

Pennine Link

Magazine of the Huddersfield Canal Society



Issue 157 : Spring 2007

Huddersfield Canal Society Ltd

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NON-COUNCIL POSTS

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 157

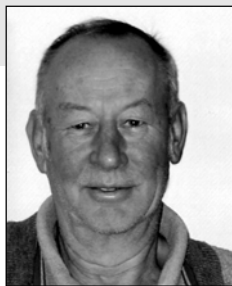
Official Opening of the Diggle Portal and Landscaping Works (left to right) Graham Shuttleworth (BW) holding ribbon, Mayoress of Oldham, Mrs Judge, Mayor of Oldham, Councillor Bernard Judge, Neville Kenyon (HCS) and Eleanor Sykes (Oldham MBC) with invited guests.



Bob Gough

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Cover: *The Canal Society's 'new' offices: the Transhipment Warehouse, Wool Road. Photo: Bob Gough*



Editorial

My second Edition and two letters have flooded in, by Jove. My inclusion of pages from archive issues has

obviously aroused some memories amongst long-term members. Derek Walker graphically enlarges on this in his letter printed on page 8. The other letter, from Alan and Anita Crosby, I have commented on following its publication page 9. I am always pleased to receive letters, praise or criticism. Letters like the one from the Crosbys highlight issues that are of general concern and require attention. Unfortunately, things are rarely easy to resolve, but we can but try.

In my canter with back issue articles, this issue carries re-prints of pages from issue No. 21 of March 1978. Kirklees Council is leading the fight on the East side by trying to halt and reverse the dereliction of the canal track. The next issue, No. 22, carried a Town and Country Planning Act of Refusal for in-filling of the canal for development. The long road to restoring navigation had begun. More memories anyone?

That was 29 years ago. Planning decisions can still blight the canal. The re-development going on in Greenfield has produced a lot of controversy and heated debate, from the vehemently-opposed to the all-in favour. Certainly the area was crying out for a good cleanup, it was an eyesore, but whether the planned inclusion of a large supermarket is desirable or not I am on the fence. The controversy as far as the

canal is concerned revolves round a proposed marina. The original design catered for a reasonable number of boats and could have been an interesting feature. Dramatically reduced in size and with the towpath cut off and diverted round the periphery, the latest proposals have raised quite an outcry, particularly with the Horseboating Society. I totally agree with them. My personal view is that the only reason a marina was included in the first place was as icing on the cake to help with planning permission. Permission having been granted, money can be saved by tinkering with the details. I don't think the developers have a clue about inland navigation, (or even care), but I think they have stirred a wasps nest. *I say again that this is a personal view and not necessarily that of HCS.*

The move from the Mossley Rd. office to Wool Rd. is complete, fraught with the usual moving hassle, where to put all the stuff they had forgotten they had etc. Bob and Claire are now re-located. At the time of writing this there is no e-mail service. It was on and then stopped and is proving to be a bit of a nightmare. *(A nightmare that has now passed, I'm pleased to say! Bob).*

Presentations have been made to the winners in the Photographic Competition but it has been something of a disappointment to me that by opening the competition to all we would attract more members. Not so! Despite sending out membership application forms with an invite 'come and join us' the response was minimal. We will be running the competition again this year but



Chairman's Report

The move to our new premises was relatively smooth – although Bob and Claire who took the brunt of the disruption

might not agree with me. Any removal is stressful and always seems to take much longer to effect than planned. Anyway, we are now ensconced right by the canal with the water lapping, the birds singing and the trees just starting to display their fresh green mantle. What an idyllic setting – and only 100 yards from the Navigation Inn! So now it is business as usual from a much pleasanter headquarters than before.

The mayor of Oldham has agreed to perform an official opening of the Transhipment Warehouse and that will

introducing a flat rate entry fee of £5, be it for 1 print or the maximum of 5 per category.

The 'Other Restoration' story this issue is from the Shrewsbury and Newport Canal Trust, see page 35. A coach load of members from this Trust visited HCS in 2005 on a whistlestop tour looking at how HCS did it years ago. Many other budding societies have studied and admired the approach taken by HCS leaders in the early years, as a successful formula worth emulating. The stopping of further destruction of a canal track, as cited in the back issue article above, being a prime example.

In case you are wondering about the absence of Disconnected Jottings by Keith Gibson, this is because Keith has

be combined with a formal ribbon-cutting ceremony at the new Diggle tunnel gates and the landscaping improvements in the vicinity of the Tunnel portal.

Elsewhere in this issue, Claire Bebbington, our Marketing Officer gives an update on her activities, including an overview of the responses to our questionnaire. It is good to see a programme emerging to involve more of our members. Hopefully those living in the vicinity will take advantage of the events being arranged. Since joining us Claire has been very active in meeting local authority representatives and British Waterways PR and marketing people.

HCS Council member, Keith Noble has been busy writing a paper on the different options available for boaters using the Standedge Tunnel.

cont'd over

recently been in hospital for an operation and, naturally, is not able to write such. We wish him a speedy recovery and hope that by the next issue he will be back to full health.

Another colleague and previous P'Link editor, Brian Minor, has decided to retire from HCS Council having served over 20 years and contributing immensely to the cause. Thanks from the whole Society, Brian, enjoy the freed up time.

Our newly appointed Marketing Officer, Claire, has organised a number of monthly social events for Society members as well as 'booking us in' for a range of events within the canal corridor. Please support these initiatives.

Alwyn Ogborn

Some of these are quite controversial but British Waterways Yorkshire management are sympathetic with examining alternative logistical systems. They have organised a workshop at Marsden during April as an opportunity for our Society and other partners to discuss all aspects of the Tunnel End experience.

Claire has arranged a series of meetings with tourism officers of our three local authorities – Tameside, Oldham and Kirklees and BW marketing personnel from both the East and West side will attend. We will report on the first of these in our next issue of Pennine Link.

A 150-year-old minute book was recently discovered containing minutes of the London and North West Railway Company which owned the canal during the 19th century. This was given to British Waterways who have agreed to accept the offer of Bob Gough, our HCS Administrator, to produce a digitised copy so that interested parties can easily access the minute book on the Internet.

When the canal was restored, BW, Tameside, Oldham, Kirklees and the then Huddersfield Canal Company signed a formal maintenance contract. This group is intended to meet half-yearly when BW representatives give an account of their activities within each local authority area. The councils agreed at the outset to pay BW a fixed annual sum as a contribution to the maintenance work.

The Huddersfield Canal Company was wound-up after restoration and our Society has now replaced the Company as a party to this agreement. The contractual meetings had tended to be held spasmodically but now Oldham MBC has taken steps to formalise these.

The first meeting of the re-formed group was held in February and proved an excellent forum for the exchange of views with our partners.

It was particularly encouraging to learn that the recently announced DEFRA cuts in funding to BW are expected to have little or no effect on our canal. However, members of our Society are joining with others to campaign against the cuts, which are likely to affect restoration projects, rather than canals that are already open. Nevertheless, our support must be given to those groups affected. If such draconian cuts in funding had occurred when we were working on restoration, our canal would not be open today.

We are now at the start of another “season” for the canal. There will be a burgeoning in usage by walkers, anglers and boaters. We at our new HQ are looking forward to joining with our partners in promoting an increasing use of all the facilities offered. We hope you too will take advantage of the leisure opportunities that are available along the course of the Huddersfield Canal. And don’t forget, as members of the Huddersfield Canal Society, you are entitled to free trips onboard the Society’s ‘Marsden Shuttle’ at Marsden and the Tameside Canal Boat Trust’s ‘Still Waters’ at Portland Basin. Simply show your valid membership card and enjoy the trip.

Neville Kenyon

Notice of the 2007 AGM



HUDDERSFIELD CANAL SOCIETY LIMITED

Notice is hereby given that the Twenty Seventh Annual General Meeting of the above named Company will held at the Standedge Visitor Centre, Tunnel End, Marsden on Thursday the 7th day of June, 2007 at 7.00p.m. to transact the following business:

1. To approve the Minutes of the 2006 Annual General Meeting.
2. To receive and adopt the Accounts for the Company for the year ending 31st December 2006 together with the Report of the Council of Management and of the Auditors thereon.
3. To elect Nairne Son & Green as Auditors and to authorise the Council of Management to fix their remuneration.
4. To re-elect Mr. A. Ogborn as a member of The Council of Management retiring by rotation.
5. To re-elect Mr. K. Noble as a member of The Council of Management retiring by rotation.
6. To re-elect Mr. E. Crosland as a member of The Council of Management retiring by rotation.
7. To confirm the appointment of Miss A. Fisher co-opted during the year.
8. To consider any other nominations.
9. Any other business.

DATED the 2nd day of April, 2007
By Order of the Council

J. M. Fryer, Company Secretary

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

Letters to the Editor

Dear Alwyn,

It must be nearly 29 years since I contributed to Pennine Link. Your editorial has finally woken me from the dead. I too looked up Issue No. 8 (I wonder how many hoarders there are out there that have the complete set?) Gerry Greenwood must have been the third editor in 8 issues, for by Issue 10, Chris Griffiths had taken over as editor, T. S. Freru (Bob Dewey), trying to hide behind his errors, was in charge of typing and yours truly was in charge of printing and distribution.

In our computer age it's difficult to imagine what it was like producing anything in written form, never mind collating into a magazine. Typesetting was by typewriter onto a special waxy film for the Gestetner and heaven help you if a typing error was made. It always showed in the final version. The Gestetner was second-hand and electrically operated. When it felt temperamental it had to be operated by hand and made life more difficult by spewing ink out all over the place.

It always was a labour of love, in more ways than one. At the completion and distribution of an issue, my wife Diane would start handwriting all the envelopes and putting on the stamps for the next issue. It became almost possible to remember the addresses for some of the names, they were repeated so often. I can distinctly recall Chris Harden, whose boatyard we were regularly to moor outside of years later and of course Mike Handford, who I believed at the time was a member of every canal society in the country! He later was to coerce me onto the committee of the Derby &

Sandiacre, but that's another story.

Printing took place in our loft at Denby Dale, nr Huddersfield, where we had a mini production line going. The production team were Diane, Bob Dewey and myself. Printing, collating, stapling, folding and enveloping all took place in one evening/early morning session, accompanied only by the occasional cup of tea.

Yes a labour of love indeed. Nowadays we have computers, graphics, publishing packages, good printing facilities and collation. Any computer owner can produce address labels from a membership list.

The magazine still has to be put into envelopes (*and, thanks to the Post Office withdrawing their franking service last year, stamps stuck on – BG*) and with a much bigger membership there are more of them but, without copy to edit there is no magazine. Not much has changed really. The editor's job and that of publishing really is as difficult now as 30 years ago.

Finally congratulations on your reappointment to Editor, I presume you were probably volunteered when you missed a Council meeting!

Derek Walker (Member 0022)
Stapenhill, Burton upon Trent

Thanks for your letter Derek. Your recollections certainly paint a graphic picture of what it was like kickstarting this "insane" project and your input to it. I would love to hear from other stalwarts who were active at this time. Please write to me with your stories of fighting the odds. And, no, Derek, I did volunteer to take over the editorship again. Put it down to insanity.

Dear Sir,

A belated Happy New Year and welcome to you in your renewed post of Editor.

My wife & I were keen to peruse the last copy of Pennine Link and check the results of the photographic competition. Hopes dashed again, still no luck! Inside we were informed that our prints would be sent back if we included a sae. Not true, as both my wife and I submitted separate envelopes including a sae. I later mentioned this to Bob Gough at the Office and also said that at least we would be able to enjoy the comments made by the judge on our efforts. I was informed that this no longer happens and the prints are just returned. This is a great pity as I am sure other photographic amateurs took great pleasure in reading the comments made, even if not always agreeing with them. It really extended the pleasure of the competition and made it a bit more personal.

I realise that the increased numbers now make this more difficult and by offering an open and free entry with cash prizes, competition numbers were bound to increase. We could run a very busy market stall on those terms. If the competition has increased awareness in the areas around the canal then it is a good thing, but I doubt it.

The overall winning photo looks good, professional quality. However, I would prefer to see 'our' magazine cover adorned with one of 'our' canal prints. Four issues a year! We should be able to manage that. Do other societies use our canal prints like this?

Following the survey sheet questions from our new Marketing Officer, in

regard to lack of input about our canal, then we shall hope to help whenever we can. We are more walkers than boaters but we do cover 'our' and other canals quite a lot. As walkers you may realise that we are concerned both about the water and the towpaths. Also we often come in contact with boaters and their complaints about the canal which unfortunately get passed on to other boaters making them less inclined to use the Narrow.

A frequent complaint is about the number of Tesco carrier bags floating in the canal adjacent to their store in Stalybridge. On a recent visit to the area, we counted at least twenty bags in the water and a variety of other packaging material. Not too far away were at least two trolleys in the water.

It would cost very little for a Tesco employee to spend five or ten minutes with a long pole to remove these bags and create a much more pleasing view around the store itself. Who is responsible is not the point. The Council, Tesco or even British Waterways. Some contact is the first step to remind them that all is not well with their environs. Perhaps the Society can help?

This same visit confirmed an earlier opinion that the stretch of towpath running from around the wharf area and along to the Tame aqueduct is, without any doubt, the most filthy, disgusting dog-fouled stretch of any canal we have walked along in this country. We are complaining about the Stalybridge area of the canal – an area we tend to portray as one of the best examples of regeneration through restoration. Perhaps an article to this effect would

help indicate what and where our members could do to help?

Following your 'Looking Back' lead; Issue 139, Winter 2001, p25. An article by Frank Smith points out that there are still those that abuse the system by either dropping litter, permitting dogs to foul the towpath, ignore speed limits, rutting the towpath surface with cycle wheels (and quad bikes and their like) discarding fishing lines and weights etc. and killing the wildlife etc. Nothing changes.

Alan & Anita Crosby (Member 2300)
Littlemoss, Ashton-u-Lyne

p.s. Half our prints returned 18th January!

Thank you for your good wishes re my renewed post Alan. I take your comments on board and offer some explanations about the points you raise.

Sorry your pictures were delayed being returned. The fact is that they were of such good quality they were retained with a view to selecting some of them for the proposed calendar (see opposite!). You were very close to winning a prize but the decision was with the judge from the Oldham Evening Chronicle, Vincent Brown.

The comments on pictures in previous competitions were a freely given service by the previous judge, Geoff Hope. He was from Oldham Camera Club and (I think) retired. With the increased number of entries, last year up to 248 prints, it would be a massive imposition to expect Vincent to do the same. In fact, if I had suggested it, I suspect he would have turned down the judging as well.

I do agree that it is very unusual to have a different canal on our front cover. It was thought about a lot and will only be repeated on very rare occasions. We are trying to generate interest over a wider area and attract more membership.

We are, of course, aware of the shortfalls

along the canal track and indeed, the Society has now shifted from restoration to caretakers to put pressure on maintaining and improving things. A very good working relationship exists with BW, but they hold the purse strings and have a massive list of works required across the region. Most of these cost a lot of money and with the recent government grant cuts money is spread more thinly.

As far as rubbish in the cut is concerned, vandalism and anti-social behaviour are a very unwelcome fact of life across the region. BW have a system of fines for supermarket trolleys fished out of the canal. (I think it is £200 per trolley), and an uncompromising attitude to dog fouling. The problem is one of catching the culprits. You are quite right to highlight these points and I will bring up the subject with BW and the local council.

DATES FOR YOUR DIARY

Saturday 28 April 11am-4pm
Marsden Cuckoo Day

Saturday 5 May 2pm-6pm
Slaithwaite Spa Celebration Day
Spa Fields, Slaithwaite
The Society boat Marsden Shuttle will be running trips along the canal for this event

Sunday 13 May 10am-4pm
Huddersfield Rail Station Open Day
St Georges Square, Huddersfield

Thursday 7 June 7pm-10pm
Huddersfield Canal Society AGM
Standedge Visitor Centre
Guest Speaker - Judy Jones, Regional Heritage Advisor, British Waterways

Sunday 1 July
Marple Locks Rally

Friday 6 - Sunday 8 July
Tameside Canals Festival

VOLUNTEERS WANTED!!!!!!

If you have any spare time on any of the above dates and would be willing to help out please contact Claire on 01457 871800

2008 Calendar Preview

As announced in the last Issue of Pennine Link, there was a sufficient response to our 2006 photographic competition to select a number of pictures to include in a Society calendar for 2008.

Working on an A4 size, an initial design has been produced and the final calendar, to be printed in full-colour, will be available for sale later in the year.

The calendar will retail for around £5, with a concession on postage and package for Society members.

Further details will be published in the next Edition.



FEBRUARY 2008

MON	28		MON	18	
TUE	29		TUE	19	
WED	30		WED	20	
THU	31		THU	21	
FRI	1		FRI	22	
SAT	2		SAT	23	
SUN	3		SUN	24	
MON			MON	25	
			TUE	26	
			WED	27	
			THU	28	
			FRI	29	

Notes



JANUARY 2008

MON	31		MON	21	
TUE	1		TUE	22	
WED	2		WED	23	
THU	3		THU	24	
FRI	4		FRI	25	
SAT	5		SAT	26	
SUN	6		SUN	27	
MON	7		MON	28	
TUE	8		TUE	29	
WED	9		WED	30	
THU	10		THU	31	
FRI	11				
SAT	12				
SUN	13				
MON	14				
TUE	15				
WED	16				
THU	17				
FRI	18				
SAT	19				
SUN	20				

Notes

2008 Calendar



Joint Associates

Lock 2W & Greenfield 'Marina'

Martin Clark



Traditional gearing and cranked balance beams at Lock 2W Plantation Street.

Operating this lock was time-consuming and required considerable effort. The tail gates also leaked badly where there was a big gap between them near the top when they were closed.

The hydraulic mechanisms have now gone completely, to be replaced with well-designed steel crooked beams and geared gate paddle operation along with brand-new gates.

The tiresome hydraulic tail gates and paddles remain at nearby Lock 1W, however.

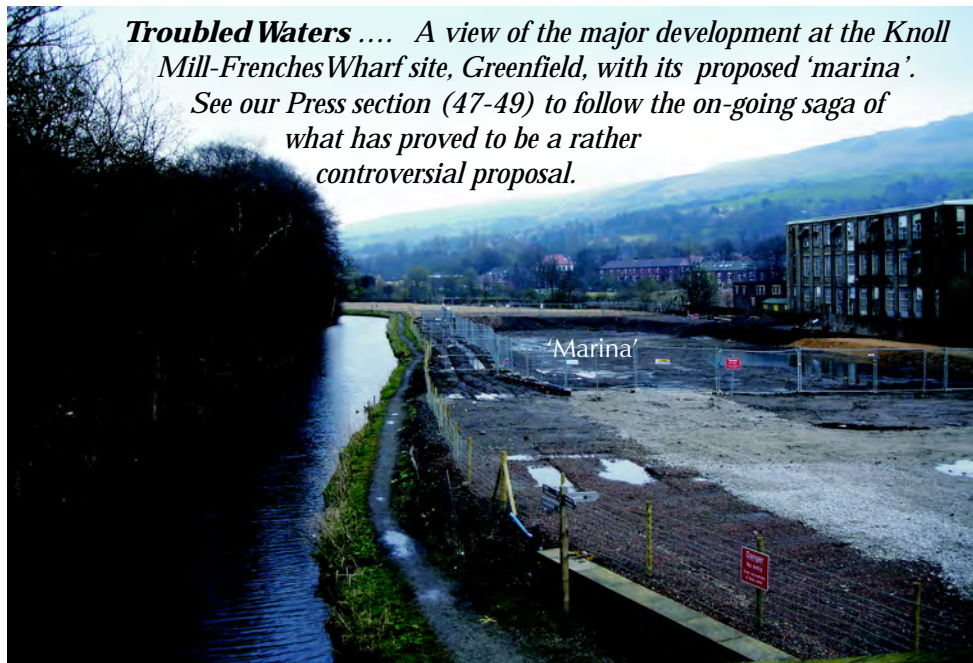
During this winter's repair work around Lock 2W, 12 tonnes of waste material were removed from the lock chamber! Further east along the canal, 100 Tesco and Somerfield shopping trolleys have been removed from the canal at Stalybridge.

Lock 2W of the Huddersfield Narrow Canal, by Plantation Steet in Ashton, has once again got balance beams on its tail gates! Boaters will be relieved to know that the hydraulic gate and paddle mechanisms have been consigned to history!

The bridge that crosses the lock tail was widened during the period when the canal was shut. When the canal was restored, there was no room for traditional balance beams, so a hydraulic system was introduced instead.

Martin Clark

Troubled Waters A view of the major development at the Knoll Mill-Frenches Wharf site, Greenfield, with its proposed 'marina'.
See our Press section (47-49) to follow the on-going saga of what has proved to be a rather controversial proposal.



Martin Clark



2006 Photographic Competition Presentations

Top left: Competition Organiser Alwyn Ogborn discusses the winning entries with the invited winners and guests.

Above: Overall Winner, W M Young receiving his framed print.

Below: (L to R) winners and runners-ups, D Mounsey, A Brown, C B Holmes and Sam Mitchell receive their cash prizes.



Membership Questionnaire

Marketing Officer, Claire Bebbington writes:

I'm sure you're all eager to find out the results from the questionnaire, posted with the last issue of Pennine Link.

We had a positive response from the membership: 167 (30.8%) of the 554 questionnaires sent were returned, which is excellent!

As you will see I have listed the results below along with any comments. You will also be pleased to know that I have taken your comments/requests on board and therefore there will be some changes this year. Most importantly we have organised a number of social events for members; please see page 18 for further details.

Now for a summary of the results:

Length of membership

30 yrs +	26 (15.6%)
15 yrs +	68 (40.7%)
5 yrs +	53 (31.7%)
Less than 5 yrs	20 (4.7%)

Member of other canal societies

Yes	84 (50.3%)
No	83 (49.7%)

Main Interests in canal*

Boating	92 (55.1%)
Walking	115 (68.9%)
Angling	14 (8.4%)
Nature	66 (39.5%)
Environmental	78 (46.7%)
Other	35 (21.0%)

(* multiple choices)

Interested in volunteering for future events etc

Yes	36 (21.6%)
No	131 (78.4%)

Should the society hold regular events?

Yes	118 (70.7%)
No	16 (9.6%)
No Opinion	33 (19.7%)

If yes, How often?*

Monthly	16 (13.6%)
Bi-monthly	24 (20.3%)
Quarterly	57 (48.3%)
Other	13 (11.0%)
Did not specify	8 (6.8%)

(* sample size 118)

What type of events?*

Guided Walks	65 (38.9%)
Boat Trips	51 (30.5%)
Quiz Nights	15 (9.0%)
Festivals	40 (24.0%)
Talks/Presentations	66 (39.5%)
Other	11 (6.6%)

(* sample size 118, multiple choices)

Interested in receiving regular email newsletters

Yes	76 (45.5%)
No	86 (51.5%)
No Opinion/EMail	5 (3.0%)

Discounts from external organisations

Yes	71 (42.5%)
No	80 (47.9%)
No Opinion	16 (9.6%)

Aware of Society's website

Yes	113 (67.7%)
No	54 (32.3%)

How often do you visit the website?*

Daily	0
Weekly	2 (1.2%)
Monthly	26 (15.6%)
Annually	38 (22.8%)
Never	47 (28.1%)

(* sample size 113)

Do you read Pennine Link?

Yes	167 100%
No	0

Pennine Link is read ...

Cover-to-Cover	124 (74.2%)
Selected Items	30 (18.0%)
Scanned through	13 (7.8%)

The question was asked if members would like to read different topics other than those already published.

- Family activities
- More about restoration news
- Articles from other society magazines
- Historical features
- Current developments
- Canal Aquatic and Wildlife
- Foreign Waterways
- Places to visit
- Future events

• Information on ordinary members not just Council

• Section where members can ask the Society, and other members, about anything canal-related

- More details on British Waterways work
- Less intense articles to attract new members

Are members aware we encourage feedback to the Editor?

Yes	148 (88.6%)
No	12 (7.2%)
No Opinion	7 (4.2%)

Comments relating to above

- Articles being submitted but no response from Society
- Suggestions of email usage to increase feedback requests

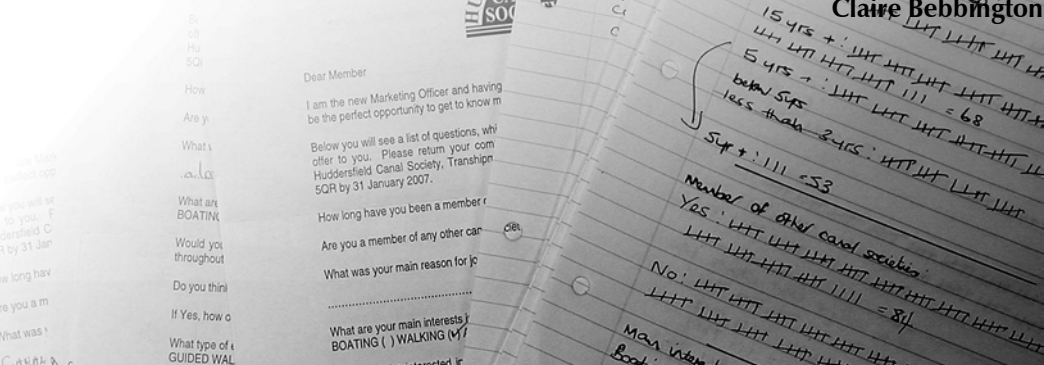
Family section in Pennine Link and/or on the website

Yes	35 (21.0%)
No	82 (49.1%)
No Opinion	50 (29.9%)

General Comments

The overall opinion from the members was felt to be positive. Many now refer to themselves as 'Armchair Supporters', mainly due to age and/or remoteness from the Canal.

Claire Bebbington



Greetings from the EAST

I can't believe the Winter has been and gone (almost). Its the time to dread the phone ringing in case I'm chasing you to crew the trusty Marsden Shuttle. But I'm sure for most of you, you can't wait to meet old friends and brush up your skills again, guiding our little boat along the picturesque canal. We are so fortunate to have it almost on our doorstep. Last year we had a few eager newcomers who

enjoyed learning to crew the boat. We could do with some more as people move on and out of the area. I'm really pleading for extra crew to volunteer for sessions on the boat. New and not so new!

Anyone interested please call 01484 686136. You will have a really good day out and if you need convincing, just look at this glorious scene taken during our 'Halloween' trips last year.

Andrea Fisher
Boat Coordinator



Now & Then



It is easy to forget what a challenge lay ahead for the restoration of the derelict Huddersfield Narrow. Above: Lock 1E today looking West. Below: The prospect in the 1980s.



Bob Cough

Alwyn Ogborn

Forthcoming HCS Members' Events

Following on from the recent questionnaire, we have decided to hold a series of events for all HCS members. There will be no cost involved other than the boat trip of which the proceeds will be donated to the Tameside Canal Boat Trust for providing the boat and crew. I do hope as many members as possible will take advantage of these social events, if they prove to be successful then hopefully we can provide more next year.

Thursday 17 May 2007

Victorian Tunnels - *A presentation by local tunnel expert, Jack Knight*
1st Floor, Standedge Visitor Centre
Time: 7.00pm - Car parking at the Visitor Centre is permitted for this event.

Sunday 24 June 2007

Diggle Flight - *A walk up and down the Flight led by Bob Gough, the Society's Administrator.*
Meet at the Wool Road car park.
Time: 10.30am - Suitable footwear, clothing and refreshments recommended for this moderate 2hr walk.

Sunday 22 July 2007

Boat Trip - *A cruise on board Still Waters along the Peak Forest Canal taking a 3 hour round trip to Woodley and returning to Portland Basin. There is a toilet on board, but no refreshments, so don't forget your packed lunch! **

Cost £2.50 per person.

Meet on the quayside, Portland Basin Museum.
Time: 10.30am - Plenty of parking at the Museum.

**Numbers are strictly limited so early booking is advisable - call 01457 871800 to book your ticket(s)*

Sunday 19 August 2007

Slaithwaite - *A walk along the Canal in Slaithwaite town led by Bob Gough, the Society's Administrator.*
Meet at the New Street car park.
Time: 10.30am - Suitable footwear, clothing and refreshments recommended for this leisurely 2hr walk.

Sunday 16th September 2007

'Treasure Hunt' - *In an around Marsden, Tunnel End and the Narrow Canal. Test your powers of observation, solve the clues and win some 'treasure'!*
Meet at Marsden Station car park.
Time: 10.30am - Suitable footwear, clothing and refreshments recommended for this moderate challenge.

Thursday 4 October 2007

Hollinwood Branch Canal -
A presentation by Society member Martin Clark including the new development at Droylsden Marina.
1st Floor, Standedge Visitor Centre
Time: 7.00pm - Car parking at the Visitor Centre is permitted for this event.

If there are any members who would be willing to give a presentation on a specialist subject in the future, could they please contact me at the office or email: claire@huddersfieldcanal.com

Claire Bebbington

Ticket No. 01

Sunday 22nd July 2007

'Still Waters'

10:30am

Portland Basin to Woodley

The Newcomen Society - Telford 250 Day

This year sees the 250th anniversary of the birth of Thomas Telford and many of his achievements will be visited by groups all over the country.

In recognising his work on Standedge Tunnel and the Diggle Flight of locks, the Newcomen Society is holding a 'Telford 250 Day' on Tuesday 29th May 2007.

During the day it is proposed to travel from Tunnel End, Marsden, through Standedge Tunnel and walk down the Diggle Flight to Wool Road, returning by mini-coach to Marsden past some of the works on Standedge Moor (Trip 1). As the boat has to return to Marsden through the Tunnel, there is a second opportunity for another group to visit the Diggle Flight before travelling through the Tunnel (Trip 2).

In order to mark the occasion, Past President of the Newcomen Society, James Sutherland, who accompanied Robert Aikman aboard Ailsa Craig, the last boat through the Tunnel before the 1948 closure, will unveil a plaque to Telford at the Diggle Portal.

Booking:

If you would like to participate in this 'Telford 250 Day', please apply to Joe Marsh, History of Science and Technology Group, D38 Sackville Building, University of Manchester, PO Box 88, Manchester, M60 1QD or preferably by Email to joe.marsh@manchester.ac.uk

The planned cost is £20 per person with concessions, and is considered unsuitable for children under 12 years of age. As a condition of booking, the Newcomen Society cannot accept any liability for any injury or loss however caused to persons registered on the Telford 250 Day as described. Numbers are limited to 22 in each direction through the Tunnel.

Trip 1: Marsden to Diggle leaves Tunnel End at 10.00am. Trip 2: Diggle to Marsden leaves Wool Road car park at 11.00am. Sandwich lunch at the Diggle Hotel 12.30 to 13.30. Return to the starting points is by mini-coach. Please state trip preference when booking.



Hollinwood Canal Society

Martin Clark reports on some significant work in Daisy Nook and plans for the 'Dark Tunnel'.

Crime Lane Aqueduct in Daisy Nook has been a cause for concern to the Society for some time. There have been substantial leaks from the canal through the embankment adjacent to the aqueduct, as well as water coming through the stonework of the aqueduct.

Oldham Council is now in the process of carrying out repairs to the aqueduct and canal bank. To enable this work to be undertaken, Crime Lane, which runs beneath the aqueduct, is closed to traffic until the work is complete. The canal towpath between Daisy Nook and Crime Lake is also closed during this period. This causes inconvenience to walkers who use this popular route but this is unavoidable as the work needed to be carried out is a matter of urgency.

Visitors to the John Howarth Centre at Boodle will have seen the proposals for major improvements including providing a new horse trail and footpath through the nearby deep cutting, known historically as 'Dark Tunnel'. The original canal tunnel was opened up in the early

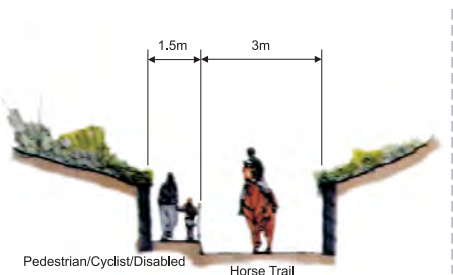
1920s and to date horses have used the canal bed as a horse trail whilst walkers have been confined (literally) to a narrow, flagged and railed 'towpath'.

The canal bed has become something of a quagmire and the narrow path frequently becomes 'one way', especially when encountering push-chairs. The proposals are to make a new horse trail up on the left hand (Visitor Centre behind you) bank of the cutting and resurface the canal bed as a wide path for walkers. Designed to separate the walkers from the horse riders, the horse trail does cross back over the footpath just before the Valley Aqueduct.

The HoCS Committee met to consider these proposals. Although the line of the canal is not being compromised, the committee felt it would be more effective to site the horse trail on the opposite bank; avoiding the footpath crossing and the horse trail's inevitable relocation to this position when the canal is restored.

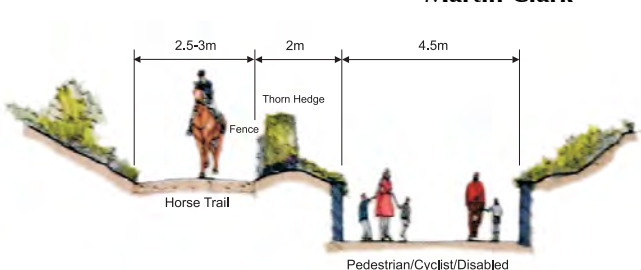
Comments on the proposals are invited, and Society Director, Frank Smith, has written expressing our opinion. It is a case of waiting to see what happens.

Martin Clark



'Dark Tunnel' Existing Access

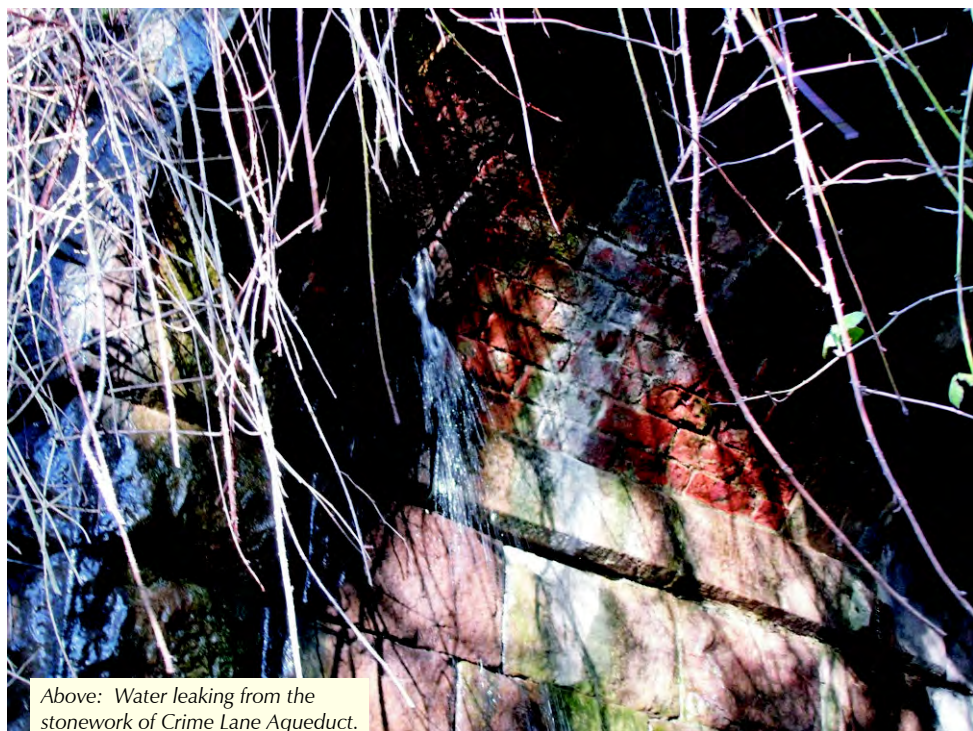
Section 1:50



'Dark Tunnel' Proposed Access

Section 1:50

*Access proposals for 'Dark Tunnel', Daisy Nook
(Courtesy of Oldham MBC Parks & Countryside Service)*



Above: Water leaking from the stonework of Crime Lane Aqueduct.
Below: The site of the repairs at Crime Lane Aqueduct.





Huddersfield Canal Society



"In the kingdom of the blind, the one-eyed man is king," or so the saying goes. A little knowledge is a wonderful thing - or, at least, it can be good at getting you roped in for things.

*"Here, Martin - you know about websites...."
"Do I?" "Well, you know more than I do."
"Well, perhaps..." "Good - you've got the job, then!"*

I don't remember the exact conversation, and the above may be slightly exaggerated, but somehow I managed to volunteer to take on responsibility for the Huddersfield Canal Society's website!

The Society's original website was created in the 1990s by Bob Gough & Frank Smith and was A Good Thing at the time. However, Bob was the first to agree that it was now looking outdated and that the navigation

system could be confusing. He felt that the site needed a complete makeover, but didn't feel that he had the knowledge to do it or the time to learn the skills.

Which was where I came in...

The idea of starting a new website from scratch had a lot of appeal. First of all, I analysed the contents of the old site, thought about how that information could be better organised, and suggested some areas of new content. I came up with some suggestions for page layout and colour schemes. I discussed these with Bob and with Patricia Bayley, who was Marketing Officer at the time and, when everyone was happy, I started on the technicalities of creating the new pages.

Designing a web page is not like designing a leaflet. People use different sized monitors



Huddersfield Canal Society

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Standedge Tunnel:

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Bringing your boat:

[Navigation information](#) for boaters.

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Enjoy the stunning scenery on a [towpath walk](#).



2006 Photo Competition - [click here for results!](#)

The Canal

The Huddersfield Narrow Canal runs between the industrial towns of Ashton-under-Lyne in the Metropolitan Borough of Tameside, Greater Manchester, and Huddersfield in the Metropolitan Borough of Kirklees, West Yorkshire.

At its centre below the picturesque Saddleworth and Marsden Moors lies the unique Standedge Tunnel, the longest, highest and deepest canal tunnel in the country.

Use this site to find out about the canal, its history, its restoration and its facilities.

The Society

Having achieved its aim of the restoration of the Huddersfield Narrow Canal to through navigation and public use, the Huddersfield Canal Society intends to take an active role in the canal's future, assisting British Waterways with operational and development initiatives.

Use this site to find out about the society and its activities.

Contact:

Address: The Transhipment Warehouse, Wool Road, Dobcross, Saddleworth, Oldham, OL3 5QR

Telephone: 01457 871800

Email: hcs@huddersfieldcanal.com

[Accessibility](#)



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and different screen resolutions. Different web browsers interpret the coding in slightly different ways. Some people's eyesight is not good so they increase the font size on their screen. This involves a lot of testing and tweaking until you get something that works.

Other considerations taken into account involved accessibility. The font size for the text is big enough to be seen clearly by most people, but can be increased without ruining the design. Colour contrasts have been checked to ensure that people with colour blindness will not have a problem. Some "access keys" have been included, enabling blind people using an audio browser to do such things as skip past navigation onto the main page content. The pages have been checked on a number of different browsers.

The website had to be visually appealing. The colour scheme is based on the society's colours of blue and white. Colour photos help to make each page bright and interesting. The navigation had to be simple,

with a navigation bar across the top of each page taking visitors straight to each section of the site.


In addition to promoting the Society, one aim of the site is to promote the Canal itself, so there are pages of information for boaters and walkers. It is intended to expand these sections with other useful information.

Another plan for the future is to add archive photos of the canal.


A new domain name, "huddersfieldcanal.com" was obtained and this is now the address to use to see the website. The original address of "hcanals.demon.co.uk" is being phased out and will eventually stop working.

The new website was launched in Autumn 2006 and has received favourable comment. If you have ideas for the website, please share them, but bear in mind that not everything is possible and everything takes time!

Martin Clark
(*Definitely A Good Thing!* Ed.)

**Huddersfield Canal Society**

Home The Society Canal Guide Photos Restoration News Shop Links



Information for Boaters



Tunnel End, Marsden.

Dimensions

The official maximum dimensions for the Huddersfield Narrow Canal are: length 70' 0" (21.3m), beam 6' 10" (2m), headroom 6' 2" (1.8m), draught 3' 6" (1m). Craft with a beam over 6' 10", such as some historic boats, have experienced difficulty getting through locks in Uppermill and in the Marsden flight.

The official maximum dimensions for the Huddersfield Broad Canal are: length 57' 6" (17.5m), beam 14' 2" (4.3m), headroom 9' 6" (2.8m), draught 2' 6" (0.7m). Narrowboats up to 60' in length can pass through the locks on the Huddersfield Broad Canal at an angle with care.

Locks

There are 74 narrow locks on the Huddersfield Narrow Canal, each with a fall of around 10 feet.

The locks are numbered from each end, with the letter w or e indicating west side or east side. On the west side, between Ashton and Diggle, the locks are numbered 1w to 32w. On the east side, between Huddersfield and Marsden, the locks are numbered 1e to 42e.

Boaters require an "anti-vandal" handcuff key to use paddles on many of the locks. A windlass, which is required for all paddles, is also required to operate hydraulic tail gates at Locks 1w and 2w, Ashton, a mechanical tail gate at Lock 21w, Uppermill, and a guillotine gate at Lock 24e, Slaithwaite.

There is no towpath access to Lock 2e in Huddersfield. Crew members should get on their boat when leaving Lock 1w or Lock 3e.

There are 9 broad locks on the Huddersfield Broad Canal, each with a fall of around 6 feet.



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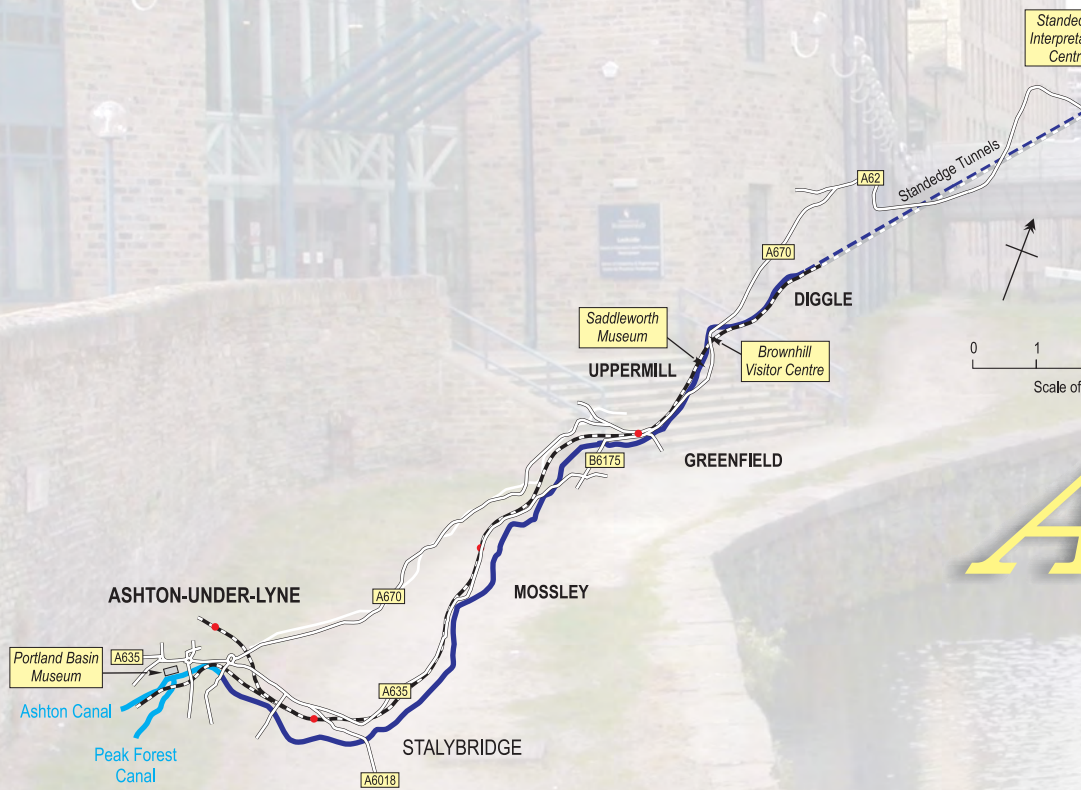
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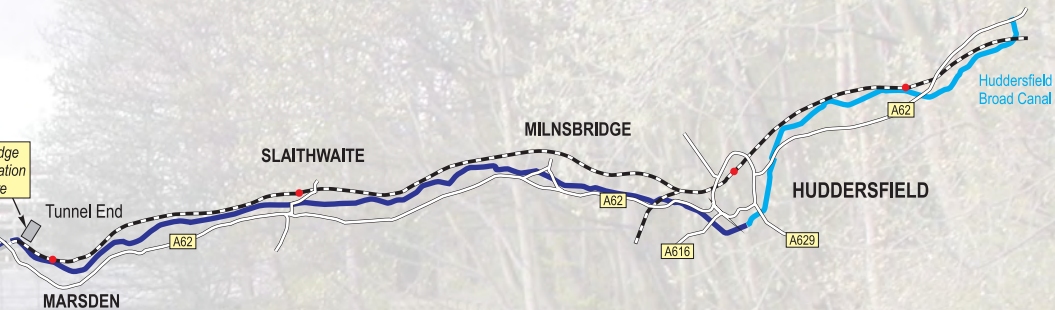
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The Huddersfield Narrow & Broad Canals





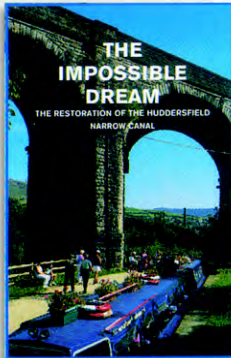
Around Huddersfield



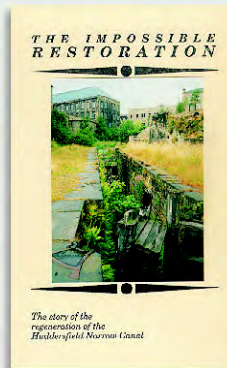
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'The Impossible Dream' tells the story of the restoration of the Huddersfield Narrow Canal, from an idea by enthusiasts in the early 1970's, through to the official re-opening by HRH the Prince of Wales, in September 2001, price £10.99 plus £1.95 p+p.



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

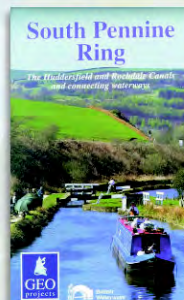
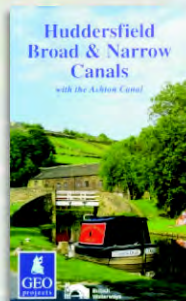


Chris Coburn's North West stage of his London to Inverness marathon.

Video - £14.99
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GEO Projects canal users map of the Huddersfield Narrow & Broad Canals.

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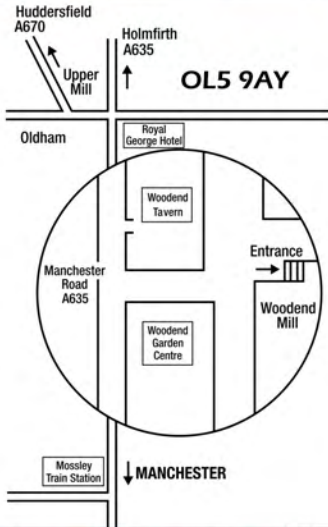
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Contact 07903 455 388 for details

Situated in Mossley between Manchester Road (A635) and the Huddersfield Canal at Lock 14 West. There are moorings just past the mill near the Roaches Lock Pub. Woodend Mill is well worth a visit whether you like art or interested in the heritage and history of the industrial past. Most studio's open weekends 10am - 5pm.



The Story of DB1 (or Itchy Feet) - Part 7

As full retirement trundles towards me I have been able to spend a lot more time working on Itchy Feet.

Following on from the stern-gear installation the way was now clear to fit the rudder. It would have been impossible to feed the prop. shaft in with the rudder in place. A chunk of 110mm diameter graphite impregnated nylon was obtained and, along with drawings produced from careful measurements, taken to my machining expert, Brian, in Stalybridge.

A 'top hat' section to sit in the skeg, plus 2 cylindrical pieces with a flange at one end of each, to go either end of the rudder shaft housing tube were produced. The rudder itself, plus a 4ft 6" length of 2" dia. stainless steel (for the shaft) and the housing tube had been left with Brian for him to bore the holes to fix the rudder and shaft together. All to alignment details supplied on the drawings. All that was left now was to fit the whole lot into the boat. Not easy!

The rudder housing tube has to be exactly in line with the hole in the skeg into which fits the top hat bearing. Since the above components were made to thousandths of an inch, the alignment had to be of a similar close tolerance.

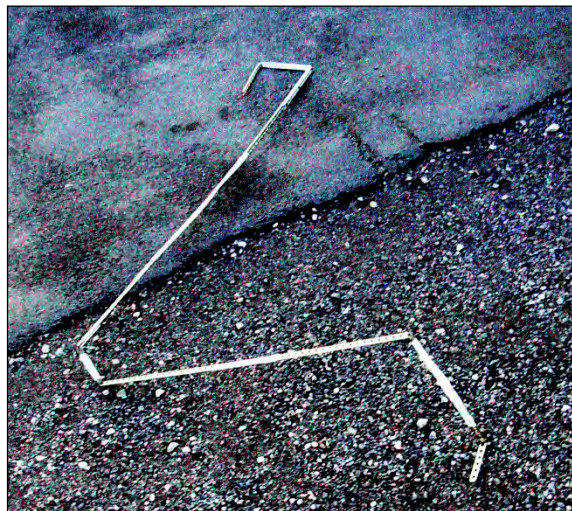
The combination of working in a very confined space under the wheelhouse floor; a very heavy slightly greasy 2" shaft which had to be lowered through a hole in the deck; sliding this through the bearings and the rudder which all had to be held in place; a performance which allowed adjustments to the tube accommodating holes to be marked; the



whole lot removed whilst this cutting was done; and then repeated until perfection was achieved, took two of us a whole day. But I think we both looked smug and self-satisfied at the end. Tube welded in and (hopefully) watertight to well above waterline, rudder fitted and bolted through the shaft. (Above)

The next bit down that end of the boat was the exhaust. Again I took measurements with a view to instructing a specialist exhaust firm in Rochdale.

From the manifold it came out, went up, bent 90 degrees along, up, round etc. I started to make a drawing. Now, I was reasonably proficient at engineering drawing at school, but this stumped me. The only solution was to make a template (*below*), which I did out of some cable ladder rack we use when building battery charger cubicles. (Cables for the supporting of). Onto this I stuck



some broad tape and wrote on it instructions re lengths, couplings, silencer etc. By adding some verbal instructions, the silencer company produced a magnificent set of parts which fitted together perfectly and were a joy to fit in the boat.

From the blunt end to the sharp end. A bow thruster had been catered for in the Branson design and such an item obtained from Puffer Parts in Keighley, from whom I have obtained most if my

fitting-out parts. Pumps, skin fittings, cabin side steps etc. etc.

The thruster came complete with an excessive length of tube, excessive for our needs anyway. This tube was cut to length, drilled for the propeller drive fitting and welded into place. Once again in an awkward tight space, but compared to the rudder, relatively straightforward.

Efforts to get the whole of the inside of the boat cabin painted out had been going on in stages by various members of our family over a few weeks.

Black coal tar hull paint below the floor and grey primer above, preparatory to the whole cabin sides being sprayed with insulating foam.

A series of 4' square plywood sheets laid on the floor bearers made a dramatic effect on the concept of space within the hull and detailed planning of the layout could now begin.

Joan and I had been down to the London Boat Show in January with a view to finding sources of chandlery more associated with sea going than

inland waterways. (Anchor winch, depth gauge, navigation aids, life saving rafts etc.).

One of the spin-offs was a stand trading in shower cubicles and fittings. One that took Joan's eye looked ideal for the boat and, as a show offer, was half normal price. The only little problem was that I thought it looked too tall to fit in the cabin. We took all the details and made arrangements to ring the firm after checking and before we lost the show deal offer.



Visualising the bathroom with sunken shower.

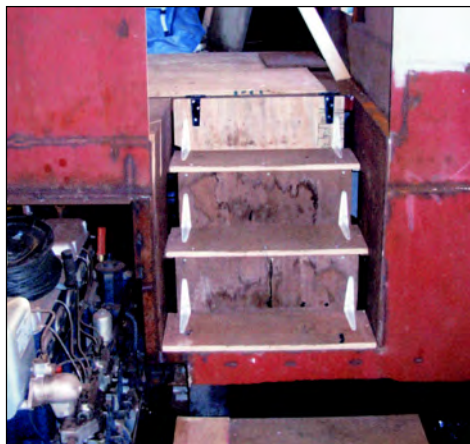
As I suspected, the cubicle was too tall to fit in the cabin, **but**, we have extra space below floor level. The simple expedient of making a frame to lower the shower tray so that the rim was just above finished floor level allowed ample headroom. The shower was ordered.



Having put boards down to make a floor, the new shower tray and toilet (purchased from Puffer Parts, Keighley) were put into place and boards, boxes or anything that came to hand placed round to delineate the size of the bathroom. A similar board was propped up at the edge of the galley. It is all coming together and the mind's eye went into overdrive.



Although the internal space seems very adequate, it should not be wasted. With this in mind I had an idea to make access to the engine room and at the same time produce some storage space. The temporary steps down into the cabin I modified to be a one-piece unit hinged at the top, (*Below*) the whole being able to be lifted up revealing a 'step through' engine room access with useful storage, probably well retained wine bottles, hung beneath the treads. (*Right*)



Having square corners, we were able to resort to using a grinder to cut the large hatch hole. That's it being cut, viewed from below, with the 4 successfully cut portholes shown in front. (*Below*)

Alwyn Ogborn

Having decided on the layout, positioning of the portholes and roof hatches could now be fixed. Three portholes each side with an opening one in the bathroom area, 4 in the bedroom and one in the passage to bathroom/ bedroom. A 20" x 20" Houdini hatch in the bedroom for light, ventilation and escape in emergency and a 4' x 2' 9" 'Dog Box' hatch above the saloon. The latter will have 2 lifting windows each side and lift-off-able to facilitate the dropping in of large items of furniture etc. A plasma cutter, hired for the cutting out of the holes for these gave up the ghost after cutting 4 and a bit portholes and, as I write, has gone back to the suppliers for repair.



Mossley Bottoms Boatyard

All photos: A Ogborn

Shrewsbury & Newport Canals Trust

Significant canal development took place in Shropshire as early as 1768 in the area that is now Telford. These canals carried tub-boats which were about 20ft long and 6ft wide, could carry 8 tons of cargo and were pulled by horse in trains of up to twenty. In 1797 this tub-boat network was extended to Shrewsbury via the Shrewsbury Canal which was 17 miles long, with 11 locks and a 223yd inclined plane at Trench which raised boats 75 feet up to the Wombridge Canal. There was also a 970yd tunnel at Berwick. The locks were only 6ft 2in wide, but at 81 feet were long enough to take four tub-boats.

This Shropshire network operated until 1835 isolated from the rest of the canal network which had built up covering much of the country. In that year a branch was opened from the new Birmingham & Liverpool Junction Canal (now the Shropshire Union) at Norbury Junction, passing through Newport, to connect with the Shrewsbury Canal at Wappenshall, near Telford. The two narrow locks between Wappenshall and Shrewsbury were widened to take the narrowboat that had become the basic craft of the Midland canal network. Thus, at the very end of the canal era, Shrewsbury was connected to the national canal network.

The canals traded reasonably successfully into the twentieth century but as trade declined as a result of railway competition the Shrewsbury & Newport Canals suffered the same fate as many others. In 1921 the Trench inclined plane, the last to continue working in Britain, closed and trade on the tub-boat section of the network ceased. The last working boats reached Shrewsbury in 1936 and in 1944 the canal route from Norbury Junction to Shrewsbury was officially abandoned.

In the 1960s the waterways authority began to sell much of the canal line to farmers and other landowners, even as canal enthusiasts were looking at the possibility of restoration and reopening. The Shrewsbury & Newport Canal Society was formed in 1965, but after the canal was sold off they turned their attention to other projects, particularly the Montgomery Canal, and reformed as the Shropshire Union Canal Society which continues to be very active to this day. There were further attempts to kickstart restoration in the following years but it was a well attended public meeting in June 2000 that set the scene for the creation of the "Shrewsbury & Newport Canals Trust" (SNCT).

The SNCT has grown in strength and maturity since that time and now has nearly 800 members. The Trust commissioned a full feasibility study of the restoration in 2004, funded by a mix of key local government and voluntary partners, including the IWA. A grant was recently awarded by the Lottery Fund to look in more detail at a possible first phase of restoration in the Newport and Telford areas and this is focussing minds at the present moment.

The Shrewsbury and Newport canals will make an ideal boating route, coming off the busy Shropshire Union at Norbury and travelling through beautiful countryside deep into the heart of Shropshire but passing close to the industrial heritage of Telford and potentially terminating in the centre of mediaeval Shrewsbury adjacent to the castle. But, as with many other canal restoration schemes, there are many anticipated benefits for the wider community through additional leisure pursuits, tourism, income creation and regeneration.

The canal has a number of quite unique features including the world's oldest iron aqueduct at Longdon Upon Tern which was the test-bed for the spectacular Pontcysyllte aqueduct near Llangollen. At the Flax Mill in Shrewsbury the canal also boasts the world's first iron-framed multi-storey building. Built in 1797, this is the parent of all modern skyscrapers. It is currently the subject of a major English Heritage-backed restoration scheme and in the same area there are tentative plans for a "regeneration corridor" through the neglected north-east of Shrewsbury which conveniently has the canal line running through its length – fingers crossed!

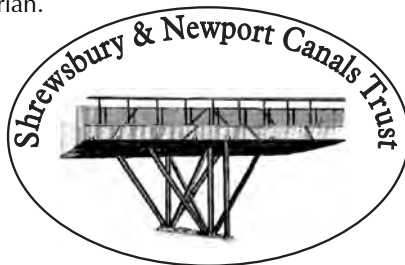
There are a number of other interesting canalside buildings which have survived, including a rather special set of transhipment warehouses in Wappenshall at the point where the smaller tub-boats transhipped their cargoes into narrowboats for onward transmission to the wider world. The Buttermarket still remains at the old terminus in the centre of Shrewsbury and, despite all of the building development which has taken place along the length of the canal within the town, no buildings have been erected directly on the canal line with the exception of one, and this currently has a compulsory purchase order on it in association with the Flaxmill scheme.

The Trust is very fortunate to have an experienced and talented engineer, Dennis Rogers, who has been working for us full-time (and unpaid!) for several years now. He has produced detailed solutions to all of the major highway issues and other obstacles to restoration. Among the more interesting proposals are the various designs of fall-and-rise locks for negotiating dropped roads, an ambitious inclined plane scheme which could provide an alternative to the main lock flight near Norbury Junction plus an innovative link to the River

Severn which has been devised for Shrewsbury. Our negotiators and bid-writers just need to catch up with him in securing the necessary funds to bring these plans to fruition!

The SNCT cannot close this article in your magazine without acknowledging the very significant inspiration which the Huddersfield's "impossible restoration" has provided to other restoration groups throughout the country, including ourselves. Two of our Trustees thoroughly enjoyed navigating the length of the Huddersfield back in 2002 and came back with copious photos and anecdotes which have been used significantly in presentations and discussions back in Shropshire. The Trust also appreciated HCS hospitality in 2005 with the opportunity to bring 50 of our members to the Huddersfield for a whistle-stop tour of some of your achievements.

We would love to extend a reciprocal invitation to any members of HCS who might like to be in touch to find out more about our own project or perhaps for a group to come down to take a tour of the line of the canal as it currently stands. You can find out more about us at www.sncanal.org.uk or by contacting Trustee, Brian Nelson, via bnelson@sncanal.org.uk or 01743 761447. Any boat owners among you would also be very welcome to bring them to our annual "Mayday Weekend Festival" at Norbury Junction on the Shropshire Union – further details from Brian.



Brian Nelson

Shrewsbury & Newport Canals



The Newport Branch in water



A walk along the S&N Canals

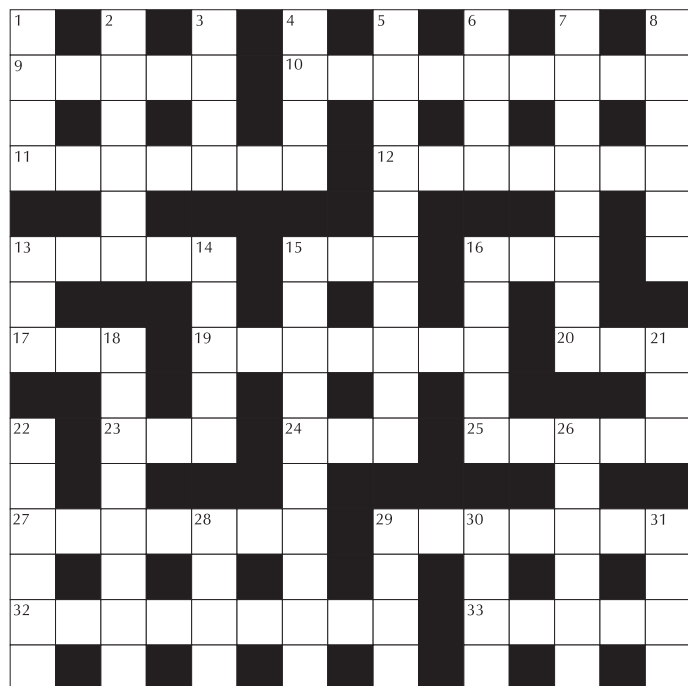


Wappenshall Junction c1950



Norbury Junction

Crossword 52



- 24** Arctic experience which prevent boats moving (3)
25 As the weather gets hotter we may see more of this animal return to canals (5)
27 Books of maps (7)
29 Lock numbered 13 on the Trent and Mersey (7)
32 Describes a canal location near Marsden and a pub nearby (6,3)
33 Gwyneth Paltrow shows how to steer barges on the Severn? (5)

Down

- 1** Metal used in galvanising tanks (4)
2 As opposed to automatic? (6)

Across

- 9** I'm ageless when snapped by a good photographer (5)
10 Lock by a water tower in Chester (5,4)
11 River partly used by the Caldon Canal (7)
12 Asda, Scout and Standedge are examples of these types of canal features (7)
13 Heaped up canal banks? (5)
15 River flowing through the Olympic site (alt sp) (3)
16 Daft word for the stern! (3)
17 What has to be cleaned out of the stove every morning (3)
19 Anomalous aqueduct near Middlewich! (7)
20 Alternative name for a canal (3)
23 It's usually of the bottled variety on boats (3)

- 3** Leeds & Liverpool lock below the M6 (4)
4 Learn to crochet within a Broadland river (4)
5 Chalet lost in an ancient monument beside the River Dee (4,6)
6 Astern spot a seabird (4)
7 Regal (8)
8 Horsed about in a Thames-side village near Cookham (6)
13 Many of these taken with fish and chips singularly ! (3)
14 Boat surfaces in packs of cards? (5)
15 Reline most of a former Herefordshire canal (10)
16 Hay on an Oxford Canal wharf (5)
18 Boat club and town on the Macclesfield canal (4,4)
21 Claytons of Oldbury ran many boats designed for this bituminous cargo (3)

Jidoku 4

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

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.

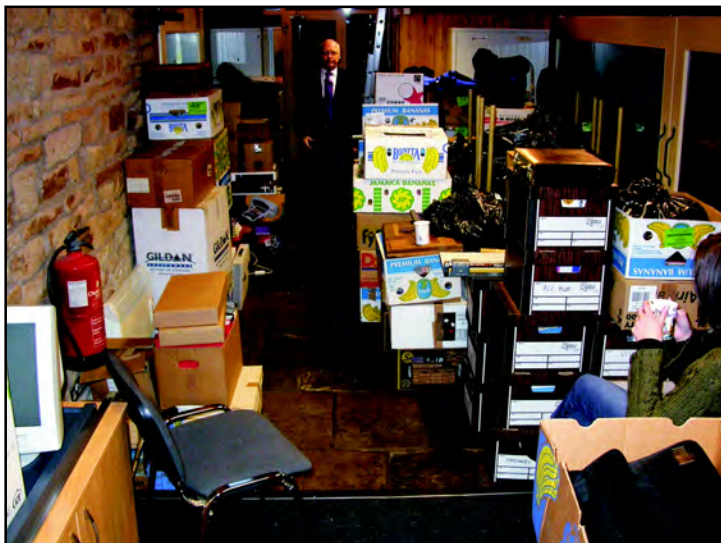
- 22 Watery maps (6)
- 26 Essential item of a boat's inventory - preferably Measham (6)
- 28 Fits temporary post at the front of the boat (4)
- 29 Cornish canal, partly extant, with

- inclined planes (4)
- 30 There's one at the end of our garden and at least two at every lock (4)
- 31 Silt causing a boat to lean over? (4)

Society's New Premises

The Canal Society has moved office and it could not be closer to the Narrow; only 10" from the water in fact!

Built in the very early 19th century, the Wool Road Transhipment Warehouse in Dobcross was saved from dereliction and collapse in 1978 by volunteers from the Saddleworth Historical Society and extensively renovated in 1993 by the Canal Society's restoration subsidiary, HCS Restoration Ltd. After many years of community use, latterly by art classes, the Canal Society secured a lease from owners British Waterways and appointed Town Construction Ltd to carry out



An office in boxes ...

the office conversion. The grand move from Mossley Road, Ashton-u-Lyne, took place on the 6th February and the Society is now 'settling in' to its new home.

Settling in ...



Photos: Bob Cough

World Canals Conference 2007

13th-15th June

Crowne Plaza, Liverpool

The annual World Canals Conference brings together hundreds of waterways enthusiasts, professionals and scholars from around the world and aims to identify the key elements and contributors required in the creation of sustainable waterside communities. Using Liverpool and other successful projects, the conference seeks to underline the value of involving volunteers and the community sector alongside professionals when designing and delivering a waterfront regeneration of any type and scale.

Local, regional and national best practice will be showcased to help identify solutions for waterfront regeneration in both the UK and abroad. Opportunities will be provided to see examples of regeneration and understand the activity needed on the ground to implement ideas. It will provide a stimulating opportunity to network in order to maintain and enhance the existing World Canals Conference community.

The 2007 conference allows the Inland Waterways Association to highlight its achievements over the last 60 years, as well as focusing on current campaigns to revitalise Britain's inland

waterways. There will be a special emphasis on involving the voluntary sector, which has played a significant role in the preservation and restoration of many of Britain's waterways.

The second day of the three day conference features site visits and study tours, and the restoration of the Huddersfield Narrow through Stalybridge Town Centre has been chosen as a location delegates can visit. The Society is liaising with Tameside MBC and the Conference to make delegates' visit a memorable one.

For the latest information and booking form, visit www.wcc2007.co.uk



*Star attraction
Stalybridge town centre*

Obituaries

Garth Pratt 1943-2007

Garth Pratt, who as a West Yorkshire County Councillor, in March 1986 cut the tape to reopen the bridge under the Wakefield Road in Huddersfield to reconnect the Huddersfield Narrow and Broad Canals, died of a heart attack on January 26 at the age 64.

After he had cut the tape the boat was taken through the bridge to the present Huddersfield University by fellow county councillor John Sully. In 1985 Leader of the County Council, John Gunnell, invited committee chairs to bid for funds. John Sully, Chairman of the Recreation and Arts Committee at a meeting of Labour Chairpersons, put in a bid for £1 million to restore 3 bridges at Fallingroyd, Mytholmroyd and Moderna on the Rochdale Canal and £350,000 to reopen Wakefield Road on the Huddersfield Narrow Canal for navigation. John Gunnell said that the Rochdale scheme was too much and Garth breathed a sigh of relief and said for one moment he thought he had lost the Huddersfield Narrow bid. The bid for Wakefield Road Bridge was accepted. John Sully eventually obtained the £1 million for the Rochdale Canal.

Garth was an early member of the Huddersfield Canal Society. In 1985 the County Council and Kirklees set up a Colne Valley steering group to bring together all interested bodies in environmentally improving the Colne Valley with Garth as Chairman. Garth led one guided walk along the towpath of the Huddersfield Narrow Canal. In 1986 Garth was made a member of Council of the Huddersfield Canal Society.

John Sully had made the mistake of telling David Finnis in 1980 once that he did not think the canal could ever be fully restored! In 1982 he decided that he should see the whole canal for himself and so arranged to cycle from Marsden to Huddersfield with Dave Finnis. On his cycle ride with Dave Finnis we met Yorkshire Post Kirklees reporter, Alec Ramsden, and Garth. The photograph in the Yorkshire Post showed Garth blowing up the tyres on his bike.

In 1985 the County Council and Kirklees set up a Colne Valley steering group to bring together all interested bodies in environmentally improving the Colne Valley with Garth as Chairman. Dave Finnis was appointed as the full time officer and relinquished his role as Publicity officer for HCS. Garth led a guided walk along the towpath of the Canal in the Colne Valley.

The last day of the County Council, 31 March 1986, was Easter Monday and Garth joined the last West Yorkshire guided walk from Lock 42E at Marsden Station to Diggle and back along "Boat Lane" with Dave Finnis in the lead and it snowed.

Garth had a degree from Oxford University and worked in the wider cooperative movement.

John Sully



Garth Pratt fixing a bridge plate at Wakefield Road Bridge - October 1986

Mrs Lily Turner 1916-2007

Dave Finnis writes:

I am sorry but I have to report the death of Mrs Lily Turner who passed away quite quickly, but quietly in hospital on the 14th February this year. Mrs Turner was the daughter of David Whitehead who set a record for legging through Standedge Tunnel back in 1914, a record which has since been claimed to be untrue, but Mrs Turner maintained that details of this, together with details of all boats which used the Tunnel, were logged in books kept by the Tunnel Keepers at Tunnel End. I know that books of this sort did exist as a previous Section Inspector, Arnold Whitwam, who was based at Tunnel End in the 70s showed me many examples of such records.

It was in the late 70s when I was appealing for old photographs and information relating to the Canal that I first came into contact with Mrs Turner. Following an appeal in the Press, she contacted me to say she had an old photograph of her father, David Whitehead, on his boat in the centre of Slaithwaite taken with an unknown lady in 1915. It was quite a small, torn picture, but with the specialist help of a firm of photographic printers based in Brighouse, we were able to restore it and later used the image as a centre piece in the exhibition at the new 'Canal & Countryside Centre'. It has had much use since then, though frequently with an erroneous caption stating the unknown lady as his wife! When Mr & Mrs Turner visited the exhibition in 1984, she was absolutely delighted to see it and had kept in touch ever since.

They were both 'over the moon' to be invited to open the new Standedge Visitor Centre in May 2001 and, of course, to meet Prince Charles later

that year when he officially opened the restored canal.

Mrs Turner loved to come 'across the hills to the upper Colne Valley' and since the late 70s, although not a member, has always been a great supporter of canals and HCS. Since moving away from the area, I arranged for Bob Gough to take Mrs Turner (her husband died early last year) to many of the canal-related events in the area. One thing I do regret is not making time to sit down with her and get all her memories of her father and canals on tape; but I do have many of the monthly letters I used to receive from her, so one day I may find time to edit these for posterity.

Bob Gough adds:

I feel privileged to have known Mrs Turner over this last year, and was touched by her kindness and generosity. She was delighted to attend last year's 'Legging Event' at Diggle and the memories of her father's time on the canal came flooding back. She rarely missed an opportunity to accompany me to Tunnel End, returning to her beloved valley; treating us to a Sunday lunch at the pub on the moors! Her passing marks a genuine loss of a contact with our Canal's past.

Happy times! Mrs Lily Turner at Tunnel End, 2006

Inset: Lily with her father in Manchester, 1937



Bob Gough

Looking Back - Issues 21 & 22 - 1978

Pennine Link - Issue 21 page 7

7

KIRKLEES RECREATIONAL SURVEY ON THE HUDDERSFIELD NARROW

Kirklees decided to adopt an overall plan and obtain a public access agreement to the towpath from BWB. Grant Aid was to be applied for to the Manpower Services Commission under the Job Creation Scheme. Also another application for grant was to be made to the Countryside Commission.

A survey was carried out along the canal and proposals made. Discussions have been and are being held with all the various bodies mentioned. Owing to the canal being a 'remainder water way' very little money has been spent on maintenance. The report describes the general state of the canal, (of which we are well aware) but then goes on to say that even so it is an area of considerable natural beauty, well used by many people; but there are still those who have used it as a rubbish tip. The report feels that in order to stop this misuse its many recommendations should be adopted.

An access agreement is vital before much can be achieved. Kirklees would be responsible for the top 6 inches of towpath, boundary walls, fences, seats and other provisions. An evaluation has been made of all necessary work. The Job Creation Scheme should cover all the vital work necessary to the towpath. Further work would be the responsibility of Kirklees M.C.

It is wished to integrate local footpath links.

Several sites along the canal may also qualify for derelict land reclamation grant. The County Council may also be able to grant aid, e.g. possibly for the dredging of certain sections of canal, subject to agreement with BWB.

Kirklees have been in touch with local societies (including us) concerning this report. They hope to involve voluntary societies in work after formulating the necessary plan with BWB.

Kirklees would welcome further ideas and proposals.

The report expresses the wish that local industry would tidy up their sector of canal especially where industrial waste is evident.

8

It is hoped to produce publicity leaflets on various subjects, e.g. natural history and possibly establish a study centre. Also it is hoped an historical/archeological trail may be developed linking local hamlets and villages.

Colne Valley Urban District Council
Development and Town Planning Committee 21.7.66

Acquisition of canal

Following a discussion on this matter, it was

RESOLVED - That the British Inland Waterways Authority be asked upon what terms and conditions they would be willing for the Council to acquire the whole of the Huddersfield Narrow Canal within the Urban District.

Acquisition of Huddersfield Narrow Canal

The Clerk submitted a letter from the British Waterways Board stating that in view of certain proposed sales on the above waterway and having in mind the Scammonden Reservoir Scheme, the Board is not anxious to proceed with the sale of any particular section until completion of the reservoir.

RESOLVED - That the Council negotiate for the acquisition of the stretch of the above canal from the lock at the bottom of Bridge Street, for a distance of 286 yards to the next lock in an easterly direction.

Bob Dewey.

STOP PRESS

! Society Members Triumph Again!

Application No. 78/62/01095/83

Town and Country Planning Act
1971

Town and Country Planning General Development Order
1973

REFUSAL OF PERMISSION FOR DEVELOPMENT

DECISION
- 2 MAY 1978
ISSUED

To Eldon Combining Co. Limited.,
c/o Armocrete Development's Limited.,
Kensington Works
Siddal
Halifax

In pursuance of its powers under the above-mentioned Act and Order, the Kirkless Metropolitan Borough Council (hereinafter called "the Council") as Local Planning Authority hereby refuses to permit Filling in of canal and erection of wool warehouse at Colne Road, Huddersfield

in accordance with the plan(s) and application submitted to the Council on the 23rd
day of February 1978

The reasons for the Council's decision to refuse permission for the development are:-

1. The proposed development is contrary to Council policy which requires that no further encroachment upon the Huddersfield Narrow Canal between Waterfront Road, Aspley, and the Standedge Tunnel, thereby prejudicing the development of its recreational and amenity potential or its ultimate return to navigation, should be permitted. In the council's view in this particular case, the loss of this potential outweighs any advantages that might accrue from the provision of the proposed warehouse particularly when it is considered that amendments to the proposals could take place to allow a satisfactory compromise between the various interests.

DATED the 21st day of April 1978

Signed *Paul Vane*

(Address to which all communications should be sent.)

Directorate of Technical Services,
P.O. Box 895
Civic Centre
Huddersfield

What the Papers Said

Huddersfield Daily Examiner

Councillor Ann Denham was reported as calling on Kirklees Council to lobby the Government over DEFRA's planned cuts to British Waterways' funding.

Highlighting the importance of the canal in contributing to the quality of life for people in Kirklees, she urged protesters to write to their MP about the reducing in funds. **27/12/06**

Thrown out with the rubbish in the 1940s, a 150 year old Minute Book from the London and North Western Railway Company was rescued and finally donated to British Waterways archives. Concerning the Company's ownership of the Huddersfield Canals, it gives a fascinating insight into life on the canal during the mid 19th century. The book will be on view at British Waterways events, such as its Family History Weekend at Standedge Visitor Centre in August. **20/1/07**

Colne Valley Chronicle

The first piece of artwork in a series planned as part of the River Colne Sculpture Trail was due for installation early in February and will be sited next to Lock 23E, Slaithwaite. The project artist, Jane Lloyd, has been running workshops in local schools and community groups to give her inspiration for the final design. **12/1/07**

As part of the events for the new season at the Standedge Visitor Centre, British Waterways have invited authoress Joanne Harris and artist Ashley Jackson to make personal appearances and discuss their work. For Joanne's visit, children can enter a competition to write a poem

about one of Standedge's most famous workers, Thomas Bourne, who led horses over the moor while boats were legged through the Tunnel. Mr Jackson's painting workshop will be limited to 30 people and cost £50 each including lunch and refreshments. **9/2, 23/2/07**

Oldham Evening Chronicle

The winner of our photographic competition, Mr Young, had his winning entry reproduced in colour in the Chronicle; their picture editor, Vincent Brown, had judged the competition. **15/12/07**

As Editor Alwyn Ogborn nears completion of his DIY Dutch Barge, *Itchy Feet*, the Chronicle featured his achievement and impending 'dream retirement'. With a prospective launch on the Manchester Ship Canal, he plans to cruise the North West waterways before some serious voyages in France. **11/1/07** (*Pennine Link will continue to follow Alwyn's progress in the series 'The Story of DB1'*).

The 'natural' attractions of the Narrow and other sites in the Oldham Borough were featured in a full page article with the Canal's freshwater sponges and invertebrates getting a special mention. **15/1/07**

The Saddleworth Museum and Art Gallery now plays host to a quilting group called the 'Canalside Quilters'. A craft made popular by the Amish communities in America during the 16th & 17th centuries, the group are delighted with the new venue and their work has generated a lot of interest with Museum goers visiting the Narrow. **19/1/07**

The Society's planned move to the Wool Road Transhipment Warehouse was reported with an archive picture from when the building was used by art classes and before through navigation was restored to Wool Road. **29/1/07**

Granada TV's "Locks & Quays" programme featured the Hollinwood Branch Canal and the work of 'the other' HCS (Hollinwood Canal Society). A subsequent working party in conjunction with the Waterway Recovery Group was reported in the Chronicle; highlighting their effort to clear trees disrupting the canal structure. **29/1/07**

An information display pin-pointing exhibits on the Huddersfield Narrow Canal Sculpture Trail has been installed behind the Brownhill Visitor Centre, Dobcross. **2/3/07** *(This is a rather curious "LOCAL Briefing" item in that the display, pictured below, was installed some years ago!)*



The display, photographed 12/3/07, having seen better days.

Oldham Advertiser

£660k of maintenance costs for a length of the Rochdale Canal have been reinstated after protests linked to the general campaign against DEFRA's proposed cuts in funding to British Waterways. Local MP and campaigner David Heyes welcomed the news but warned of the inevitable difficulties facing BW should another major breach occur on the Rochdale. **17/1/07**

Crime Lane aqueduct on the Hollinwood Branch Canal will undergo much needed repairs after the structure developed serious leaks. In reporting the planned works, the Advertiser resurrected its article of 12 months ago claiming they had been told by "Experts from the Hollinwood Canal Society" that water voles were responsible for undermining the aqueduct; an opinion categorically denied by the Society at the time and reiterated by Committee member Jean Helliwell in the current Letters page. Of further concern was the necessity to close the towpath during the works and divert walkers along the unsafe Stannybrook Road which lacks a footpath in its narrow section. **25/1/07**

Revised plans for the re-development of the Knoll Mill / Frenches Wharf site in Greenfield have run into controversy with local residents when it was revealed the proposed marina element had been reduced from 18 berths to 6. Furthermore, no facilities, such as fuel, water, pumpout etc., would be permitted. Pennine Moonraker operator, John Lund, had shown a commercial interest in running the marina, but it was obvious the reduction in berths made it no longer financially viable. **8/3/07**

(Ken Wright says – The Society agrees wholeheartedly with the local residents on

this one. What the papers don't say is that, in the new layout, the towpath is severed past the marina and all pedestrians would have to walk around the marina. It seems clear to me that the developer appears to be building a short-term boat park for the pub rather than a site for long term mooring of local boats.

I had the opportunity to have a long meeting with the developer and he insists that the marina surrounds will be squeaky clean - no messing about in boats allowed! Hardly a marina, which my dictionary describes as "a boat basin that has docks, moorings, supplies and other facilities for small boats". The Society, as official consultees, has made all these points (and more) to the planners at Oldham Council but, since Saddleworth Parish Council has already recommended approval of the revised plan – at the time of writing – it remains to be seen what the final outcome will be.)

Well, things have taken an interesting turn! The **Oldham Chronicle** reported a spokesman from Paul Speak Properties (the developer) stating the downsized marina was in response to local demand and would be much more suitable for the Narrow Canal. However, Counc. Richard Knowles took the same view as Ken Wright in that the new proposal could hardly be decried as a marina. **26/3/07**

The following day, it was reported that the Saddleworth Area Committee had reversed the earlier recommendation by its planning committee to support the downsizing of the marina. A number of councillors had voiced their objections, believing they had been mis-informed at their previous meeting. There was also the feeling that pressure to develop more houses on the site may have been a factor in the downsizing proposals. **27/3/07**

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

Notice seen in Doctor's surgery ...

Why Worry?

You are either well or you are ill,
If you are well there is nothing to worry about.

If you are ill we can either treat you or not,
If we can treat you there is nothing to worry about.

If we can't treat you, you may get better naturally or die,
If you get better there is nothing to worry about.

If you die you will either go to heaven or hell,
If you go to heaven there is nothing to worry about.

If you go to hell you will be so busy chatting to past friends
and relations you won't have time to worry.

The Back Page

HUDDERSFIELD CANAL SOCIETY welcomes the following new members

- 2738 Mr & Mrs C Aspinall, [REDACTED]
2739 Mr Michael Black, [REDACTED]
2740 Mr John Crawford, [REDACTED]
2741 Mrs Caitlin Sagan, [REDACTED]
2742 Mr & Mrs Brian & Susan Badminton, [REDACTED]
2743 Mr John Robert King, [REDACTED]
2744 Mr W M Young, [REDACTED]
2745 Mr David Riley, [REDACTED]
2746 Mr Allen Jagger, [REDACTED]

MEMBERSHIP RATES

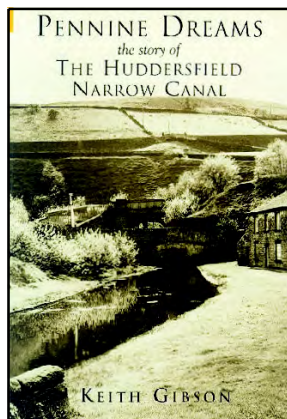
Individual	£9.00
Family	£11.00
Life	£90.00
Associate	£15.00
Corporate	£150.00

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Articles, letters and comments
for **Issue 158** of Pennine Link
should reach the Editor at
14 Stanhope Street, Mossley,
Ashton-u-Lyne, OL5 9LX
by **15th May 2007**

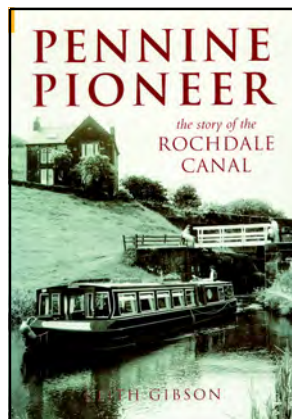
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PENNINE DREAMS the story of THE HUDDERSFIELD NARROW CANAL

PENNINE PIONEER
the story of the
ROCHDALE CANAL
by Keith Gibson



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

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Rubbish
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