

Pennine Link

Magazine of the Huddersfield Canal Society



Issue 156 - Winter 2006

Huddersfield Canal Society Ltd

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Claire Bebbington Marketing Officer

Bob Gough Administrator



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

Pennine *Link*

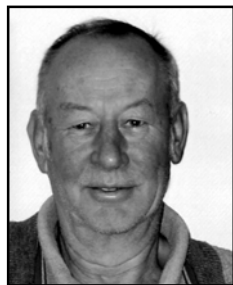
Issue 156



Mr W M Young's Highly Commended entry in the 2006 Photographic Competition - Braunston on the Oxford Canal.

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Cover: Overall Winner of the 2006 Photographic Competition. W M Young - Hillmorton, Oxford Canal



Hello everybody. I'm back. Long-standing members will know I used to edit Pennine Link between September 1988 and Summer 1995. By the end, my workload was

proving to be too much, and thankfully Ken Wright stepped forward to take over. After Ken's term in office it was Brian Minor's turn. He is the retiring Editor I am taking over from. Newer members will know Brian and may remember Ken.

Actually, it was Brian who got me into harness the first time. In 1985 I responded to an ad. for help, placed by Fiona Minor in *Waterways World*, to join the committee of the Ashton Canals Festival. Brian, her dad, was chairman at the time. He was also on the HCS Council of Management and when the editorship of Pennine Link came up for a new volunteer he put my name forward. I will never know why, but I accepted and became co-opted onto HCS Council myself. I've been there ever since. Over the intervening years, Brian and his wife Ann have become good friends of Joan and me, sharing many interests and social occasions.

On behalf of HCS Council and all members, I thank Ken and Brian for maintaining, and indeed, improving the quality of our magazine, which has been recognised as one of the best in the canal society field. (We think it is the best. Biased or what?) All copy is skilfully collated and assembled into pages by our

own DG, Doctor Gough, and seen through printing and distribution; Bob Gough being the HCS office Administrator. Since the completion of restoration and the closing of the Society's restoration company, apart from Patricia Bailey, who had to leave for health reasons, Bob has been the only employee left, until now. Newly appointed, Claire Bebbington, who was recruited in November, has taken up the post of Marketing Officer. In future issues I will be pressing for reports from her to publish here.

Some weeks ago, I had occasion to search through some very old back numbers of Pennine Link, going back as far as Issue 8. These were laboriously typed out and duplicated by Gestetner machine. (Who remembers those? A labour of love, if ever there was one). One particular piece caught my eye, the Editor, bemoaning the fact that readers want up to date news, but that nobody sends any in. *Nothing changes* I thought. Anyway, this triggered the notion that I would take a leaf out of a magazine almost as popular as Pennine Link (i.e. *Waterways World*), and publish an extract from a back issue in every future issue of Pennine Link. The first of these in on page 33 and comes from Issue No.12, dated September 1976.

I am sure that it has been reported in previous issues that our long-standing office in Ashton has been sold and that we are to move elsewhere. The elsewhere is to be the historic transshipment warehouse at Wool Road, Dobcross, just at the bottom of the Diggle flight of 9 locks. It was rescued

from dereliction some years ago by the Saddleworth Historical Society and fully restored by the Canal Society's restoration subsidiary, HCS Restoration Ltd in 1994. All that is a story in itself, the latest chapter is that, as I write, alterations are being made to accommodate Bob and Claire, giving the Canal Society a presence in a prominent waterside location. The new address and telephone numbers are inside the front cover.

During my travels around the country, be it for work or pleasure, I often find (make!) time to seek out other waterways in the area I happen to be visiting; especially if they are in a state of restoration, just re-opened or have grand plans for such. In July this year I was working in Fife for 2 weeks with a weekend free. Joan was working with me and we took the opportunity to visit Edinburgh (the festival was on) and decided to try to find the end of the Union Canal, recently re-opened. It proved quite elusive at first. It was surprising, and sad, that most of the local people who were asked for directions didn't know it existed and of those that did, most didn't know where. We persevered and were delighted to find a trip narrowboat running from the terminus. Needless to say, we went on and finished up being given a longer trip than normal and I, your highly steaming editor, steered the boat all the way back. More about this canal in a future issue.

Another derelict and under restoration canal we visited is the Ashby. On a Summer break on the Auntie 'B' we went up this canal, since I had never cruised it and it would be un-reachable on Itchy Feet. The present terminus is at

Snarestone, and according to the BW/ Nicholson guide it is a 20-minute walk along the filled in track to Measham. *Don't believe it!* Following the line was easy at first. Then it fell into a river. Getting round this was a challenge but we did it and followed a much diminishing track, which eventually disappeared altogether. One and a half hours later we arrived at Measham called into a pub, got chatting to some locals, visited the local library and, to cut a long story short, were very kindly given a lift back to our boat by an associate of the Ashby Canal Association (we thank him very much for the lift; legs worn out). I have obtained from them a brief history of their canal and the work underway to restore it to the original terminus. This is on page 34.

The major and very troubling news in this issue is the swingeing cuts to BW funding by DEFRA. This is mentioned in our chairman's remarks, the Bugsworth rally piece and in great detail by Keith Gibson. I urge everyone to add his or her voice to the protest by whatever means.

To all winners in the photo competition, congratulations! You never know, we may make you famous. That only leaves me to wish you all a very merry Christmas and Happy New Year from myself and everyone at the sharp end of the HCS Council.

Alwyn Ogborn





Chairman's Report

The Annual General Meeting of British Waterways was held, for the first time, at a canal-side location in the centre of

Birmingham. The timing of this event coincided with the news of the DEFRA cuts so ably described in Keith Gibson's regular 'Jottings'. Unfortunately the relevant government minister, who was billed to attend to explain the reasons for the cuts, failed to arrive! Instead, the tirade of questions had to be aimed at a hapless "Sir Humphrey" character who flagged under the relentless pressure from the incensed audience. All this fuss diverted questions away from BW who normally bear the brunt. This year the BW Board featured as the victims and played the part with aplomb. BW are to be congratulated on a well-balanced performance!

Back at base we were delighted to welcome our new Marketing Officer, Claire Bebbington, to the fold. Claire was a marketing manager with a local theatre group and brings with her some useful experience from within the leisure and tourism sectors. We wish her a long and happy time with us.

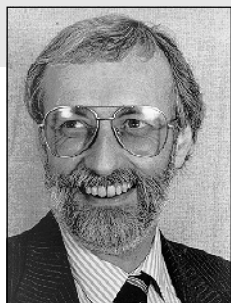
One of her first priorities will be to link up with our partners within the local authorities and British Waterways. Claire has devised the questionnaire included as a flyer in this edition of Pennine Link and looks forward with eager anticipation to receiving members' comments!

The builders are hard at work converting the Transhipment Warehouse at Dobcross, Oldham, into our new headquarters, the lease having finally been signed with effect from 1st November. In our next issue we hope to feature some pictures of the new offices and our Administrator, Dr Bob Gough, has dug up some interesting history of the Wool Road area.

Bob has also recently completed a study of the original minute books of the Huddersfield Canal Company from 1794 - 1843 which has involved consulting over 900 pages and hours of research. The books were written-up in the days when handwriting was an art form. It is difficult to imagine future historians gaining the same pleasure from researching topical e-mail messages! We look forward to reading about some of his more interesting findings in future issues.

Finally, our regular contributor, Keith Gibson and his wife Kath have both been ill and are currently convalescing. Their friends in HCS wish them a speedy recovery to good health.

Neville Kenyon
Chairman



Disconnected Jottings

You have probably already heard of the savage cuts in government money allocated to British Waterways. Chief Executive Robin

Evans explained at BW's annual meeting on 12th October that in December 2005 the government grant from the Department for the Environment Food and Rural Affairs (DEFRA) was £62.6 million, which in normal circumstances would have increased slightly with inflation. Instead, Mr Evans said, "we have had a 12% cut this year and are under threat of it to rise to 15%. Most of this was imposed well into the financial year when a very large part of our budget was committed. In effect therefore the cuts are even deeper." The Department have given no indication of the grant that will be made next year, but Mr Evans said that BW is expecting that to be about £55.4million. He also explained that the government is undertaking a comprehensive Spending Review and BW is anticipating that review is likely to allocate around £54million in 2007/8 which figure would then reduce by a further 5% each year for the following two years. He concluded that, "on a worst case scenario we could receive around £15m less in 2011 than we were planning for 9 months ago. That is an enormous amount of money to find. Of course we will redouble our efforts to earn more ourselves. Our property ventures and utilities are under enormous pressure to deliver more net income. And we will have to consider boat licence fee increases."

The professional magazine *Regeneration & Renewal* commented on 6th October that, "snatching back part of a government funded organisation's annual funding halfway through the year is pretty unusual. To do it three times is unheard of."

The Inland Waterway Association's Head Office Bulletin for September explained how this situation has come about. It said: "Owing to apparent calamitous mismanagement within the Department of Food and Rural Affairs, (the Department) has been unable to meet its obligations. This was first realised during March 2006, when the first cut to BW's budget was made. Since then the Department's financial position has worsened. The Department must pay a large fine to the European Union for its failure to make prompt payments to farmers via the Rural Payments Agency. The Department has also incurred substantial overspends in correcting the systems that make payments to farmers and on some other projects. No further funding is available from the Treasury so the Department has decided to cut ... the budgets of its responsibilities other than those related to farmers."

BW is faced with a potentially catastrophic and sudden loss of funding, way beyond what can readily be absorbed. Unless these cuts are reconsidered, BW stands to lose around £60 million over the five years from 2006/7 to 2010/11. Government grants only account for about half of BW's income, but a loss of this scale must have very serious consequences. Already job losses of around 180 staff have been announced but, with a history of

reorganisations to achieve greater productivity over the years, there is nothing like as much fat in the organisation for staff cuts as cynical waterway enthusiasts may think.

Rumours abound that canals will have to be closed if maintenance problems arise. If true, this could have very serious consequences for newly reopened canals such as the Huddersfield Narrow or the Rochdale where navigation after half a century of closure is inevitably exposing problems. There must be a risk that either or both canals might be closed for the lack of relatively small sums if unforeseen problems do occur. And, BW must now be considerably less willing to play its part in other restoration projects so as to avoid the risks that were shared between the partners in the restoration of the Huddersfield or the Rochdale. I hope that BW is already sufficiently committed to the Cotswold, Droitwich, Northern Reaches of the Lancaster and the Manchester, Bolton & Bury schemes for the cuts to have only a small impact on restoration progress there, but no such hopes can apply to other schemes further down the pipeline. And it seems very unlikely that BW will easily be persuaded to take the lead in finding that little bit of extra money that is still needed to bring "our" canal up to the standards of the main Midland network. The effect of this inevitable future diffidence on BW's part can be multiplied because, unless BW takes an active role in a project, other potential partners or funders might be hard to convince that the project is sound. The editorial in *Regeneration & Renewal* that I quoted above concluded that if BW takes more of a back seat role in restoration projects, "that would almost

certainly mean a sad decline in activity in one of the fields of regeneration with the best records in recent years."

That record proves the point the Society made in its campaign to see the canal reopened – that a restored canal would not just benefit waterway enthusiasts but would act as a catalyst to reinvigorate waterside settlements. According to the *Tameside Advertiser* of 28th September, "nowhere is (the effect of navigable water) more evident than along the Huddersfield Narrow Canal as it heads for Saddleworth and the Standedge Tunnel." The paper noted that "no fewer than three developers are building alongside the Huddersfield Narrow at Mossley and Stalybridge town centre has already been transformed." And the same seems to be happening in Huddersfield with the massive project to redevelop the Sellers' site.

Without an adequately funded British Waterways all this will be put at risk. With insufficient money, BW will be much less keen on playing its part. Waterway restoration and regeneration will be much harder, and the benefits of waterside living will be much less evident if there is too little money for maintenance. Who would want to live next to a canal "lined with overgrown weeds and filled with shopping trolleys and other debris"? (as the *Birmingham Post* so succinctly put it in an editorial on this subject.)

Tameside MP David Heyes is quoted in the December issue of *Waterways World*. He said: "It makes no sense to have invested so heavily in refurbishing canals and for that investment to be at risk. To lose benefits in our less prosperous urban locations would be a real irony if it

is to compensate for a cock-up in prosperous rural areas.” And Central Manchester MP, Tony Lloyd is quoted as saying, “This is not a direction we ought to be going in. The canals are some of the jewels in DEFRA’s crown and it doesn’t cost much to keep it polished.” There is much truth in both of these statements, although, even more ironically, many farmers are probably not all that prosperous these days; so much so that the *Yorkshire Post* newspaper is running a campaign against DEFRA’s apparent failure to make payments on time to farmers that they are entitled to and have planned on receiving.

HCS is a non political organisation but this is an outrageous and totally unsupportable situation. It is madness to savagely cut the funding to a successful organisation supported by DEFRA simply because the department has failed to balance its books elsewhere and because the Treasury insists that those losses must be absorbed within the department.

I accept that this is a case where questions need to be asked and possibly heads should roll, but surely government has sufficient contingency funds to ensure that cuts need not be made in the grant to BW. (The sums involved are tiny as a proportion of government spending). No point whatsoever will be made by punishing BW for what seem to be lapses elsewhere within DEFRA, other than to destroy the morale of BW staff and antagonise (and possibly lose the vote of) hundreds of thousands of waterway enthusiasts and canal side residents.

No matter what your politics are, the whole waterways movement needs you to write to your MP and to the Rt Hon David Milliband MP, the Minister responsible for DEFRA, to express a sense of outrage that the waterways, whose restoration has been such a success, should be put at risk with savage cuts imposed because of financial shortcomings elsewhere in DEFRA.

Keith Gibson

IWA Manchester Branch

2007 Talks Programme

Dukes 92, Castle Street, Castlefield, Manchester

commencing 8pm

January 8th - In the Annexe

Brian Draper MBE will give two talks:
“What is a River?” - a lecture which sets out to answer the question by looking at the uses and abuses to which we submit our rivers.

“Ironbridge & Coalbrookdale” - a look at this important and historical part of Shropshire. What to see and where to look, not only the well known places, but also the other hidden sites.

February 12th - In the Annexe

Ben Williams - An account of cruising the South Pennine Ring in 2006, including the construction of Tuel Lane deep lock.

March 12th - In the Annexe

IWA Manchester AGM and a talk by John Fletcher, National Chairman of IWA. John talks about his work as IWA National Chairman and gives a fascinating look behind the scenes and the people he meets.

East Side Boat Crew News

Andrea Fisher, East Side Boat Crew Co-ordinator, writes:

Have you ever thought what happens to the Marsden Shuttle's takings at the end of a busy weekend? Well, the picture below shows the start of a great night out, or so I'm told! Actually, we just 'borrowed' it as a backdrop for boating stalwarts (*left to right*) Paul Leeman, Gwen Walker, Tricia Bayley and Peter Smart, so they could be 'In the PLink'. Seriously, the limousine was part of the celebrations for Tunnel End proprietors Bev & Gary's daughter Jodie's 18th - much reversing was called for!

Down to business! We've had a really good season on the Marsden Shuttle and introduced training sessions on Saturdays, for which Terry Lomas must be thanked for his time, patience and expertise. These sessions not only introduce new volunteers to the boat operation, but anticipate new training regulations for small passenger carrying craft that will come into force during 2007/8.

We have worked well with British Waterways - they have been increasing their activities at the new Visitor Centre and our volunteers have been able to provide a water taxi service in tandem.

The BBC's Countryfile programme was broadcast from our very own Marsden

Shuttle, though its crew, Ronnie Rose and Terry Lomas, failed to get a so-called 'walk on one' (appearance without dialogue; 'walk on two' you get a line!)

Other events, where the Shuttle was able to provide a service, included the official launch of the new Visitor Centre, the Marsden Jazz Festival and a full week of operation for the local schools' half term holidays in October. Naturally, Halloween was not to be missed; a decorated boat and free 'chocolate eyeballs' proved very popular with the passengers, young and old alike!

Cameraderie amongst the volunteers is very important and during the year we've organised walks in the local area (see opposite). We are planning to walk once a month during the Winter. All are welcome; please ring 01484 686136 for details of forthcoming walks.

Our traditional 'End of Season' social evening was held on the 16th November at the Tunnel End Inn.

Of course, I must thank everyone who has crewed this year, being so generous with your time and enthusiasm in providing a professional service for the public. In particular, Ronnie Rose, for another year of 'caretaking' and promoting the work of the Society at Tunnel End.

Andrea Fisher





*Left: Best foot forward!
Andrea (white T-shirt) and volunteers
head out across Digley Reservoir.*

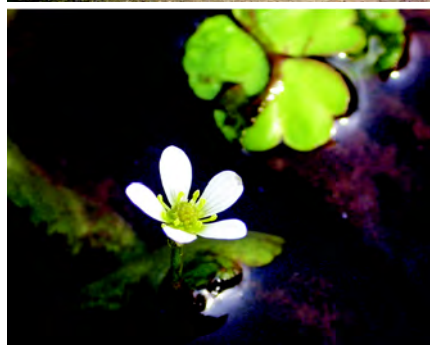
*Middle Left: The delicate flower of
the Round Leaved Crowfoot
(*Ranunculus omiophyllus*) growing in
a stream along our route.*

*Middle Right: A break for
refreshment at Marsden Clough.*

*Bottom: The usual suspects on trial
at Marsden's stocks before tackling
the 'Cuckoo Walk'!*

*L to R: Terry Lomas, Maureen Lomas,
Ronnie Rose & Andrea Fisher.*

Photos: Bob Gough



Hollinwood Canal Society

Things are progressing nicely on the next "Impossible Restoration" project! Many Huddersfield Canal Society members who have seen their own canal progress from an overgrown ditch to a spectacular navigation are now looking with interest at the goings-on over on the Hollinwood Branch. The young Hollinwood Canal Society is offering exciting proposals, including a link through to the Rochdale Canal!

Dirty Weekends

Regular working parties are now taking place, with volunteers from the Waterway Recovery Group and the Hollinwood Canal Society turning out to work on the canal in Daisy Nook Country Park.

Much of the work carried out in 2005 was on the Fairbottom Branch around Valley Aqueduct. In 2006 there has been more emphasis on the area around Lock 19 (the first lock on the canal - the numbering system continues from the 18 locks on the main line of the Ashton Canal).

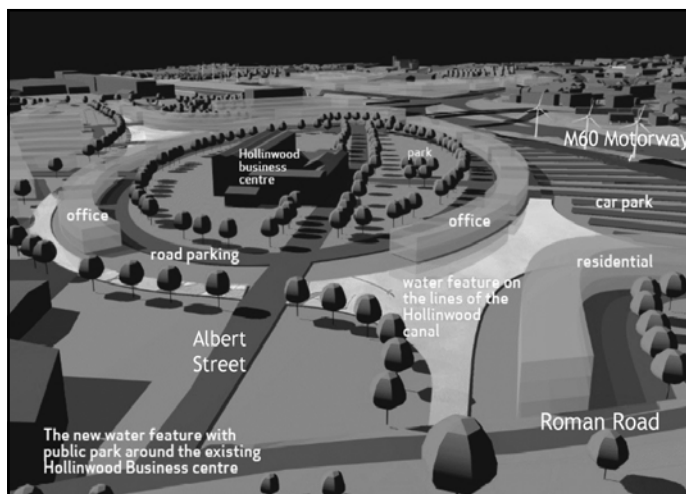
The locations where the work took place were identified by the staff of Oldham Countryside Service, which owns the canal route in Daisy Nook Country Park. Years of overgrown vegetation around Lock 19 were cleared back so that visitors to the Country Park could see the outline of the lock once again.

The volunteers cleared reeds from the three short overgrown sections in water between the lock and the Visitor Centre, as well as clearing small trees growing from the wash wall and the canal bed. Vegetation was also cleared from the edging stones, from the sides of the circular pound above the lock and from the head of the lock, revealing a snubbing post and iron rubbing stake.

Clearing back the vegetation in this way helps the interpretation of the canal structures for the park's visitors. Lock 19 was a much busier location than those on previous occasions and our efforts attracted a good deal of interest and praise from passers-by.

The canal line in Hollinwood

An interesting development during 2006 was the unveiling of proposals for the re-development of the former gas works site in Hollinwood. This is the area of Hollinwood between Roman Road, Mersey Road North, Oldham Road and the M60, and is centred on Albert Street.



Roger Tym & Partners

Oldham Council would like to see a co-ordinated master plan for this area, which is being referred to as Hollinwood Business District, rather than piecemeal development of individual plots of land. This has the potential to create a stunning and attractive scheme which will re-vitalise this area of Oldham and provide high quality jobs for the residents of the town. This location, close to the motorway junction and future Metrolink station, is recognised as one of the most important future employment sites within the Greater Manchester Area.

The council engaged Roger Tym and Partners as consultants to come up with proposals for the type of scheme which could be appropriate for the area. We were very pleased that the consultants took into account that the line of the Hollinwood Canal runs through the middle of the site and that it has the potential for future restoration

The plan suggested by the consultants includes creating a linear shallow water feature along the proposed line for re-opening the canal. This line takes into account the proposed diversion to avoid

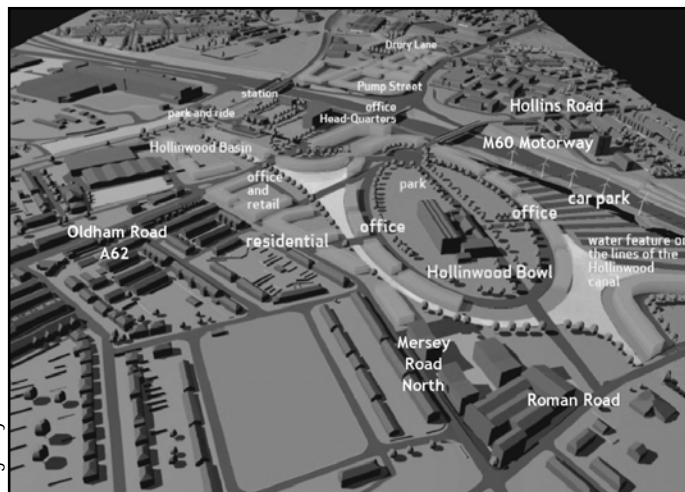
houses on the original canal line and the proposal to create a link through to the Rochdale Canal.

The suggested scheme puts Albert Mill (now Hollinwood Business Centre) in the centre of an oval-shaped park, surrounded by low-rise offices. The “water feature” would sweep through the site in big curves, with arms that could be used for mooring areas on a restored canal. The “water feature” continues to the north of the A62 Oldham Road. It could be on a lower level here, as a lock would be necessary to take the future canal down under the A62 on the first stage of the proposed link to the Rochdale Canal.

The suggestions for the Hollinwood Business District were presented in public consultation sessions during September and are due to be decided upon by Oldham Council by the end of 2006. Representatives from the canal society were present at the consultation events, with their display stand, to provide information to visitors. The council sought the views of local residents and businesses about the

proposals, including the protection of the canal line.

This inclusion of a “water feature” is important for the future of the canal as it protects a route through the development which could be used as the route of the canal at some point in the future as and when funding becomes





available. We realise that the council will not want to take on the expense of constructing a navigable channel at this stage so we feel that the suggested protection of a line for the future is a good achievement!

Marina moves closer

Meanwhile, near the junction with the Ashton Canal, Tameside Council has been acquiring properties in readiness for construction of the major Droylsden Marina development which will be centred around the re-opened first section of the Hollinwood Branch.

The 175 metres long stretch of canal will include a mooring basin for visitor and permanent moorings and will be reconnected to the existing Ashton Canal at Fairfield Junction.

The new length of canal will not use the original wash walls as exploratory work has shown them to be intact but in a poor condition. Although the new canal channel will be constructed first, with work due to begin early in 2007, the canal and moorings are unlikely to be in use until after the development is completed.



Top left: Volunteers clearing the vegetation from the head of Lock 19.

Top right: The results of the volunteers efforts.
Far Left: Iron rubbing stake and slubbing post revealed.

Left: In the thick of it! Reed clearing below Lock 19
Above: David Heyes, MP being interviewed on the Hollinwood Branch.

Right: Local resident can't resist a gander.

Photos: M Clark

Locks and Quays

In August, a film crew from Centini Television spent a day at Daisy Nook filming for the "Locks and Quays" television programme. A second series of the ITV series about the area's canals, presented by Fred Talbot, will begin in the new year. In one of the programmes, a feature about the Hollinwood Canal will be included.

Filming took place at a number of locations and Centini is hoping to match archive photographs of the canal with the



same scenes as they are today. The series will be based on Fred making a journey by narrowboat along the Peak Forest, Ashton and Rochdale Canals. It will be shown in the Granada region starting in January. The series will also include a feature on the Huddersfield Canal.

Martin Clark

www.hollinwoodcanal.co.uk

2006 Photographic Competition

This was a bumper year for our annual photographic competition.

The widened publicity allowing non-HCS members the chance to enter resulted in a total of 248 prints being submitted.

The overall standard was very high and judging called for some very hard decisions to be made.

In our original publicity we said Martin Smith, chief photographer of the Oldham Evening Chronicle, would do the judging. Since then, Martin decided to retire and although it was still the Chief Photographer in the hot seat, it was done by Vincent Brown, his successor.

Our congratulations to all prize winners.

The winning pictures and third place highly commended shots are here in the magazine. There was sufficient response to select a number of good quality prints to include in a calendar.

This will be collated and printed next year for 2008 and put on sale next Autumn.

If you want to know if one of your shots is included, **watch out for publication announcements and buy a calendar!**

Although not of the Huddersfield Canal, we have made a detail of the overall winning picture our front cover.

All entries accompanied by a SAE have been returned. If you did not send a SAE and would like your prints back, please forward one to the HCS office.

My thanks go to Vincent Brown for his time and effort, and to all entrants for their interest and involvement. Cameras at the ready for the 2007 contest!

Alwyn Ogborn



OVERALL WINNER - W M Young - Hillmorton on the Oxford Canal



CATEGORY A

Huddersfield Narrow

Left: Winner

David Mounsey

Greenfield

Top Right: Runner-up

Adrian Brown

Uppermill

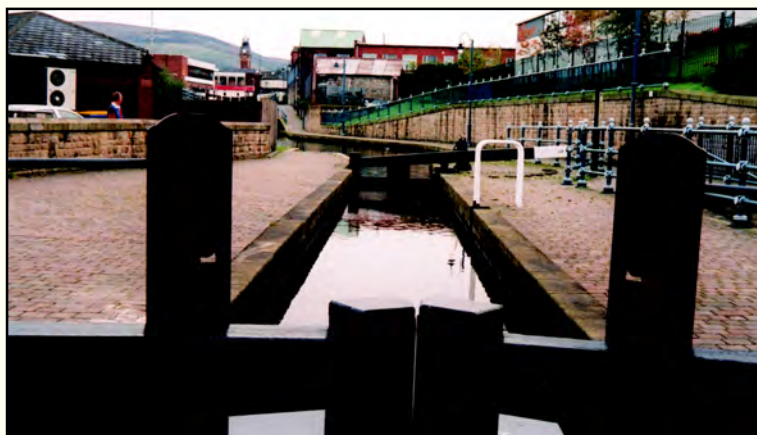
Bottom Right:

Highly Commended

David Mounsey

Uppermill





CATEGORY B

Huddersfield Narrow (Junior)

From top to bottom:

Winner - Adam Braddock (13)

Mossley

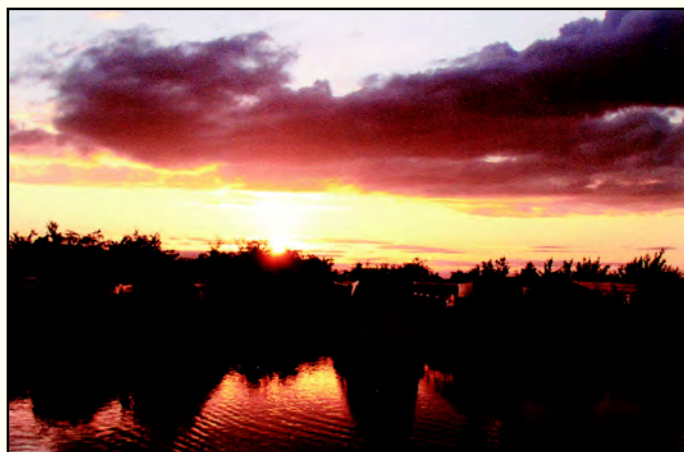
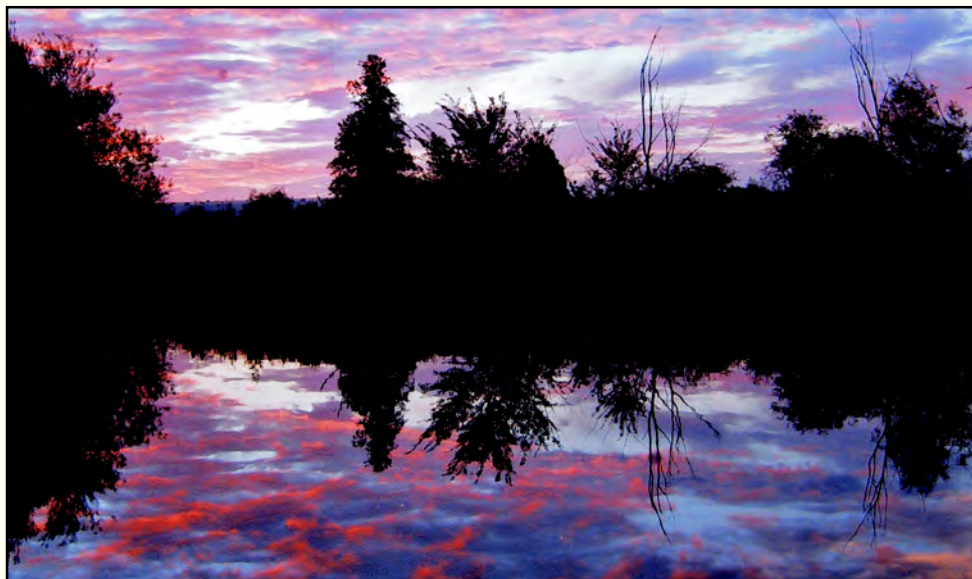
Runner-up - Adam Braddock

Stalybridge

Highly Commended -

Daniele Pemberton (11)

Tunnel End



CATEGORY C

Other Waterways (Senior)

From top to bottom:

Winner - Ann Dickinson

Wallingford, River Thames

Runner-up - C Brian Holmes

Stoke Golding, Ashby Canal

Highly Commended - W Young

Braunston, Oxford Canal



CATEGORY D

Other Waterways (Junior)

From top to bottom:

Winner - Richard Jones (13)

Bridgewater Canal

Runner-up - Sam Mitchell (14)

Norfolk Broads

Highly Commended - Sam Mitchell

Norfolk Broads

The Stamford Group



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



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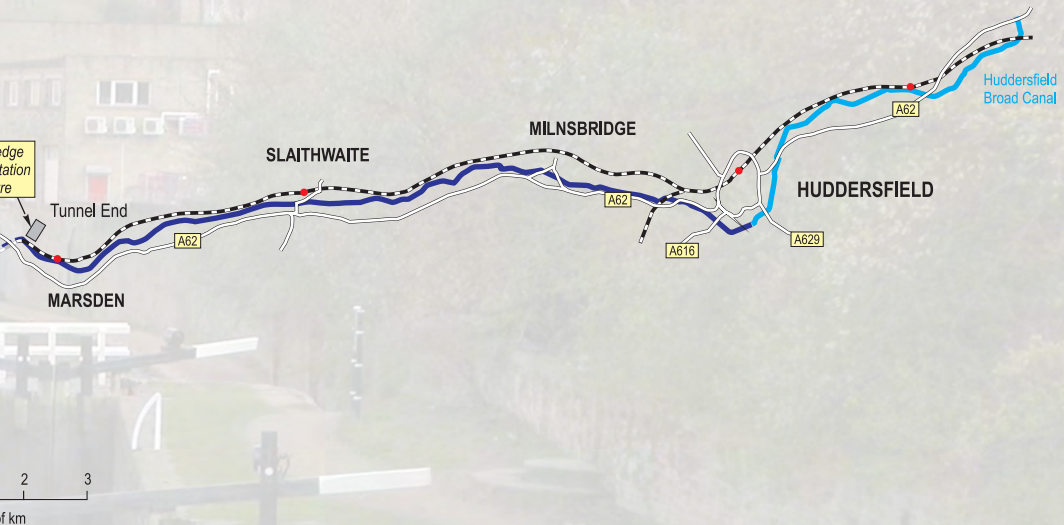
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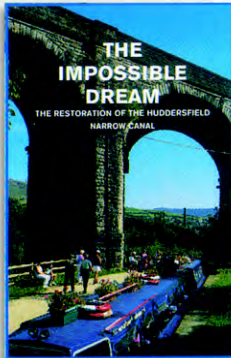
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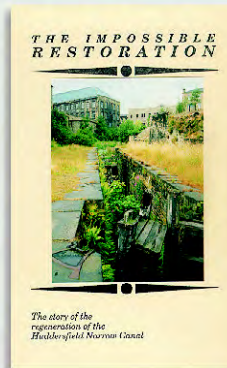
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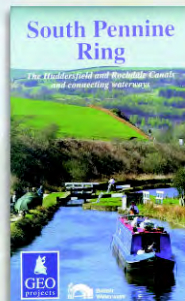
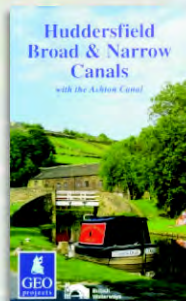


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The Story of DB1 (or Itchy Feet) - Part 6

Since my last batch of verbal meandering, not a lot of reportable progress has been made. The running of my business takes me to various industrial sites up and down the country for up to 2 weeks at a time. This, coupled with a few weeks holiday on our narrowboat, the Auntie 'B', has left little time for barge building. The progress that has been made relates almost exclusively to the engine and stern-gear. In other words, only of interest to the mechanically minded. If this is not in your list of favourite subjects, don't be bored, pass right down the magazine now and await the story of fitting out. Interested in engines and stern-gear, read on.

The engine was manoeuvred approximately into place and more or less ignored until the grit blasting and primer painting was completed. Two weeks later, after lots of noise and masses of dust, I had had enough of that game and sent the equipment back to the hire company. Attention went back to the engine and skin-cooling tank. Having the engine roughly in place, it became apparent that the sections of the boat base plate previously identified for cooling would be in the way of the support brackets. No problem, just move the tank forward one 2ft section. The tank was duly formed, giving very adequate surface area for cooling to take



*Above: Cooling tank connectors
Right: Drive couplings*

place. Two 1.5" BSP sockets welded into the top plate catered for cooling water in and out circulation pipe connections. Another bit done!

For stern-gear the obvious choice was Crowthers of Oldham. I have used them before and have every confidence in their engineering abilities. Details of the engine size, power and situation within the hull were given to them and a design solution and prices emerged. I had gritted my gums in expectation of the cost, so a couple of gulps of oxygen later I gave them the order. The financial pain was eased by the fact that the whole would come in three sections. Stern tube, 2" stainless steel shaft, and the 4-blade propeller last. Having received the stern tube and offered it up into place, a good coat of thinking about ensued.

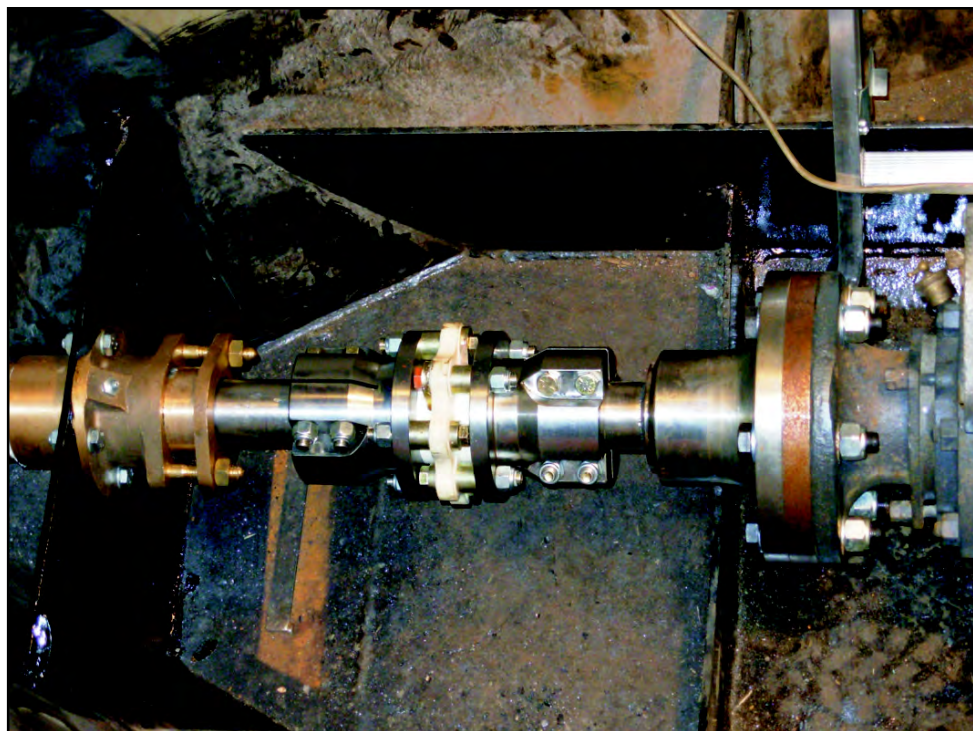
The original plan was to have everything solid down to the base because flexible

mounts would have allowed the engine to move in relation to the shaft and cause problems. On the other hand, I was reliably informed that no matter how well the shaft etc. was lined up, it would move once the hull went into the water. On the face of it, given the rigidity of the hull at the stern, this seemed unlikely, but thinking about it I realized the wisdom of the advice. Rethink time.

I started to source flexible drive couplings but didn't initially find anything suitable. (One firm I contacted was most offhand, very expensive and didn't bother to 'phone me back with information. I think customers must be a nuisance to them). However, looking through some old leaflets I had, I came across a firm called R & D Marine who had made the drive coupling I fitted on the Auntie 'B' many years ago. Telephoning them I was put in

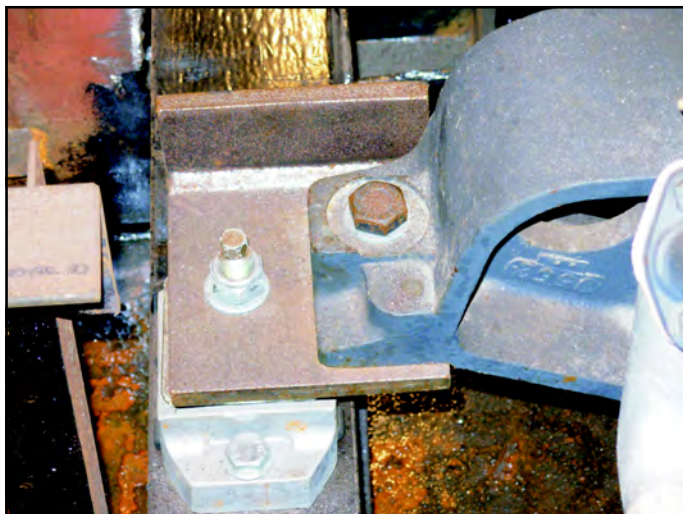
contact with an engineer who could not have been more helpful. The exact opposite of the firm mentioned above. Not only do R & D manufacture the shaft flexible couplings, but also flange couplings and flexible engine mounts. I had not been able to source a flange coupling for the Gardner gearbox and, unfortunately R & D did not make one either. Not a serious problem. I produced a drawing and had a flange made by a local engineering firm. R & D made a modified coupling to interpose into the shaft instead of bolting to the flange, and Hey Presto! a flexible shaft (within limits) and the engine on adjustable mounts supplied by the same firm.

Not quite a simple as it sounds above. Changing my mind about the mounting arrangement meant changing other things as well. Many hours were spent



taking 3 steps forward to be followed by two, three or even four steps back.

In order to accommodate the shaft coupling, the stern tube had to be shortened. OK. Back to Crowthers. Done without fuss. Also to be altered were the steel legs holding the engine up. To accommodate the flexible mounts two long 'goal post' type brackets were fabricated. Made from 4" x 2" steel channel iron, dimensions were carefully worked out to give accurate positioning and to allow the adjustment facilitated by the mounts. Terrific, I am getting excited and start to assemble everything, which meant rigging up sheer legs of scaffolding poles and chain hoists to lift the engine, (I'm sure it gets heavier as it ages). Raising the engine to slide the assembled supports under and into the engine mounting feet, bump – my elation hits the floor. The threaded studs of the mounts are not long enough to pass through the typically substantial Gardner mounting feet. Back to the drawing board. The solution was to fabricate four heavy section angle brackets to extend the mounting feet sideways. Round we go. Lifting, pushing, bolting and finally lowering again, all was in place. The solid shaft, firmly in the gearbox flange and through the stern-tube, held the latter in correct register for it to be welded in place. Checking for free rotation, the shaft was then removed and taken back to Crowthers to be cut in two and keyways cut for the flexible





Top Left: Flexible mount modification brackets

Middle Left: Engine in situ

Bottom Left: Shiny new propeller

Above: Ship complete with propeller

coupling to be interposed. With all this done and the stump of shaft firmly welded into the flange coupling, everything was assembled.

Having parted with the largest lump of money for stern-gear, I had returned from Crowthers complete with the propeller. All fitted, my elation soared again. It looks magnificent. I think so anyway.

Alwyn Ogborn

Photos: A Ogborn

SMILE – It's THERAPEUTIC!

Senior moments

Two elderly gentlemen, Sid & Bert, were talking.

Sid: We went to a lovely new restaurant last night. Smashing meal.

Bert: Oh! What is it called.

Sid: Err. Oh dear Err, Thinking, - thinking. I can't remember. Give me the name of a flower.

Bert: Chrysanthemum.

Sid: No. Something that's usually pink or red.

Bert: Carnation.

Sid: No. Something that has spikes on the stems.

Bert: Rose.

Sid: That's it! On that he got up, opened the lounge door and called out "Rose, what is the name of that restaurant we went to last night?"

Protest Rally at Buxworth

It can hardly have escaped the attention of anyone with an interest in the canals of this country that over the last few months BW have had swingeing cuts imposed on their budget (actually during a year for which the budget had already been agreed) due to promised fines on DEFRA from the EU because of the late payments to farmers.

These cuts will delay some repairs and maintenance and threaten the well being of canals which have been restored and delay or cancel the BW element of restorations already under way.

Fortunately some members of the canal fraternity have recognised the importance of this and hurriedly created the 'Save Our Waterways' campaign which held protest rallies in numerous parts of the country over the weekend of the 25th November with more planned for next year. Full details of SOWs campaign are available at www.saveourwaterways.org.uk, a site which definitely merits a visit by any enthusiast or indeed anyone with any interest in the canals whatever, fishing, walking, cycling, boating etc.

The local rally for this area was held at Buxworth Basin on Saturday 25th and attended by the local MP Tom Levitt who offered much support. The local council

Chair also spoke of the importance of the Peak Forest canal to their area.

The campaign has attracted so much interest that the first actual rally was held in Sydney Harbour (yes Australia) by the Australian Canal Society a number of



Campaign rally at Buxworth Basin

J Harwood

hours before those in this country. Pictures of many of the rallies can be seen at www.flickr.com/photos/sowpics/ and one can only imagine the noise created by 60 boats simultaneously sounding their horns in central Birmingham!

What can you do to help - well first visit the SOW website where there are some ideas, but also did you realise that you can now petition the PM directly over the web? Take a look at <http://petitions.pm.gov.uk/SaveOurWaterways/> and you can add your name to the over 2000 who have already signed and let's get these cuts cancelled !

John Harwood

Looking Back - Issue 12 - September 1976

Here is the piece from 1976 I threatened you with, reproduced exactly from that issue, hence the quality. It was on two pages which explains the change of font half way down. Bob has stitched it onto one page. The sentiments expressed are pretty strong and doom laden, but considering the work of typing, duplicating and assembling the pages long before the era of computer wizardry we have now,

I can have some sympathy with the feeling "is it worth it". (Two independent people have mentioned Marvin, the paranoid android, from the TV series 'Hitch Hiker's Guide to the Galaxy'). We still want feedback from our readers and I encourage anyone to write to me at the office address. I will dig out another snippet for the next issue.

Alwyn Ogborn

BEWARE OF THE DIGGLES

There now follows an editorial apology.....

...well, not much of an apology really. You may notice that this issue is of reduced size and most of the news come from other parts of the country. Sorry, but NOBODY SENT ME ANY COPY. I did have a couple of letters - one of these expressed surprise that there wasn't a report on the Standedge Tunnel walk. Why? because nobody sent me one.

This set me wondering. Do you really want a magazine? We could save a lot of money by not publishing one. Then I thought again; when Bates applied for planning permission, only a handful of members wrote to Kirklees to object.

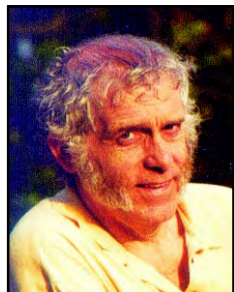
Perhaps the members aren't worried about the canal anymore.

ARE YOU?? If you are, TELL US! But don't just tell us, tell your MP, your councillor, your friends - enroll them as members.

Despite the lack of interest of most of the membership, the committee has been very active recently. We have co-opted Peter Freeman as reported in the last issue, we now have Stuart Wilson on the committee dealing with sales/exhibitions. We have social meetings arranged for January, February and March (not that we expect anyone to attend) and a Christmas Social is being arranged. There has been progress on our next report - our proposals for rebuilding the canal in Stalybridge. A campaign rally is being organised for next year.

Please let us have YOUR views on what we ought to be doing. Are you happy with the way the society is being run? Let us know - PLEASE.

HCS Volunteers



It is several issues since I last wrote anything for Pennine Link, around a year, in fact. There are two reasons why. The first is that I find it difficult to say different

things about our work these days, which centres around painting of locks and general maintenance/gardening-type activities. That's not to say that those of us involved don't enjoy what we do, but a description of painting Lock 10W wouldn't differ too much from the painting of, say, 32W! The other is that my articles never seem to generate much interest in terms of people wanting to become involved.

Since the canal opened, our painting activities have covered most of the locks on the West Side, apart from those in the centres of Stalybridge and Uppermill, which we tend to leave to BW in view of access difficulties and the number of people around, particularly on Sundays when we work.

This year we have started to cover the ground a second time and were working on Lock 10W when BW sounded an alarm on Health and Safety and asked us to suspend our activities. This was apparently due to an unfortunate accident on the Cotswold Canals, where an elderly female volunteer engaged in grass cutting lost her life.

At the time of writing, we have only just managed to resume work after something like a two month break, during which we

have submitted Risk Assessments and Method Statements to cover our activities. As this has moved us on from early Autumn to November, the prospects of further painting could be limited in the near future.

One long-running saga on which I must comment is the fitting of Bridge Number Plates. Originally conceived as a volunteer activity around the time of the opening of the canal, it gradually became clear that there was no way in which we would ever get this to pass the Health and Safety requirements, given the limited equipment at our disposal. We therefore needed to negotiate with BW for them to do the fitting and to provide them with a run of plates, which proved difficult as we had set up casting and delivery on a fairly random and gradual basis to suit our work style rather than theirs.

However, we have managed to deliver the whole run of plates for both Narrow & Broad canals to the two parts of BW, and those on the West, which were delivered first, were fitted earlier in the year. Very good they look too! We hope to see the East side plates installed over the winter.

Our latest proposal is to equip some of the locks – those having names of good historical provenance – with name plates. BW are engaged in a consultation with interested bodies.

Trevor Ellis

Opposite top: Volunteers painting at Lock 26W on the Diggle Flight.

Opposite bottom: Bridge plate No. 77 on Moorgate Bridge, Uppermill; provided by the Society and fitted by British Waterways.

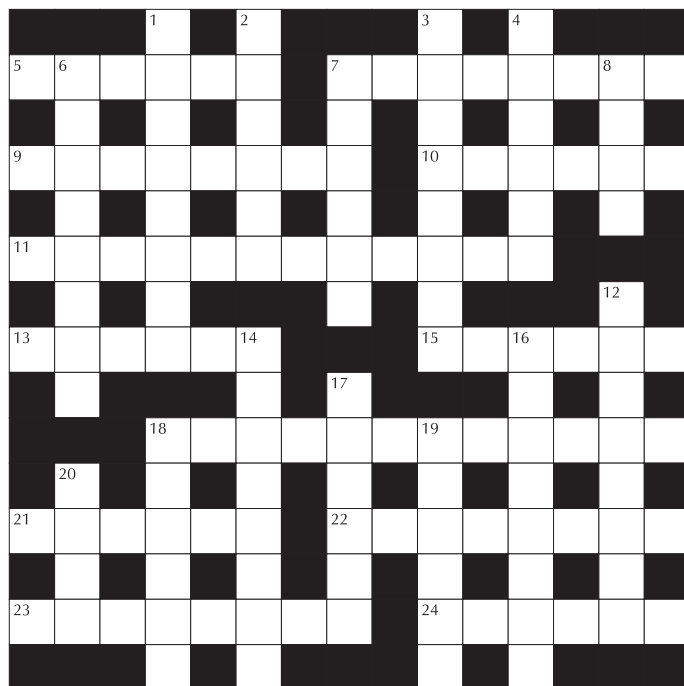


Trevor Ellis



Bob Gough

Crossword 51



23 Lost the gist of Chitterlings whilst travelling through a range of hills on the GU (8)

24 You could have a slight problem cruising after dark without these (6)

Down

1 Find a shard low down on the Trent and Mersey (8)

2 Hill which dominates the Lower Avon (6)

3 Tie up at a moor sign? (8)

4 Famous Kennet & Avon aqueduct (6)

6 Town at the mouth of the Sussex Ouse (8)

Across

5 Dan brought this forth during boating emergency on the river (6)

7 Periods during which canals are not open due to repairs (8)

9 Guffaw Bridget let out a lock on the Staffs & Worcs (8)

10 Part of a heating panel with a babie's bed lead you to an upper Thames village and lock (6)

11 Inlands flags mixed up at a lock below Kidderminster (7,5)

13 May wed on a boat on a Kentish river (6)

15 That of mellow mists and fruitfulness we hear (6)

18 Will helmed on through a newly restored lock in Chesterfield (8,4)

21 Town where the Mersey widens? (6)

22 To an engine, the vital spark? (8)

7 Tom Rolt's boat named after famous battle we hear (6)

8 Town of note on the Thames at Windsor (4)

12 Cool part of a pottery found at Ironbridge (8)

14 Wily eyes watching a town at the junction of the Slough Arm and the GU (8)

16 Location of a tunnel which doesn't go underground near Rugeley! (8)

17 Botanical cat lost at a BCN junction (6)

18 River that enters the Thames at Wandsworth (6)

19 Town and public school on the Nene (6)

20 Life form of which the favourite diet is maggots we are given to understand (4)

Q: Why are men workers only allowed half an hour for dinner break?

Jidoku 3

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

The grid represents nine adjoining ‘canals’ and the letters are features on those canals: Lock, Junction, Tap, Rubbish point, Bridge, Marina, Waterways office, Sanitary station and Crossover 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.

A: Because if they had any longer they would need re-training.

Manchester & Stockport Canal Society

A Progress Report

by W Bates

The one disadvantage of trying to restore a canal that does not exist is the difficulty in promoting it by telling of the physical progress. Instead we must try to explain the less tangible progress that is not always apparent other than to those involved on a daily basis. So where are we today?

The line of the canal from its junction with the Ashton Canal to the Manchester/Stockport border in North Reddish is protected as a bridleway. From the border to Stockport it is not protected although development is being watched closely to keep the line as intact as possible. In practise it may not be practical to consider going much beyond the limits of Broadstone and Houldsworth Mills. This is a pity because from a purely personal point of view,

I think a marina and basin overlooking the Goyt Valley in Stockport would have been a great asset to the town.

A report by students from Hallam University, Sheffield, produced in 2004, did not produce any shocks and provided the society with the confidence to commission a pre-feasibility report from British Waterways.

The British Waterways report, completed in 2006, did not find any major engineering problems that would instantly stop this project. The main thrust of the report was the cost of disposing of waste, depending upon its quality.

With these two reports under our belt and the solid political support from the two councils involved, the project has now moved on to create an initial financial justification for the canal's restoration based upon the economic



Site of Heywood Cranes

MSCS

benefits of the regeneration of the canal and its surrounds. New East Manchester, Stockport Council and our Vice Chairman, Mr David Sumner MBE are currently working on this report with support from private sector interests in Stockport and Manchester.

If this report is positive, then our society will look to engage consultants with a view to undertaking a full engineering assessment to cost the reconstruction. This assessment will be used to bid for grant money to the value of restoration costs. We would endeavour to commission this report in 2008, subject to sufficient funds becoming available.

Meanwhile things don't stand still. Adjacent to the Ogden Lane Bridge, the coal yard, that occupied the site of the Gorton Maintenance Depot, has been demolished, as have the remains of the mill buildings.

These structures are slowly being replaced with new domestic dwellings.

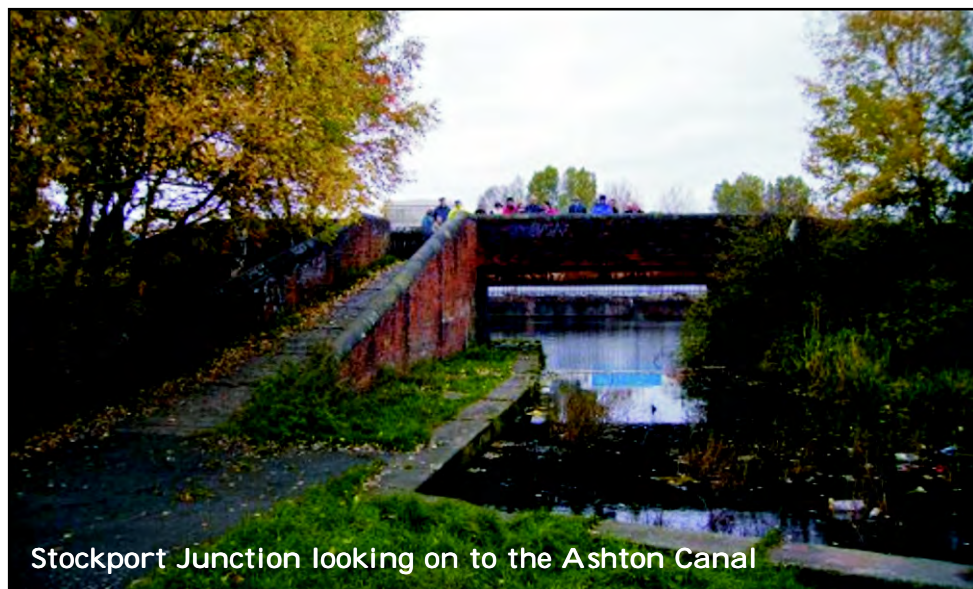
Further down the line, over the Stockport boundary, is the former site of Heywood Cranes Limited.

Following the closure of Heywood Cranes, the site was purchased by Adamson & Hatchet who manufactured steel shipping containers. The factory was later sold to Tiphook, who then sold it to Thomas Storey, the makers of the bailey bridge. In latter years Storey's were sub-contracting fabricators to Caterpillar and JCB. This operation has now been relocated to the Czech Republic and the site sold to Barratt's who have now cleared it ready for the building of domestic dwellings.

Both developments should not interfere with the original canal line.

We are only at the beginning. Our society is hopeful that regeneration of the canal and its environs will be successfully completed for everyone's benefit over the next few years.

W Bates



Stockport Junction looking on to the Ashton Canal

MSCS

The Ashby Canal

Photos: Ashby Canal Association

The Act of Parliament enabling the construction of the Ashby Canal was passed in 1794, and the canal was completed in 1804. 30 miles long, it ran from Spring Cottage, north of Moira, to Marston Junction, near Bedworth on the Coventry Canal, serving the developing coalmines of the South Derbyshire and North West Leicestershire coalfields. Many cargoes were carried, but the mainstay was coal, transported to destinations in the south such as London and Oxford.

Promoters included Rawdon Hastings, Earl of Moira, and Joseph Wilkes, a local businessman with wide interests (commemorated in the new sundial next to the Millennium Green in Measham).

Trade on the canal was steady, but unspectacular, and ownership was transferred to the Midland Railway in 1846. Initially intended to replace the canal, the constructed Ashby and Nuneaton Joint Railway (A&NJR) was, in the end, independent of the line of the canal, running from Nuneaton to Moira Junction and Coalville. A section of this route survives as the Battlefield Line, restored from Shackerstone to Shenton, through Market Bosworth.

The Ashby Canal suffered from mining subsidence throughout its life and the London, Midland and Scottish Railway (LMSR), which had become the new

owners of the canal, abandoned the route from Spring Cottage to Donisthorpe in 1944. The whole line had been threatened with closure by LMSR and only the intervention of the Minister for War Transport prevented this.

The remaining 28 miles of the Ashby Canal, from Donisthorpe to Bedworth was nationalised in 1948. Ownership and operation passed to the Docks and Inland Waterways Executive and later, to the British Waterways Board. Further closures, to Ilott Wharf in 1957, and finally Snarestone in 1966 effectively prevented any direct loading from canalside pits. Ashby Canal Transport Ltd. successfully carried Donisthorpe coal from Gopsal Wharf for several years to paper mills on the Grand Union Canal. In 1968 the remaining 22 miles were protected by the Transport Act of that year, formalising the leisure and amenity rather than commercial role of this and most other 'narrow' and 'broad' canals of the national network. By this time, restoration, rather than abandonment of canals was beginning to rise up the agenda. The navigable Ashby Canal has

Moira then



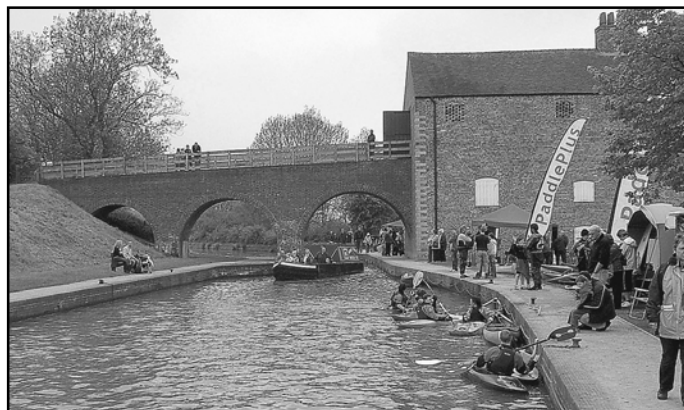


Breaking through on the Donisthorpe length

seen a steady increase in leisure use over the years. A project by Hinckley and Bosworth Borough Council, in conjunction with the Countryside Commission and British Waterways saw the towing paths and accesses improved. However, of critical importance to the future prospects for the abandoned length of canal was the cessation of deep mining (and consequent subsidence) in the area, with Donisthorpe being the last canalside pit to close, in 1990.

With encouragement from local residents and politicians, there was a groundswell of support to restore the Ashby Canal to Moira. A feasibility study by WS Atkins,

.... and now



commissioned by Leicestershire County Council in 1992 recommended restoration in 2 phases, firstly to Measham, and thence to Moira Furnace. Nearly 1 ½ miles have been restored at Moira, and been the scene of several Canal Festivals, the next one being over the weekend of 12,13th May 2007.

Currently work is concentrating on the Snarestone to Measham length, which will give Measham access to the National network. Part of the route will follow the line of the old A&NJR, making use of the station as a museum and café, and giving the local boatbuilder, Tony Gallimore, working from the old goods shed direct access to the Ashby Canal. Work on the restoration to Measham is in the advanced planning stage, with the possibility of actual work beginning in 2007/8.

The Ashby Canal Association (ACA) and the Ashby Canal Trust, through its volunteer arm, the Ashby Canal Trust Supporters hold regular work parties, to both keep the restored length in good order, and to work on the ½ mile of the abandoned length which is in the ownership of the ACA.

Geoff Pursglove
Ashby Canal Project
Officer

Tel: 01530 273956
ashbycanal@tiscali.co.uk

New Marketing Officer

Our new Marketing Officer, Claire Bebbington, was appointed in November and here she introduces herself.

I was born in good old Ashton and still live in Tameside. I started my career at the tender age of 17 when I accepted the position of Office Assistant at the famous Palace Theatre in Manchester, but still attending college on a 'day release' basis, as it was then. I can't say I was ever really 'into theatre' before I started, but I loved it; the work was so different and obviously the celebrities made it a little glamorous.

I worked my way up to Marketing Assistant then Marketing Officer and then in 2001 I was promoted to Marketing Manager at the Tameside Hippodrome, still working for the same company. This was a very exciting role for me being solely responsible for the promotion of the venue and its events.

I have 3 children, aged between 2 and 11. As my youngest son has special needs, I decided, along with my partner, that I should reduce

my hours to enable me to spend more time with him.

Unfortunately this wasn't possible at the theatre, due to it being such a demanding role and therefore I made the decision to leave the company.

Actually it seemed like fate that this position became available. I really didn't think I'd be able to find something within the 'marketing field' not only in such an interesting environment but also that would fit into my home life so well.

Here I am, into my 4th week at HCS, still finding my feet as there is so much to take in, but with the help and knowledge of Bob I'm sure I will get there.

Please feel free to call in if you wish or ring me; if you come up with any ideas that would help in the promotion of the canal then even better!

**Claire
Bebbington**



What the Papers Said

Huddersfield Daily Examiner

Our Chairman, Neville Kenyon, was one of the judges in a recent photographic competition featuring the upper Colne valley. Organised to produce images for a calendar, Neville was pictured with the winning entrants. Funds raised through the sale of the calendar were divided between Marsden & Slaithwaite Christmas lights funds and the organiser, Marsden Information Point. Our Society sponsored the event by purchasing calendars for the 12 winners. **(8/8/06)**

It is not surprising that 'The Waterfront Quarter' development has continued to get regular coverage in the Examiner. The scheme, certainly one of the most important in the recent history of Huddersfield, has undergone a number of changes since first proposed. *(See the article in Issue 153 for background to the development).* Foremost amongst these is the proper re-instatement of the Canal through the site; currently the canal is hidden in a tunnel. **(9/8/06)** Though final approval lies with Kirklees Planning Department, the developers, Ramsden & Colne Developments, are confident they can accommodate the concerns raised by local residents with regard to traffic problems and 'overbearing buildings'. **(22/9/06)**

The distinctive wooden canal bridge at Aspley Basin, Huddersfield, has been removed. The structure had become unsafe through decay and was closed for three months prior to its removal. The replacement, which could cost up to £250,000, will be in the same style and constructed from modern treated timber giving improved durability. **(4/10/06)**

Yorkshire Post

The Standedge Tunnel and revamped Visitor Centre were reported in the Post with an accurate and well-balanced piece by journalist Andrew Robinson. Illustrated with pictures of a VIP trip into the Tunnel and a cameo of Ronnie Barnes (87), the last working legger, the Society's Marsden Shuttle managed to edge into the shot of British Waterways' glass-roofed boat entering the portal.

Colne Valley Chronicle

The re-opening of the Standedge Visitor Centre occasioned some major articles (28/7/06 & 25/8/06) with the Chronicle devoting a full-colour centre spread to the Tunnel and Centre. Suitably upbeat, quotes from British Waterways highlighted the improved quality of the exhibition area and an increased number of visitors taking trips into the Tunnel.

A definite plus for the Visitor Centre has been the number of special events organised by British Waterways. A 'Roses & Castles' painting weekend saw over 300 visitors, and a very popular Family History Week which included experts from the West Yorkshire Archive Service, Kirklees Local Studies Library and The Waterways Trust. **(18/8/06)**

The Colne Valley Sculpture Trail project gained momentum with the project officer, Emma Dean, looking for artists to undertake commissions as funding had been secured for the project. **(18/8/06)**

And a choice of artist has been made! Jayne Lloyd is based in London, but was Golcar-born, and though early in her artistic career, has already created a great

impression. She says she will gain inspiration from the changing nature of the mills that dominate the Colne Valley. The first of ten sculptures will be sited "in the centre of Slaithwaite, near the Moonraker Floating Tearoom."

(23/10/06) *(In fact the sculpture/ installation will be sited at the offside of Lock23E, though exactly what is envisaged has yet to be decided).*

To coincide with the half-term holidays and the run- up to Halloween, the Standedge Visitor Centre held three Wild Over Waterways days with suitably eerie themes. A highlight of the week was in conjunction with White Rose Paranormal who were investigating Standedge Tunnel's mysterious past. Many workers lost their lives in the construction of the Tunnel, but it was the discovery of an unidentified woman's corpse in the Tunnel that is the mystery. **(6/10/06)**

Following the £150,000 refurbishment of the Standedge Visitor Centre, the Visitor Attraction Quality Assurance Service were suitably impressed and directed VisitBritain to award the Centre a QAVA endorsement - Quality Assured Visitor Attraction. Understandably, British Waterways (Leeds) were 'over't mooin' with the recommendation. **(27/10/06)**

Oldham Advertiser

A horse was rescued from "part of a disused canal at The Mann's, in Greenfield" in August. The accompanying picture certainly looked like Mann's Wharf on the Narrow 'disused canal'? Quick, form a Canal Society! **(10/8/06)**

The Advertiser developed our 'Pulling a Mussel' article from the last Edition with a picture of Josh Brooke who hauled the

bivalve from the canal. Our photographic competition was also detailed, which certainly contributed to its success. **(7/9/06)**

The derelict Victoria Works at Dobcross (on the opposite side of Wool Road to our new offices) is to be re-developed for housing. **(28/9/06)** The Society had been involved in earlier plans for a pub and craft units with substantial parking, but with such a premium on waterside property, there was little contest.

Predictably, the proposed cuts in grant aid to British Waterways as a consequence of DEFRA's failings have produced much coverage in the Press and the Advertiser concentrated on the Rochdale Canal as being most under threat with suitably dramatic headlines **(12/10/06 & 27/10/06)**; British Waterways were keen to dispel rumours of a so-called 'canal hit list'.

Oldham Evening Chronicle

The largest-ever single site development in Saddleworth at Knoll Mill/Frenches Wharf features a new marina with moorings for up to 18 boats. With a budget of some £25m, work has already started on the marina site and plans include a mixed-use development of luxury (naturally!) homes, offices, bars and a Tesco supermarket. Indeed, it was the arrival of Tesco that prompted many of the objections to the development, but the public enquiry inspector ruled the proposals were in line with the approved Unitary Development Plan. **(2/8, 10/8 & 28/9/06)**

The Rochdale Canal through Failsworth received some bad press due to a boater's experience with youths "who hurled bottles and cans at me from the

bank." The boater, Mr Jones, was convinced poor use of the canal was the consequence of such anti-social behaviour and a reputation circulating on the 'towpath telegraph'. (10/8/06)
British Waterways' NW General Manager, Debbie Lumb, responded to this negative experience of the Rochdale and pointed to the appointment of an anti-social behaviour officer who was working with local police, council and community groups to tackle such problems. She hoped Mr Jones' experience would not deter users from enjoying such a "magnificent waterway". (30/8/06)

The sudden appearance of about 200 dead Roach in the pound west of Diggle Portal had all the signs of a serious pollution event. However, the Environment Agency soon came to the conclusion it was the result of the small fish having been removed from elsewhere (to improve the average stock size for fishing) and dumped into the Narrow. Bad handling leading to the mass death. (28/9/06)

An unusual business has had a successful inaugural year canal-side at Diggle. Carole Schole's ice cream business at Ward Lane sells not only to land-based customers, but passing boaters as well; boaters aboard some pretty impressive craft apparently, as Carole comments "... I get visitors from all over the country anchoring up to try the ice cream" (31/8/06)

The Hollinwood Canal Society had their fifteen minutes of fame recently being filmed for the forthcoming second series of ITV's 'Locks and Quays' programme to be shown in the New Year. On location at key sites in Daisy Nook Country Park, MP David Heyes, Countryside Manager, Keith Bennell and society founder, Ed Mortimer, all made contributions and the Chronicle gave the occasion a full page colour article. (27/10/06)

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



The 74 Club

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

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.

Transit of the Standedge Tunnel is accepted as proof of navigation. Simply contact the Society on 01457 871800 or EMail hcs@huddersfield.com to request an application form.

The form includes space for boaters to comment on their experience in navigating the Narrow, and the views, both positive and negative, are regularly copied to British Waterways.

Generally, boaters find the canal a great experience and are very complimentary to British Waterways' operatives 'on the ground'.



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

K Leyland	AURORA BOREALIS
M Robertshaw	ROCK SOLID
S Hale	ANDANTE
M Greenwood	DREAMCATCHER
Mr & Mrs Paige	HEREFORD
R Mills	ROMAR OF LAWTON

Solution to Crossword 51



Solution to Jidoku puzzle 3

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

The Back Page

HUDDERSFIELD CANAL SOCIETY welcomes the following new members

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

MEMBERSHIP RATES

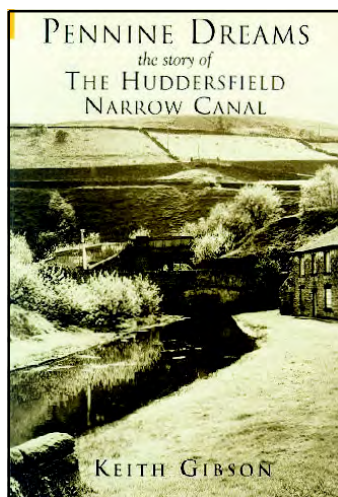
Individual	£9.00
Family	£11.00
Life	£90.00
Associate	£15.00
Corporate	£150.00

COPY DATE

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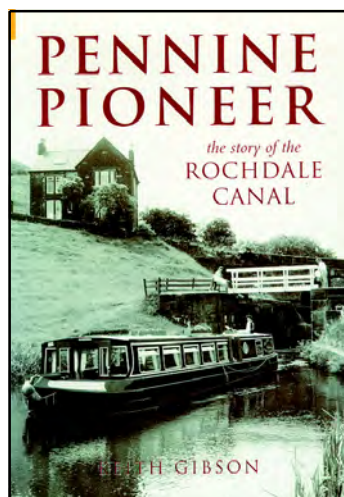
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