narrow Canal. A highlight is a guided trip into Standedge Tunnel which, together with the other activities, serve to bring canal history to life for a new generation. **(12/4/06)**

Billed as Thomas Telford Day, actor Ryan Simons, of the Mikron Theatre Company, played the famous engineer and was on hand to welcome visitors to Tunnel End on 30th April. Accompanying boat trips into the Tunnel, 'Mr Telford' regaled the groups with his experiences in tackling this huge engineering challenge. **(1/5/06)**

In a series of four separate articles **(May 1st, 8th, 13th & 16th)**, the build-up, success

and aftermath of the Standedge Legging Event gained excellent press coverage. Interestingly, a featured archive picture captioned *'Leggers on the three mile haul through Standedge canal tunnel at Marsden in the early half of the last century'* showed two leggers lying on a plank protruding beyond the boat's gunwales. This makes it highly unlikely the picture was taken in the confines of Standedge, but illustrated the legging principle well.

Colne Valley Chronicle

No sooner had British Waterways completed badly needed repairs to Old Bank bridge over the Huddersfield Narrow Canal in Slaithwaite, it was struck again by another heavy goods vehicle. It seems clear that the bridge needs widening to accommodate the vehicles using the road, but as it is not a public highway, only British Waterways and Kirklees Council, rather than the Highways Agency, can resolve the situation. **(7/4/06)**

The River Colne Sculpture Trail has a new project officer, Emma Dean. Appointed for two and half years, she is in the process of applying for funding for ten sculpture commissions, using the Narrow Canal towpath as the main 'backbone' of the project. **(21/4/06)** *(Following this article, assurances have been given that there are no plans to install sculptures on the towpath, though boaters and especially horseboaters will be keeping a watchful eye on developments).*

In reporting the Standedge Tunnel legging event, the Chronicle concentrated on volunteers from the children's help group West Yorkshire Forget-me-Not Trust who

legged a narrowboat behind the Horseboating Society aboard Maria. Amongst the article's archive pictures was that used by the Huddersfield Examiner, though avoided an overt 'Standedge Tunnel' caption. **(28/4/06)**

In anticipation of the opening of the newly-improved Milnsbridge Wharf, an article detailed the works achieved and the programme of events for the opening by Kirklees Deputy Mayor, Cllr. Jean Calvert. Although the Society contributed £2000 toward the information board located there, that seems to have been overlooked in the article stating "*... new signage and information boards, co-funded by Kirklees Council and British Waterways.*" **(2/6/06)**

Oldham Evening Chronicle

Apart from persisting in a curious spelling of Stanedge (sic), the Chronicle can be slightly off beam with its facts. Reporting on the fabrication of the new gates for the Diggle Portal, with a spectacular pyrotechnic metal grinding picture, the Tunnel had been elevated to "*... the highest, deepest and longest canal tunnel in the world.*" **(4/4/06)** Once fitted, the Chronicle returned and their picture included our Editor, Brian Minor, raising his hat in celebration. Readers might have been surprised at "*... gates costing £37,500.*" (!) In fact, this figure was the total budget for a range of environmental improvements at the portal including the new gates; a project to which the Society has contributed £12,500. **(24/4/06)**

Some excellent pictures illustrated a prominent article about the first legging event which took place on the 7th May, and the Tunnel had settled comfortably as "*... the longest and deepest canal tunnel in Britain ...*" An atmospheric backlit shot

of leggers in action (Sue Day and Barbara Holmes) was accompanied by a future 'historic' picture of Lily Turner (91), daughter of record-holding legger David Whitehead and Ronald Barnes (89), last official legger. **(8/5/06)**

Oldham Advertiser

The Advertiser has been keeping its eye on canalside developments and reported on the Knoll Mill development (approval has been given for a new canal basin and landscaping works) and the substantial residential development, St George's Park, by Arley Homes. Situated on land between the Huddersfield Narrow and the river Tame, the properties feature views of the surrounding countryside and for some, the 'must have' canalside location giving the 'town house' category a starting price tag of just under a quarter of a million pounds. **(28/4/06)**

Sales have been brisk at Bryant Homes' latest development, Canal View, adjacent to Rochdale Canal Basin at Failsworth Precinct - an area undergoing significant regeneration. **(11/5/06)**

IWA Waterways

British Waterways Yorkshire have engaged consultants The Continuum Group to redesign and improve the Standedge Visitor Centre. There will be free entry to a new interpretation exhibition on the ground floor and better facilities for school groups. Already there are more boat trips into the Tunnel and it is hoped the warehouse will be made available for community use out of normal working hours. **(May 06)**

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

The Back Page

HUDDERSFIELD CANAL SOCIETY welcomes the following new members

- 2732 Mr Terry David Sigsworth, [REDACTED]
2733 Mr Simon Hughes, Marsden, [REDACTED]
2734 Mr Christopher Graham Smyth, [REDACTED]
2735 Mr & Mrs Stuart R & Karen A Hulley, [REDACTED]
2736 Mr & Mrs R A Heath, [REDACTED]
2737 Mr Paul Tyler, [REDACTED]

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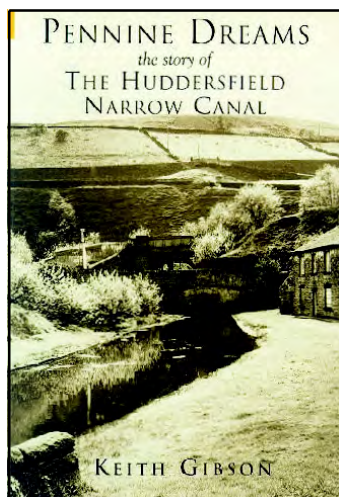
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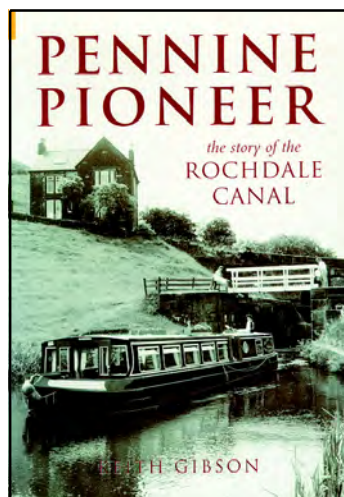
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