

# Pennine Link

Magazine of the Huddersfield Canal Society



Issue 159 - Autumn 2007

# Huddersfield Canal Society Ltd

Registered in England No. 1498800    Registered Charity No. 510201

---

Transshipment Warehouse, Wool Road, Dobcross, Oldham, Lancashire, OL3 5QR

Tel: 01457 871800      Email: [hcs@huddersfieldcanal.com](mailto:hcs@huddersfieldcanal.com)

Website: [www.huddersfieldcanal.com](http://www.huddersfieldcanal.com)

***President - David Sumner MBE***

---

## Council Members

**Neville Kenyon**      Meadow Head, Tottington, Bury, Lancashire, BL8 3PP  
*Chairman*      Tel: 01457 871800

**Trevor Ellis**      20 Batley Avenue, Marsh, Huddersfield, HD1 4NA  
*Vice-Chairman*      Tel: 01484 534666

**Steve Picot**      HCS Ltd, Transshipment Warehouse, Wool Road, Dobcross,  
*Treasurer*      Oldham, Lancashire, OL3 5QR Tel: 01457 871800

**John Fryer**      Ramsdens Solicitors LLP, Oakley House, 1 Hungerford Road,  
*Company Secretary*      Edgerton, Huddersfield, HD3 3AL

**Andrea Fisher**      53 Bayfield Close, Hade Edge, Huddersfield, HD9 2QX  
*Boat Co-ordinator (East)*      Tel: 01484 686136

**Alwyn Ogborn**      HCS Ltd, Transshipment Warehouse, Wool Road, Dobcross,  
*Editor Pennine Link*      OL3 5QR Tel: 07973 269639 [alwyn@ogborn.co.uk](mailto:alwyn@ogborn.co.uk)

**Vince Willey**      45 Egmont Street, Mossley, Ashton-u-Lyne, Lancs., OL5 9NB  
*Boats Officer*      Tel: 01457 871800

**Jack Carr**      19 Sycamore Avenue, Euxton, Chorley, Lancashire, PR7 6JR  
*Council Member*      Tel: 01257 265786

**Eric Crosland**      44 Marina Terrace, Golcar, Huddersfield, HD7 4RA  
*Council Member*      Tel: 01484 659748

**Keith Noble**      The Dene, Triangle, Sowerby Bridge, West Yorkshire, HX6 3EA  
*Council Member*      Tel: 01422 823562

**David Sumner**      4 Whiteoak Close, Marple, Stockport, Cheshire SK6 6NT  
*President*      Tel: 0161 449 9084

**Keith Sykes**      1 Follingworth, Slaithwaite, West Yorkshire, HD7 5XD  
*Council Member*      Tel: 01484 841519

## NON-COUNCIL POSTS

**Claire Bebbington**      Marketing Officer

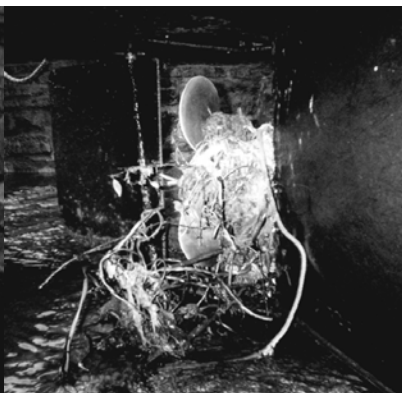
**Bob Gough**      Administrator



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

# Pennine *Link*

Issue 159



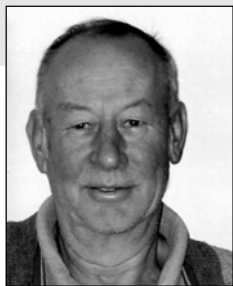
The tug and buttie 'Still Waters' is owned by the Tameside Canal Boat Trust and operated by volunteers from the Canal Society. The tug rides rather low in the water and frequently suffers fouling during its trips. Usually a bit of wrestling down the weed hatch clears the problem, but sometimes it fouls good and proper and a trip to Portland Basin Marina's dry dock is called for. On this occasion, polythene, wire, metal tubing and nylon rope made a real 'rats nest'!

*Photos: S & G Holding*

---

Editorial	4	Story of DB1 - Part 9	29
Chairman's Report	5	A Fishy Tale	32
Disconnected Jottings	7	Photographic Competition	33
Hollinwood Canal Society	10	Tameside Canals Festival	34
Letter to the Editor	12	Wordsearch - 2	36
Dave Finnis OBE	14	Jidoku - 6	37
Now & Then	15	Fisher's Culvert	38
What Now My P'Link?	16	Memoirs - Part 2	40
2008 Calendar	17	Looking Back	43
Back to Kendal	18	The 74 Club	46

---



## Editorial

As I mention in the story of DB1, I am no longer living at the address shown in past issues of Pennine Link.

This does not mean that I cannot be contacted with letters/articles etc. but either via the HCS office, or by e-mail. My e-mail address is:

[alwyn@ogborn.co.uk](mailto:alwyn@ogborn.co.uk)

my telephone number is 07973 269639 and I look forward to continued correspondence from the membership.

In this Issue we have a splendid report on the progress and future plans for the Lancaster Canal Upper Reaches. Predicted to be navigable to Kendal by 2013 and since it is a broad canal, I foresee Itchy Feet spending quite a lot of time up there. I think we will have to go out to sea and in at Glasson Dock; my information is that Savick Brook is limited to a 10ft beam. Questions will be asked.

Thanks go to Bob and Claire for their efforts in organising membership events throughout the year. A lot of work has gone into these and it is a pity that the attendance was not as high as expected. A few more members would have added to the feeling of reward for the work involved. I particularly enjoyed the Treasure Hunt around Marsden. A good day out and challenging to the powers of observation. Apart from a stiff breeze the weather was kind until late afternoon. Noises are being made to organise a similar event next year. Watch out for events in P'Link and the local Press.

The Society stall attended the Tameside

Canals Festival this year and a report by the Chairman, John Fellowes, reads thus:-

*The 30<sup>th</sup> Tameside Canals Festival, held in the scenic surroundings of Ashton's Portland Basin, took place over the weekend of 6/7/8 July. In spite of the dreadful weather we've come to expect this summer, hundreds of visitors again enjoyed this annual weekend of family fun and entertainment.*

*As usual the Festival began on the Friday night with the entertainment this year being provided by Irish Band "Whiskey in the Jar" and local singer/writer Dominic Collins. The festival continued over the Saturday and Sunday with hours of fun and entertainment for all the family with music ranging from ukulele bands to brass bands and accordion bands to samba bands. The ever popular dance arena featured exhibition dances from around the world while children's entertainers kept the younger ones amused.*

*To celebrate the festivals 30<sup>th</sup> birthday Saturday evening entertainment saw 60's/70's/80's tribute band The Imposters reminding everyone of hits gone by. The craft tent was as popular as ever with stalls selling a wide range of goods. Although the Ashton canal was blocked, (due to damage to Lock 10, Ed) over 30 boats still managed to decorate the towpaths around Portland Basin, giving visitors an opportunity to see this different way of life. The festival raises money for the Ashton based Willow Wood Hospice and their Head of Fundraising, John Fellowes, was eager to thank Ashton District Assembly for their continued sponsorship of the event and to the volunteer Festival committee for all their hard work to ensure everything went according to plan.*

*Organisation of the Canals festival doesn't happen overnight. The festival Committee*





## Chairman's Report

Despite the rather poor summer weather, there has been more activity by boaters on our canal than last year.

British Waterways report that there is expected to be a 15% increase in the number of boats going through the Standedge Tunnel bringing the total to 400 transits - this, despite the reduction to two days available for tunnel passages.

We do get a lot of complaints about the restricted availability of access to the tunnel and we are in detailed discussion with BW on ways to improve opportunities for access. The paper that our HCS Council member Keith Noble has prepared on alternative tunnel-transit methods has been taken very seriously and BW are currently engaged in atmospheric gas tests in the tunnel to gauge the feasibility of low emission diesel vessels going through without the need for the currently employed electric tow-pods.

The cause has been taken up by local MEP Chris Davies who has written to Robin Evans, BW's Chief Executive asking whether the high investment in restoring the canal was justified in view of the relatively low usage by boaters. This reluctance on the part of boaters is largely blamed on the restricted tunnel access.

Robin Evans has sent a very full response in which he highlights the positive benefits offered by the Huddersfield Narrow and the many improvements that BW are making on a continuing basis. He asserts that "Boaters, whilst clearly important in bringing colour and vitality to the water, actually only represents less than 3% of our overall customer base". Although this statement will tend not to please the boaters among our membership, it is important that we as a Society recognise the importance of the canal for all users. This has been our stance since restoration and we acknowledge that the majority of our members are interested, not as boat users but as walkers, environmentalists, anglers and those keen on the heritage aspects of our waterways.

*cont'd*

*are always on the look out for more volunteers to become involved with the weekend itself or some of the pre event organisation. If you would like to help contact John on 0161 330 7788*

*See photo-montage on pages 34-35.*

Mention has been made to the Diggles once or twice recently. For those of you who joined later in the restoration effort, these were a small furry creature to attract attention to the campaign. How to make one and where they came from is explained on pages 43-45.

I have had some correspondence from a

member pointing out the poor state of the towpath in places, broken down cycle barriers and visitor hazards along the canal track. Rather than publish the letters here, I will raise this with BW at the next User Group meeting and report their response.

Our President and past Chairman, David Sumner, has had a letter published last May in the Guardian newspaper. This was in response to an article they printed a few days previously. Both are on page 13 for you to read.

**Alwyn Ogborn**

I spent a day at the National Canals Festival held over the August Bank Holiday Weekend, this year at St Ives, Cambridgeshire.

Organised by the Inland Waterways Association (IWA) this event is increasing in popularity every year. As a relative newcomer, I was discussing its brilliant success with several “old timers” who could never have imagined that the event would burgeon into what it now is.

Unfortunately, the exhibition areas are now dominated by commercial operators whose stands tend to dwarf those sponsored by small waterways groups. This is good news for the IWA who obviously gain benefits from the increased income which is used to promote and develop waterways facilities.

My visit to the Festival was an enjoyable experience and an opportunity to meet canal enthusiasts from all over the country. The organisers were fortunate that over the weekend, the weather had improved as the whole of the site was a flood plain that had

suffered from the high rainfall and was only just drying out – but still soggy in parts. St Ives shops had sold out of Wellingtons!

Our personnel at the Transhipment Warehouse office have done sterling work during the Summer. Marketing Officer, Claire Bebbington and Administrator Bob Gough have organised a series of activities for members that have been greatly appreciated by those who took part. The culmination of these events was an elaborate Treasure Hunt, compiled by Bob and which featured some fiendish cryptic clues leading to the ‘Treasure’ by visiting the darkest depths of Marsden and the Narrow Canal.

Our regular meetings with our partners at BW and the local authorities continue to be held in an atmosphere of cooperation and goodwill. Long may this continue to the benefit of all our members and users of the Canal.

**Neville Kenyon**

2007 National from St Ives Bridge



IWA



## Disconnected Jottings

In a previous Issue, I commented on the massive cuts in British Waterways' annual government

grant caused by losses in the farming budget at DEFRA, BW's sponsoring government department. The apparent likelihood that this lower grant to BW (and also to the Environment Agency for its river navigations) could be more than a one-off event and be continued for another three years. Because the new lower grant formed the base level for consideration in the current government spending review, it has been met by astonishment and anger from waterway enthusiasts, those who earn their living from the waterways and many others who live by or walk alongside waterways. The consequent lobbying of MPs by the Inland Waterways Association and many others has paid off to the extent that the House of Commons Environment, Food & Rural Affairs Select Committee has investigated the issue of British Waterways funding.

The Committee's report, published in July, vindicates the sense of outrage we had felt. The Committee recognises that waterways are 'a vital public asset' and that the government has 'a responsibility to keep the network in good order'. The committee will be 'extremely concerned' if continued lower grant levels result from the current spending review. BW and government are asked to work together to ensure that the Comprehensive Spending Review

settlement is sufficient to ensure the long-term stability of the waterways network.

The Committee says that communications between BW and DEFRA need to be improved.

The appointment of a new Secretary of State for the Environment, Food & Rural Affairs (Hilary Benn, MP for Leeds Central) and a new Waterways Minister (Jonathan Shaw, MP for Chatham and Aylesford) provide a perfect opportunity for a fresh start in that relationship. Members of the committee were concerned that there were differences of opinion between BW and DEFRA as to exactly how much income and grant-in-aid BW had previously received. It was thought that the National Audit Office should be asked to rule on this.

The committee looked at possible changes to BW's financial and regulatory framework that might enable it to generate more income and thus provide greater stability. They ruled out any possible privatisation and fully supported BW's desire for a long-term funding contract with government.

The committee believed that BW must be granted every opportunity to generate more of its own income, but not at the expense of licence and mooring fees having to be set so high as to price lower income boaters off the network.

BW should have an increased borrowing facility and the committee believed that a strong case could be made for an element of increased property values, resulting from waterside locations, being paid to BW through planning obligations entered into between developers and

local authorities. There was also a strong case that other government departments, (e.g. Culture, Media and Sport, Transport, Communities and Local government) should also make a payment to BW reflecting the currently unfunded contributions the waterways make to the agendas of those departments. Government should ensure that it takes into account the role of BW and its waterway network in the future strategy for flood risk management and emergency flood response.

The committee extended its consideration to also recommend that the government should find a way to fund free entrance to bring the National Waterways Museums run by The Waterways Trust at Gloucester, Ellesmere Port and Stoke Bruerne into line with other national museums such as the National Railways Museum or the National Mining Museum and suggested that BW should collaborate with The Waterways Trust in developing an environmental heritage strategy.

Whether the Comprehensive Spending review makes adequate provision to ensure that BW and the Environment Agency can adequately maintain their waterways remains to be seen but the Select Committee's advice will add considerable weight to the pressure for a realistic funding settlement.

We have already seen that the cut in BW's income has led to job losses, including several well-known names. Since then, and the sort of thing that is very worrying for future restoration prospects, has been BW's decision that it could no longer continue the employment of the regeneration manager for the Grantham Canal, Kevin

Mann, even though a part of his salary was paid from other sources. In this case a solution has been negotiated. Kevin is now employed by the Inland Waterways Association on behalf of the Grantham Canal Partnership, working a 4-day week, with office accommodation provided by South Kesteven District Council.

After the panic newspaper reports that British Waterways might also pull out of the important Cotswold Canals restoration scheme, it was a relief to see the announcement that work is to start at Oil Mills. It appears that BW and Stroud District Council have come to an agreement on the sharing of the potential for unfunded risks under which the Council will take on the restoration and development of Brimscombe Port on the Thames and Severn Canal via a private developer. The £1.3m scheme at Oil Mills on the Stroudwater Navigation will include 650 metres of restored canal and the building of a new road bridge with navigable headroom. The work will be project managed by BW and undertaken by Morrison Construction, who (you might recall) worked on the Huddersfield Narrow. This will be the first substantial work in the £37m scheme to restore the 6½ miles of canal between Brimscombe Port and Stonehouse. The Cotswold Canals Partnership hopes to hear later this autumn about its £24m Big Lottery Fund bid which, if successful, will take the canal a further 4 miles to its junction at Saul with the Gloucester & Sharpness Canal.

Another bidder to the Big Lottery Fund, the Bedford & Milton Keynes Waterway Trust, has published a video as part of its bid for money to build the Milton Keynes



Waterway Park, the western section of the proposed new canal between the Grand Union Canal and Bedford.

This can be seen at:

[www.youtube.com/MKWP](http://www.youtube.com/MKWP)

Work should start soon on the other major restoration scheme in the Midlands supported by British Waterways, the Droitwich Canals. Here, The Waterways Trust has launched an appeal for £100,000 to pay for the restoration of the Barge Lock in Droitwich. This will help fill the funding gap remaining above the money promised by Advantage West Midlands (the regional development agency), the Heritage Lottery Fund and the district and county councils.

The Waterway Recovery Group has promised a contribution of £5,000 and plan to undertake volunteer work on the lock next year. The Barge Lock links the broad Droitwich Barge Canal with the River Salwarpe and the narrow Droitwich Junction Canal.

Nearer to home, Bradford Council is making rapid progress on the crucial 'behind the scenes' work needed to restore the Bradford Canal between the Leeds & Liverpool Canal at Shipley and Bradford where a spectacular terminal basin is planned in the very centre of the city. The Council already owns about two thirds of the land needed and is talking to other landowners. Agreement has been reached with Network Rail for a short closure of the railway that will allow a canal bridge under the railway in Shipley at Christmas 2009.

The Inland Waterways Advisory Council has circulated copies of 'An Initial Review of the Economic and other Benefits of Inland Waterways' - a summary of

existing literature on the subject with recommendations for further research prepared by Sheffield Hallam University. As we found in restoring the Huddersfield Narrow, this subject often holds the key to obtaining grants for waterway restoration. The review suggests that there is a direct investment-to-benefit ratio of at least 1:6 in most cases, but that published studies often overlook substantial indirect and non-waterway use benefits such as land drainage and flood prevention. (I would go further and say that in many cases possibly even more indirect benefits need to be taken into account such as the considerable amount of new canalside development we are seeing now in Stalybridge and Huddersfield that could not have happened had the canal remained derelict). The report suggests areas for future research.

I have also seen a 'Literature review on the impacts of boat wash on the heritage of Ireland's inland waterways' by the University College, Cork Hydraulics and Maritime Research Centre Aquatic Services Unit and Moore Marine Services Ltd. Much of the research that has been carried out seems to be irrelevant to inland waterways being concerned with larger or faster vessels and wider areas of water. Beyond that, however, I soon realised that I did not have the scientific background to adequately follow this subject. The impact of powered vessels on natural habitats is an important issue, however, and HCS needs at least one person who can read and understand this. Volunteers please ring Bob Gough!

**Keith Gibson**

# Hollinwood Canal Society

The Hollinwood Canal Society held its second successful "Canal Day" this summer at Daisy Nook Country Park (*opposite*).

The day of canal-related activities was organised by the society for Oldham Countryside Service as one of the events on offer at Daisy Nook this year. Designed to help raise awareness of the canal and its heritage in the park, there was a range of activities for all ages.

There were guided walks giving people the opportunity to learn about the history of the canal and look in more detail at some of the canal features, such as the locks and aqueducts.

There was an opportunity to meet Bonny the Boat Horse, watch a boathorse harnessing demonstration and hear about the lives of the boatmen and their horses from canal society member Sue Day.



Demonstrations by a lace maker and a range of canal-related activities for children was available throughout the day, along with a model lock complete with boats!

A slide show of old photographs of the canal was shown throughout the day inside the Countryside Centre, which jogged many memories for those who knew the canal years ago, but were also of interest for those who only remember the canal as it is now.

*Above right and below, Sue Day demonstrating the harnessing of her boathorse 'Bonny'*





This summer, the society also hosted a meeting of the IWA Restoration Committee, which included a walk to look at some of the issues involved in restoration. Committee members expressed interest and enthusiasm for the canal while acknowledging the many hurdles ahead.

Our first venture with the Manchester and Stockport Canal Society was a joint walk around Daisy Nook, Woodhouses and Littlemoss. Some of the walkers had not visited the Hollinwood Canal before and were impressed by how much of it is still in water.

We don't have working parties during the Summer, so there is nothing in that area to report on, but a further programme of work is planned for the coming months, with the first date being 21st October. Anyone interested in joining in should contact Jean, our working party organiser, on 0161 681 3623

Meanwhile, preparations are going on for the start of work on the construction of the new canal and marina at Droylsden. This will open up the first section of the Hollinwood branch as part of the regeneration of this area. Building work is well under way on apartments alongside the Ashton Canal. On the site of the new marina, core samples are being drilled to determine the stability of the ground before work begins.

**Martin Clark**

*All photos: M Clark*

*Taking core samples at Droylsden with a portable drilling rig.*



# Letter to the Editor

Dear Alwyn,

Since I met you on the 30<sup>th</sup> June, and joined the Huddersfield Canal Society, I have just completed my trip on nb Suits us over to Huddersfield.

I found the canal very impressive and I appreciate all the hard work and commitment that went into its restoration. However, my trip was packed with incidents. Having emerged from Standedge Tunnel, two BW lads, Dale Webster and Paddy, set about locking me down to Lock 33E. While in Lock 36E my boat lost its drive, and removing a plastic shopping bag from the prop failed to improve matters. Dale then bow-hauled me down to and through Lock 32E and tied me to my mooring pins before checking my gearbox and prop. Unable to solve the problem, he gave me John Lund's mobile number. Nine days later John arrived, delayed by pressure of work. He quickly found the drive plate had disintegrated and two days later arrived with and fitted a new one, having got it direct from the manufacturer. This repair totalled £175, considerably better than his first quote of £800+ for a new gearbox!

While stranded at Lock 32E, at 12.30am on the Saturday night, my boat windows were stoned by three young yobs, luckily without damage. On the following Saturday night at 1.30am I awoke to catch three young drunks pulling out my mooring pins and about to throw my gangplank in the cut. Luckily, they failed to cast me adrift and I chased them up the towpath towards Marsden. Both incidents have been reported to the BW and the Police.

Apart from these mishaps, I have thoroughly enjoyed my time on the Huddersfield Narrow Canal, and can report that the majority of people I met were delightful and very helpful. One man in Slaithwaite even made me a handspike for use on the Calder and Hebble, from a 3ft long piece of 3" x 2" oak I had on board, and refused payment. I also bought a new 100Ah battery in Slaithwaite's car spares shop at £25 less than the list price.

Will I return to the Huddersfield Narrow Canal? Yes, absolutely! Next time I'll travel East to West, probably after cruising the Leeds – Liverpool Canal, hopefully next year.

I am now displaying my 74 Club plaque with pride.

Best wishes,

**Graham Holmes**  
Whaley Bridge

PS. When are the East side paddles going to be greased and made easier?

*Thanks Graham. Very pleased to hear you enjoyed our canal and the feedback of problems experienced is useful to our work with BW for improvements. Please spread the word and see if you can get us some more members.*

## CANAL TALK RE-SCHEDULED

It was regrettable Martin Clark's talk on the Hollinwood Canal (4th October) had to be postponed due to the late unavailability of the Standedge Visitor Centre.

However, we are pleased to announce the talk will now take place at the Centre on the 25th October at 7.00pm.

*Note: Car parking is permitted at the Centre for this evening event.*



## ***In praise of ... canals***

Thousands of Britons will be using the bank holiday weekend to explore the countryside by canal. No great distances will be covered, for narrow boats cruise at just four miles an hour and journeys are regularly interrupted as the craft are guided through locks. But the rhythms of that 15-minute ritual – the cranking of the windlass, the flooding of the water and the steady opening of the giant gates – are deeply relaxing, and there's no need to travel that far to get away from it all once you float away from the asphalt. When the network was dug in great haste two centuries ago it was about business rather than pleasure: canal water was the lifeblood of the early industrial revolution, carrying goods to market and materials to the factory gate. The heyday was brief, though, for waterways soon lost out to rail. Disrepair and decay set in, and in the 20<sup>th</sup> century towpaths were not pleasant places to walk. The new millennium, however, brought investment and has seen the reopening of canals, such as the Kennet and Avon, and the Huddersfield Narrow. As the boat show at Crick, near Rugby, will prove today, life on "the cut" is more vibrant than ever – the total of 29,000 boats exceeds the tally even in the canals' industrial heyday. Having overseen this extraordinary renaissance, British Waterways is understandably dismayed at whispers that it could be sold off or broken up. Rather than risk another Railtrack, ministers would do well to ensure BW's steadying hand remains on the tiller.

**The Guardian – 26.05.07**

*David Sumner's letter in response was published on the 28<sup>th</sup>:*

### ***Keeping our living heritage afloat***

Your leader (May 26) exhorts ministers to keep British Waterways' steadying hand on the tiller. I couldn't agree more. We restored the Huddersfield Narrow Canal with BW and the riparian local authorities. Funding came from the Millennium Commission, regional development agencies, derelict-land grants, job creation schemes, Brussels, the old metropolitan councils and from considerable private donations and volunteer input. It cost £45m over the 20-year restoration and direct revenue to BW will probably never cover maintenance costs, but the value to the nation and to the communities in the Tame and Colne Valleys should prove to the government that BW gives excellent value for money.

This week it seems likely the public will be asked to fund the restoration of a dead national treasure – the Cutty Sark. We have a living national treasure in our waterway system. If we want it to be maintained and enhanced as a public asset we need to guarantee long-term support for BW. British Waterways, which the Treasury seem to attack whenever it pleases, has in the past delivered real public benefit, regeneration and jobs – and this is for less than £1 a year per head of population in government grant.

**David Sumner**

President, Huddersfield Canal Society

# Dave Finnis, OBE



Dave Finnis at Hollyrood Palace with his award

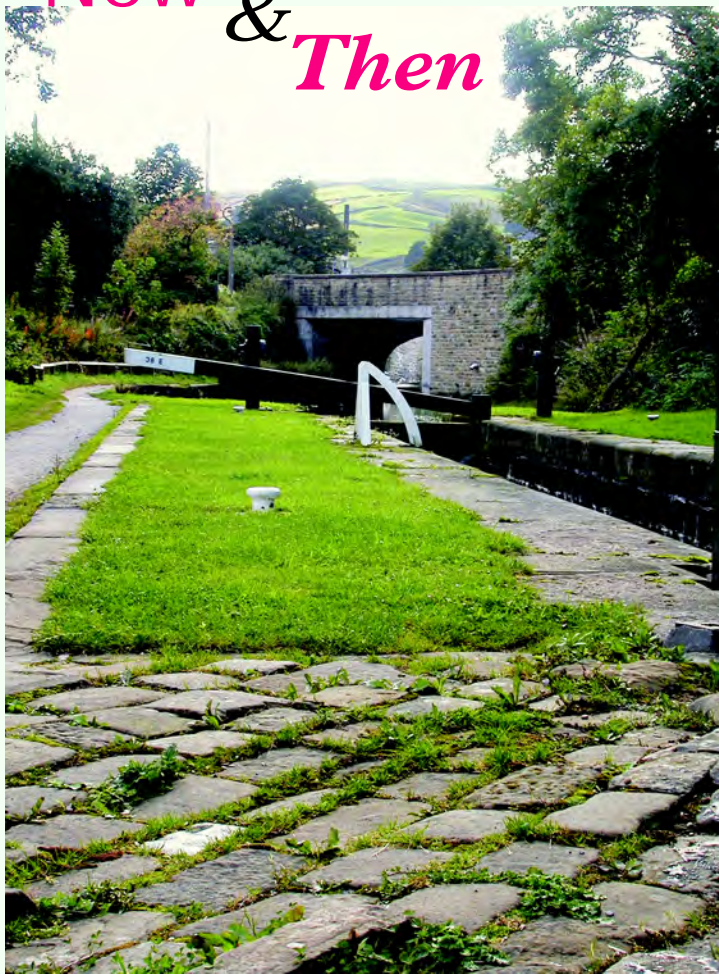
Society members being honoured by Her Majesty is getting to be a habit!

After our President, David Sumner, received his MBE, our past Press Officer and Society stalwart, Dave Finnis has been awarded the OBE.

For many years, Dave was National Trust Warden at Marsden and is now Estate Manager at Inchfad Island, Loch Lomond.

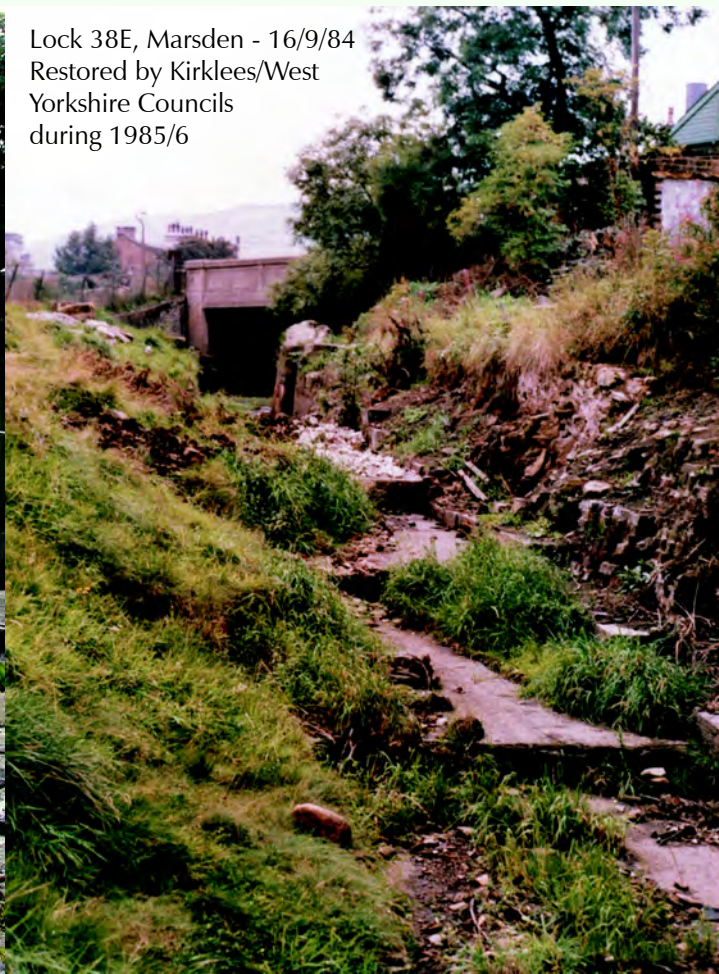
He said: *"I am absolutely surprised and delighted to be honoured in this way by Her Majesty. I am fully aware I would not have received this without the considerable support of my friends and volunteers over the years and this honour really reflects all their hard work and commitment to the area. Although I now live and work in Scotland, my heart will always belong to the Colne Valley."*

# Now & *Then*



Bob Gough

Lock 38E, Marsden - 16/9/84  
Restored by Kirklees/West  
Yorkshire Councils  
during 1985/6



Bob Burns

# What Now My P'Link

Here, at the sharp end of Pennine Link production, we have been discussing the future of the magazine.

Don't get alarmed. There is no suggestion of ceasing publication, just that we thought that the content needed a little review to avoid getting in a rut.

Bob Gough, Claire Bebbington and I had a meeting and 'kicked about a few ideas' as the saying goes. Two of the ideas are:-

1/ An Industrial Heritage section.

There are many historical and listed structures throughout the line of canal and a series highlighting these, with details of construction dates, architecture etc. could be of great interest.

2/ Reports of the wildlife in and around the waterway. Plants, animals flora & fauna etc. hopefully with pictures or sketches to help anyone interested in such to identify them.

The fly in the ointment is: **"Who can we get to write these articles"**. We need volunteers with the knowledge of the subjects and the enthusiasm to produce them.

Anyone out there interested?

We may start to run a feature on each section of canal, say Whitelands to Stalybridge. Stalybridge to Mossley etc. and similar for the East side. I would be pleased to receive tales of your favourite stretch of canal. Tell us what you like about it and why.

Other changes mentioned are the introduction of a dedicated feedback page. Reader responses to specific issues previously highlighted. Plus, maybe a change to the strap line, the present one of which has been used for some time. A shuffle round of the opening pages. Moving the Council member list to the back and revamping the contents page.

It was not thought to drop any of the present regular features and all unsolicited comments about the quality of P'Link have been very complimentary. Could it be that the less than impressed readers say nowt. **We need to know** so that adjustments can be considered.

Please contact me or the Office with comments and suggestions.

**Alwyn Ogborn**

[alwyn@ogborn.co.uk](mailto:alwyn@ogborn.co.uk)

07973 269639





# 2008 Calendar

***The Canal Society's 2008 Calendar is still available!***

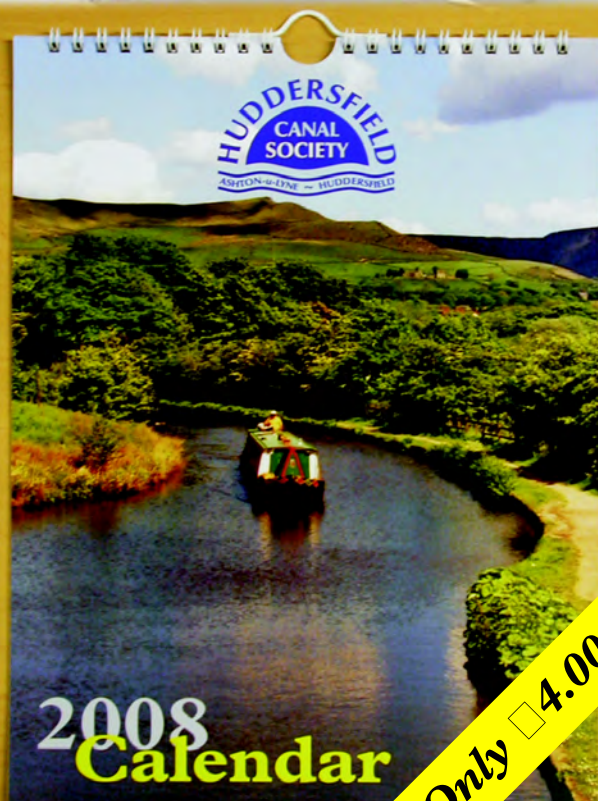
***A useful A4 format for the kitchen with space to jot down important birthdays, special occasions and of course, Society events!***

***The calendar costs just £4.00 with free postage and packing for Society members (£1.00 p&p for non-members). Please use the enclosed order form, or alternatively, personal callers at the Society's offices are welcome - best to call first and check someone's home!***

***An ideal gift for that 'long distance' relative.***

## JANUARY 2008

MON	31	
TUE	1	New Year's Day
WED	2	
THU	3	
FRI	4	
SAT	5	
SUN	6	
MON	7	
TUE	8	
WED	9	
THU	10	
FRI	11	
SAT	12	
SUN	13	
MON	14	
TUE	15	
WED	16	
THU	17	
FRI	18	
SAT	19	
SUN	20	



**Only £4.00!**

# Back to Kendal

*All Photos: Lancaster Canal Trust*

## The Lancaster Canal Trust's efforts to restore the 'Northern Reaches'

In 1792 the construction of a canal from Kendal in the County of Westmorland to Westhoughton in Lancashire was authorised, its purpose being the transportation of coal to the towns of Preston, Lancaster and Kendal, and limestone, much demanded by agriculture and the building industry, from the extensive deposits near Kendal. An earlier scheme, to link Lancaster to the Leeds & Liverpool Canal near Leyland (the Leeds & Liverpool intending to follow a more northerly route down the Ribble valley) on a route surveyed by Brindley, had failed to gain support.

John Rennie was the engineer. North of Preston, Rennie used much of Brindley's line. In typical Brindley fashion the canal was essentially a contour canal along the sweep of the western Pennines at the seventy foot level. However for the crossing of the Lune, Rennie chose a site several miles downstream of Brindley's proposed crossing and whilst saving important route mileage, it required a massive embankment and a five arch aqueduct, which would lead to problems later.

From Preston the canal was to have locked down to cross the Ribble on a three arched aqueduct, followed by over a mile of

embankment before thirty two broad locks lifted the canal 250' to Walton Summit from where the canal had a level route to Westhoughton. At Tewitfield, 8 locks raised the canal by 75' into Westmorland, after which it was level all the way to Kendal though requiring a tunnel of 380yds through Hincaster Hill.

From the outset financial difficulties dogged the Company; the Lune aqueduct was well over estimate. The company considered abandoning the canal to Kendal, replacing it with a tramway but pressure from the Westmorland shareholders caused this idea to be dropped (although another twenty two years passed before the canal finally reached Kendal). Initially, the two sections either side of the Ribble were linked by a tramway but by the time the fortunes of the company had improved, the railway had reached Preston and the idea of replacing the tramroad was dropped, as was extending the canal to Westhoughton (and possibly to the Bridgewater). Thus the Lancaster Canal remained isolated from the main system until the opening of the Millenium Ribble Link in 2002.

1942 saw the last traffic to Kendal. Carrying continued to Lancaster until 1947, but the canal above Tewitfield locks, known as the



*The Lune Aqueduct*



‘Northern Reaches’, rapidly decayed. However with the main feeders entering the canal on the Westmorland section much of the canal survived, being a major supplier of water to industry in Lancaster and Preston. But from Stainton to Kendal the canal was dewatered and sold off to the district council – for a rubbish tip! However, with a large part of the route still in water, there was hope that the canal could be restored. But the enthusiasts had reckoned without the Ministry of Transport! In extending the M6 motorway through Cumbria, the canal would be culverted in six places! Also, a new road linking the motorway and A6 would cut across the route either side of Hincaster Tunnel, taking out nearly 500 yds of the line of the canal. Needless to say, the Ministry won; the only concessions gained were that the canal would not be closed at Carnforth where a diversion would be required to allow for junction 35 and that the towpath would be adopted as a public footpath!

This section of the canal has a number of interesting structures. There are three road aqueducts, one of which in Sedgwick, an Ancient Monument, effectively cuts the village in two as the size of arch is severely restricted. Hincaster Tunnel, whilst only a shorty, is brick lined. In an area where stone is the preferred material the company had to bring in brickmakers from the Midlands; the skills did not exist in this part of the world. The horsepath over Hincaster



*Motorway crossing; the hallmark of a decent challenge for a restoration scheme!*



*Road aqueduct at Sedgwick*

Hill is also an Ancient Monument. Adjacent to Dukes Bridge is what is thought to be a former stable for the packet boat service and which could be used for a visitor centre, whilst in Kendal the original warehouse still survives albeit in the middle of an engineering factory!



*Hincaster Tunnel at present ..... and the volunteers dream which will become a reality!*



Despite the damage wrought by the Ministry of Transport the Trust felt the canal could still be restored. However there was little interest until in the late 1980's South Lakeland District Council decided there was a need to encourage tourism outside of the Lake District. Among the proposals was for a long distance footpath from Kendal south towards Lancashire. The Trust was not slow to point out that such a footpath already existed – the canal towpath! Further, that restoring the canal would fulfil some of the objectives in the SLDC proposal without adding to road congestion. It proposed a meeting to discuss how this might be progressed – surprisingly the Council responded positively. At this meeting it was suggested that Lancaster City Council be involved as a stretch of the Northern Reaches lay within its boundary and also Lancashire and Cumbria County Councils. With the IWA on board the Lancaster Canal Northern Reaches Restoration Group was born; its first task being to confirm that solutions existed to the problems caused by the motorway. In a competition to select consultants to report on the issues, Scott Wilson Kirkpatrick emerged as a clear winner. It later emerged that SWK had been the design engineers for the M6 in the first place!

Over the years the campaign has concentrated on building up interest in the scheme. From the initial six bodies the Northern Reaches Restoration Group has expanded to over twenty. Earlier this year the Group decided the title of Lancaster Canal Restoration Partnership better reflected its purpose. Trust members often assisted by WRG have carried out major projects on Tewitfield Locks, Hincaster Tunnel and its horsepath and Sedgwick Aqueduct. But while the engineering solutions are relatively straightforward, if costly, putting together a funding package is not. South Cumbria is considered to be



*Dry canal bed and ready-made footpath, Natland*

relatively well off – EU packages are not available to this area. The canal is largely rural precluding urban regeneration funding. Logically, restoration should start at Tewitfield thus extending the existing cruising length. Unfortunately, whilst still an operational waterway, the water level is below that required for cruising, the level maintained by a weir which replaced the gates in the top lock. Raising the level could easily be achieved by replacing the top gates – but doing so would cause the culverts to become submerged, unacceptable to the Highways Agency. So the canal will be restored from north to south. Stage 1 will be from the terminus at Canal Head in Kendal to Watercrock, a little over 2 miles. Stage 2 will extend the canal from there, through the villages of

*Volunteers at Tewitfield*



Natland and Sedgwick to the present limit of water at Stainton. As far as Sedgwick it is relatively straightforward; there are no major obstacles and volunteers could undertake much of the work. To the south of Sedgwick the canal must cross the A590 and will require an aqueduct the design for which is ready. From this point through Hincaster Tunnel volunteers could be used again – apart from a major sewer line in the canal which I doubt we'll be allowed to touch. The tunnel itself is in excellent condition with no major work required but after this a major diversion will need to take the canal back under the A590. Stage 3 will restore the entire length of the



watered section and Tewitfield locks. It is this section which has all the motorway crossings but if things go according to plan, Kendal will become the most northerly point on the system around 2013.

Stage 1 includes regeneration of the canal corridor through Kendal and two new road crossings, one of which is likely to be a lifting bridge. It is anticipated funding from redevelopment of the area with a mix of commercial and residential uses will meet the cost of restoration. As part of an Area Action Plan A funding package in excess of £3/4 million from the local authority, Rural

Regeneration Cumbria and others, including the Lancaster Canal Trust has enabled consultants, Arup, to come up with a number of options as to how Kendal may be redeveloped and the canal restored. These options are now the subject of a series of consultation exercises from which, eventually, the final blueprint will emerge.

Whilst all this is going on, members of the Trust are busying themselves maintaining and building interest in the restoration. Talks are given to a wide range of groups and the Trust's exhibition stand is taken to a range of shows during summer months. Between May and September the Trust's

12-seater trip boat NB 'Waterwitch' (*opposite*) operates a 40 minute trip along the Northern Reaches on Sundays and Bank Holidays. The boat is also available for charters outside these days. Some years ago £15,000 was spent on dredging the canal near the main feeder and this has added another mile of water over which the boat can operate. During winter months Trust members (BW's H & S requirements permitting) undertake mainly scrub bashing operations at various

locations. Many of you may have visited the National Trailboat Festival in 2006 which was held on the Northern Reaches, organised jointly by IWA North Lancs & Cumbria Branch and the Lancaster Canal Trust. The Trust also publishes a guide book, 'The Complete Guide to the Lancaster Canal' for the benefit of visitors.

If this has whetted your appetite to learn more then visit the Lancaster Canal Restoration Partnership website: [www.thenorthernreaches.co.uk](http://www.thenorthernreaches.co.uk) and the Lancaster Canal Trust: [www.lancastercanaltrust.org.uk](http://www.lancastercanaltrust.org.uk)



# The Stamford Group



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



Materials Handling Products  
by mail order.  
Rotational, Injection & custom moulded  
products.



Retail Equipment, Design and Interior  
Furnishings.



Manufacturers of Specialist  
Thermoplastic Compounds and  
Powders.



National Hauliers and Distributors.

## **The Stamford Group Limited**

Bayley Street, Stalybridge,  
Cheshire SK15 1QQ  
Tel: 0161-330 6511  
Fax: 0161-330 5576  
web site:  
[www.stamford-group.co.uk](http://www.stamford-group.co.uk)



Manufacturers of Pronto-pex Barrier  
Pipe and Lignum extruded profile.



# TOP LOCK TRAINING

Principal: Malcolm D Allcard



- RYA Inland Waters Helmsman Certificate (1 or 2 days)
- RYA International Certificate of Competence & CEVNI
- RYA Diesel Engine Course
- MCA New Boatmaster Licence
- NCBA Community Boat Management Certificate

To discuss your requirements,  
contact Malcolm or Alison on:

0845 6446332 (local rate)

E-mail: [info@toplocktraining.co.uk](mailto:info@toplocktraining.co.uk)

Website: [www.toplocktraining.co.uk](http://www.toplocktraining.co.uk)

*Professional Inland Waters Training in the North West*



## Hire from **MIDDLEWICH NARROWBOATS** ... for maximum choice!

- 5 Routes - Cheshire Ring, 4 Counties Ring, Caldon, Chester and Llangollen • Comfortable traditional, semi-traditional and cruiser style boats • 4-12 berth, family or group •
- **RYA Inland Helmsman's Certificate Courses •**

CANAL BOOKS, MAPS, GIFTS

CANAL TERRACE, MIDDLEWICH, CHESHIRE, CW10 9BD  
Tel: 01606 832460 Website: [www.middlewichboats.co.uk](http://www.middlewichboats.co.uk)

*Whatever the weather be sure to visit  
this Traditional, Family owned & run  
Free House. By Bus, Boat, Bike, Car,  
Horse or Foot to this beautiful location;  
don't forget to call and soak up the  
atmosphere at the Tunnel End Inn.*

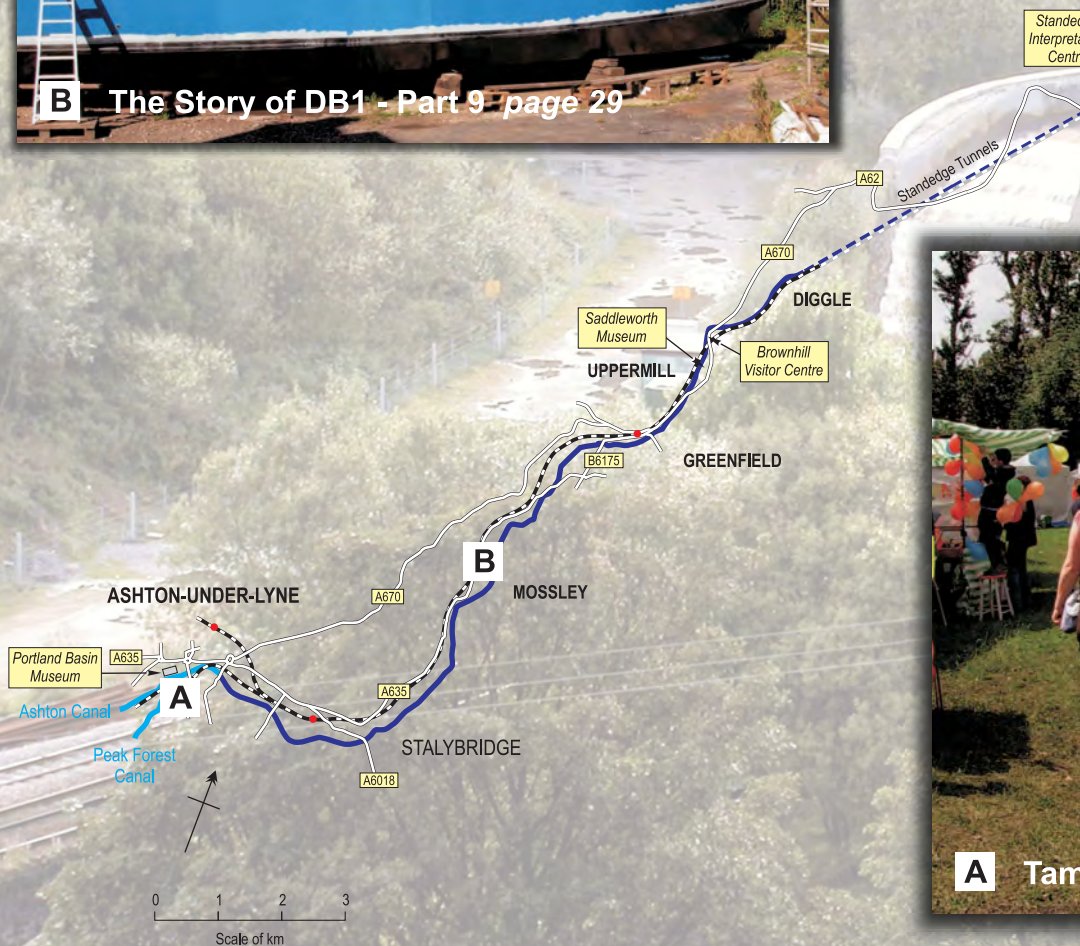
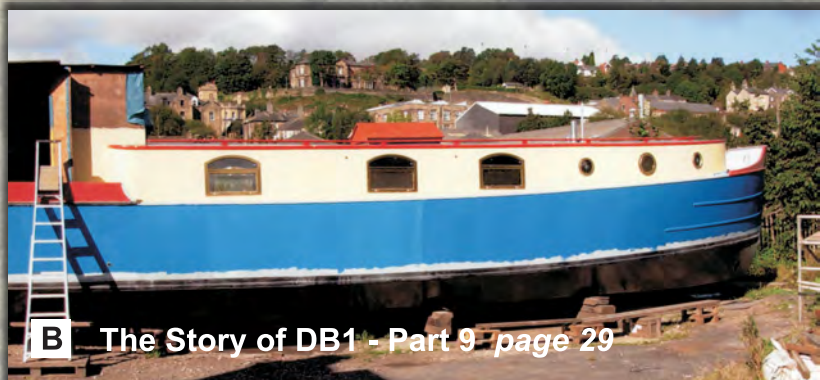
- \* Traditional Home-made Food (bookings advisable)
- \* Clean, Warm, Friendly
- \* Real Coal Fire
- \* No Smoking Rooms & Areas
- \* Private Parties (large or small)
- \* Good Beer Guide 2005/6 & Yorkshire Historic Pubs
- \* Accommodation
- \* Genuine Warm Welcome Guaranteed
- \* CAMRA Good Food Guide
- \* Meeting Rooms Available

[www.tunnelendinn.com](http://www.tunnelendinn.com)

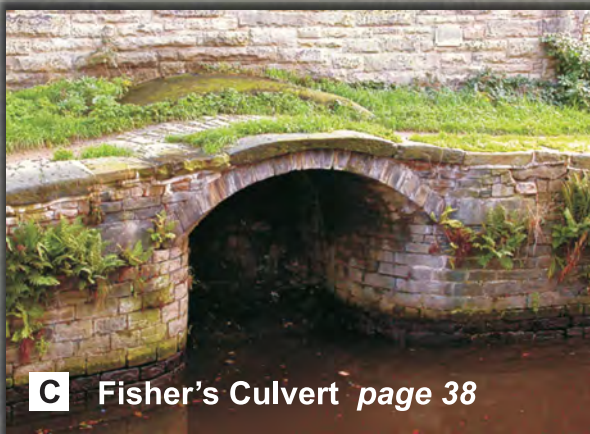
**Tunnel End Inn, Waters Road, Marsden, Huddersfield, HD7 6NF 01484 844636**



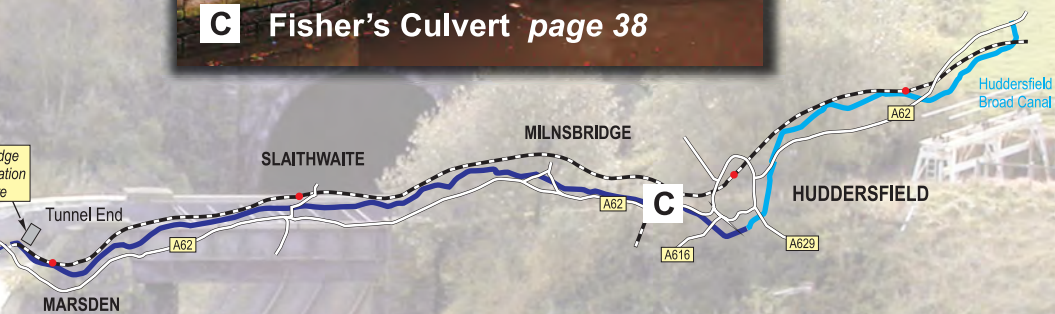
# The Huddersfield Narrow & Broad Canals







**C** Fisher's Culvert *page 38*



Reside Canals Festival *page 34*



# Canal Cruises 'PENNINE MOONRAKER'

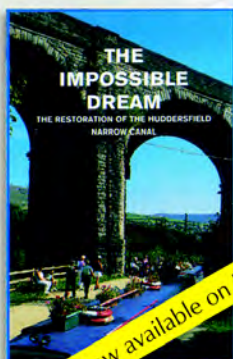
*Why not join us for a while on a relaxing canal boat trip in Saddleworth?*

Contact: J. Lund

7 Alva Road, Watersheddings, OLDHAM, OL4 2NS

Tel: 0161 652 6331 Mob: 07711 180496 Website: [www.saddleworth-canal-cruises.co.uk](http://www.saddleworth-canal-cruises.co.uk)

## Videos & Maps



Now available on DVD

'The Impossible Dream' tells the story of the restoration of the Huddersfield Narrow Canal, from work by enthusiasts in the early 1970's, through to the official re-opening by HRH the Prince of Wales, in September 2001, VHS and DVD 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

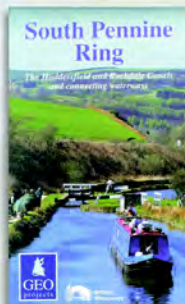
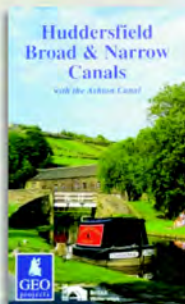


Chris Coburn's North West stage of his London to Inverness marathon.

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

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

£4.00  
plus £1.00 p+p



GEO Projects canal users map of the Huddersfield and Rochdale Canals.

£4.75  
plus £1.00 p+p

**Please make cheques payable to 'Loxvend Ltd'**



# Top hole

Standedge Tunnel certainly is.  
And our boats are pretty good too.  
Combine the two on a one-way trip,  
or do the whole South Pennine Ring.

**Shire Cruisers**  
**The Wharf**  
**Sowerby Bridge**  
**West Yorkshire**  
**HX6 2AG**

01422 832712  
[info@shirecruisers.co.uk](mailto:info@shirecruisers.co.uk)  
[www.shirecruisers.co.uk](http://www.shirecruisers.co.uk)

**YORKSHIRE'S LEADING HIRE FLEET**



## PORTLAND BASIN BOAT HIRE

Lower Alma Street, Dukinfield, Cheshire SK16 4SQ  
Tel/Fax: 0161-330-3133 [www.portlandbasinmarina.co.uk](http://www.portlandbasinmarina.co.uk)



For a special occasion or simply a great day out with family or friends, hiring one of our self drive day boats is an ideal solution.

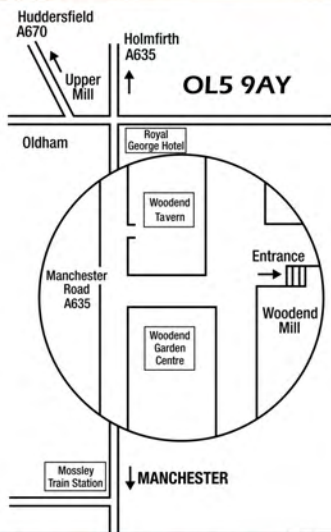
Our Narrowboats *Mary* and *Alice* are available throughout the year and will accommodate up to 10 people. Hire cost from £90 per day.



# Woodend Artists Studios



*Mossley's New Cultural Revolution!*



Over 20 artists now reside in the mill, which include Painters, Ceramercists, Furniture Makers, Wood Turners, Jewellery Designers and even a Recording Studio.

Refreshments are available in the Tea Garden whilst you ponder over the variety of local talent that have formed this community of art and culture.

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 9

Joan and I are now of no fixed abode. Sounds awful doesn't it, vagrants or vagabonds come to mind. But NO! we have sold the house and are living on the narrowboat, Auntie 'B', as the move onto Itchy Feet inches closer (or centimeters closer if you have gone metric). The final move is eagerly anticipated, meanwhile, where did I leave off from the last installment?

Ah yes! insulation sprayed inside the cabin and now ready for fitting out, bulkheads, water and 'black waste' tanks high on the list. (Black waste being the polite term for what we all have to do before it is pumped into sanitary station receptacles). But first was the bathroom bulkhead, saloon side. The general layout had already been worked out, (see part 7), so this was an easy start. A redwood frame of 2" x 2" section, clad on one side by Oak faced plywood and on the other side by plasterboard formed one side of the bathroom. The plasterboard intending to be tiled at a later date. The side of the bathroom was formed in the same style making a corner in which the shower cubicle could be assembled. (photos) The visual effect giving an apparent dramatic step forward for not much effort. Good for the ego, especially since the Oak was given a coat of satin varnish to protect it until the final finish could be applied and looked splendid (1).

On the other side of this bulkhead I was able to assemble the shower cubicle in it's corner and put the toilet bowl in position. 'Another giant leap for Man'

A photograph of this was taken prior to the manufacture and fitting of the forward bathroom bulkhead. It would not be possible to take this picture ever again (2).



1

Fitting out had to be progressed on several fronts due to circumstances, not least the costs involved for materials and the foul weather preventing the hull painting programme progressing. So, the bathroom ground to a halt waiting for the delivery of water and black waste tanks, which had to be fitted below deck before the other side bulkhead could be constructed.



2

Meanwhile, (back in the wings), attention was given to the lining of the cabin roof and sides. This, it had been decided, would be white plastic sheeting with Oak trim covering the joins and forming rectangular panels of various sizes. The plastic sheeting obtained for the job turned out to have a wicked will of it's own, wriggling and squirming as I tried to offer it up to position and generally being obstructive. Not being one to be defeated, a number of panels have been fitted and, as above, made a large visual impact. Fitting this plastic round the windows proved to be another challenge. Marking out to fit exactly round the frame, so that a lining of Oak faced ply could be added to complete the finish, was – shall we say – interesting. I won't bore you with the details. Tis done! (3)



The water tanks have arrived! Flit to another job. Constructed of rubber by a firm who make the skirts for hovercraft and out of the same material, base and side supports had to be made. It had been decided to have two tanks. One for the galley supplies and one for the bathroom. These were designed to fit below floor level and be 2 ribs wide. i.e. 4 ft x 6 ft at the base and shaped to the hull sides. Each calculated to hold 148 gallons of water. (Volume worked out by the manufacturers, not me). Plywood 'boxes' of suitable size were made and slid into place and the rubber tanks lowered in. (4)

Meanwhile, the black waste tank had arrived, along with 4 battery boxes. (All different sizes, but more of that later). Another diversion of effort to fit this so that the bathroom project could proceed. **Oops.** It refused to succumb

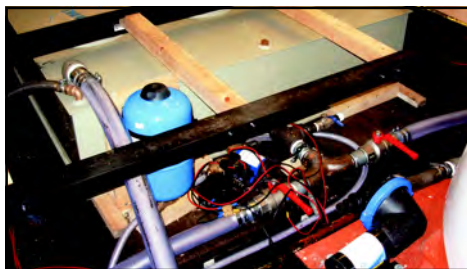
4



to the contortions employed to get it into place. Out with the large angle grinder, cut a floor bearer out, get the tank in and weld the bearer back. Easy! Magic or what? Well, no. A bit of a pain, but it was the only way and all credit to the metalworker for his skill. You can't do things like that with wood and maintain the strength very easily. All in place ready for piping up. The obvious waste in and out plus venting connections required have been added to by 5 connections on the back face of the tank to facilitate water rinse jets. All have now been piped up with drain connections on both sides of the boat, each with self pump-out and BW sanitary station vacuum machine are catered for.

The water tank for the bathroom has been the first to be connected and filled with water. A level sensor on the output pipe will indicate volume of water available, this has yet to be calibrated and wired to the read-out which will be on the instrument panel. Output pipe to water pump, pump to pressure accumulator and then on to hot water cylinder and cold feeds piping fitted. Shower drain pump + electrical connections to both pumps and toilet flush controls have all been installed via suitable fused circuits have all been completed. (5)

5





6



With the forward bathroom bulkhead made and fitted, it is almost time to try it out; even the hot water cylinder is ready for fitting (7). Just waiting for the wash basin and unit for a fully functional room.

Meanwhile, on the outside, thanks to the improved weather, Joan has made good progress with the painting. Cream cabin sides finished, red trim port side finished, large areas of the hull sides up to blue undercoat stage and gunwales all rubbed down and primed. A long arduous process. What a star Joan is! What a fine looking ship *Itchy Feet* is becoming. (6)

The main cabin battery system is 24 volts DC. I have purchased 2 x 12 cell lead acid traction batteries of 450 ampere hour capacity each. (Sorry for the jargon). Since we will not have any gas on board, all cooking, washing machine and domestic power required will have to be supplied from these via inverters. (An explanation of this technology is available to the inquisitive among you. No fee involved). The batteries are fitted below deck in one of the previously mentioned plastic boxes (8) and will be re-charged as required from the 8 Kva generator fitted astern.

The wheelhouse is now becoming very high on the list of major jobs. Design drawing in progress. DB1 part 10 should cover this - all being well. Fingers crossed.

**Alwyn Ogborn**

*All photos: A Ogborn*

7



8





# A Fishy Tail

Having our workshop on the HNC at Mossley Docks, next to Bridge 91 between locks 12W & 13W if you are familiar with the area, there are people fishing just the other side of our fence on many occasions. On Sunday 26<sup>th</sup> August I could see at least 3 men fishing with those mega long rods that reach almost across the canal. Nothing unusual there I thought.

Glancing out of the window of Itchy Feet, I noticed one of these anglers with the far end of his rod bent over at quite a sharp curve. My first thought was that he had fouled a shopping trolley or dumped bicycle with his hook. As I watched it became apparent that the hooked article was moving and that either the trolley or bicycle must be alive, or that it was a fish. With the angle of the end of the rod and the spasmodic swirling of the water I concluded that it was at least a giant of the deep come to terrify the local populace and I watched to see the outcome. After what seemed to be several hours, (it must have been 5 – 10 minutes) the monster was landed and turned out to be the bream shown in the picture opposite. The most bizarre thing about **this tail** is that the fish had got caught **by its' tail**, and was landed back to front. Much ragging from the other contestants who christened it 'The backward bream'.

I should have had a clue by the regular spacing of the anglers and the general setting that this was in fact a fishing match. A fact confirmed when I approached the gentleman who landed the bream to ask if I could take

a picture for our magazine. No problem, but, after the end of the match please.

The angler's name is Derek Walker, (not our own Derek Walker of HCS fame), and with a total catch weight of 9lb 12oz he was the winner of this match. Derek told me that they fish most weekends, often on the Huddersfield Narrow, plus the Peak Forrest and Rochdale canals, and that they greatly appreciate the restoration and improvement of these waterways.

Glad to be of service to all canal users m'lord.

Alwyn Ogborn



Alwyn Ogborn

# Photographic Competition

**\* CLOSING DATE IMMINENT \***

*Alwyn Ogborn, our competition organiser, writes:*

There is still time to enter the 2007 Huddersfield Canal Society Photographic Competition.

Open to everyone, with free entry for HCS members, the top prize is £50 with other cash prizes for the various categories.

It is hoped we will be able to select a further 12 prints of the Huddersfield Narrow Canal from the entries for publication as a 2009 calendar; it all depends on the success of our 2008 venture - see page 17

*Don't forget the closing date!*

## THE JUDGE

Mr Vincent Brown  
Chief Photographer,  
Oldham Chronicle

## THE CASH PRIZES

Overall Winner - £50  
Category Winners - £30  
Category Runners-up - £15

## THE CLOSING DATE

**Friday 26th October 2007**

## THE RULES

The competition is open to everyone - members and non-members alike. There is no entry fee for members, but a flat fee of £5 is payable for non-members, irrespective of the number of prints entered. (*Cheques made payable to 'Huddersfield Canal Society'*) Enter prints only, B&W or colour, sized between 6x4" to 8x6" maximum.

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

## THE CATEGORIES

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

## SEND YOUR ENTRIES TO:

(*max. 5 prints per category*)  
Photographic Competition  
Huddersfield Canal Society  
Transhipment Warehouse  
Wool Road, Dobcross,  
Oldham, OL3 5QR

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



# Tameside Canals Festival





# stival 2007



## Wordsearch 2



Find the following words in the grid above;  
reading horizontally, vertically or diagonally.

ADMINISTRATOR  
BOATS  
CANAL  
CHAIRMAN  
CHARITY  
COUNCIL  
DOBCROSS

EDITOR  
ENGLAND  
HUDDERSFIELD  
LANCASHIRE  
MARKETING  
MEMBERS  
OLDHAM

PRESIDENT  
SECRETARY  
SOCIETY  
TRANSHIPMENT  
TREASURER  
WAREHOUSE



## Jidoku 6

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

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.

*Solutions on page 46*

# Fisher's Culvert

*Society Administrator, Bob Gough, considers a curious feature on the Narrow towpath.*

Walking the towpath at Longroyd Bridge, Huddersfield toward Paddock Foot, there is a distinct cobbled arch in the towpath under the railway viaduct.

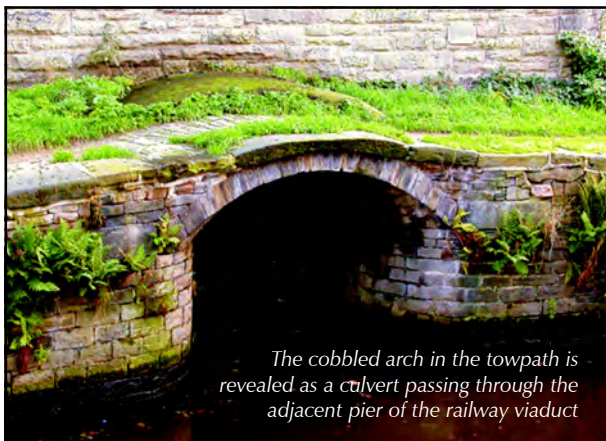
Viewed from Longroyd Lane, the 'arch' is seen to be over a culvert which passes under the towpath and clean through the pier of the viaduct.

Society member Ian France told me that the culvert led to a small basin and was used to supply a silk mill on the site; the basin is clearly shown on the 1890 Ordnance Survey map of the area (opposite). He added that it would be interesting to find out what kind of boats were used to convey the goods, especially as the approach from the canal is very acute.

During my study of the original Huddersfield Canal Company's Minute Book<sup>(1)</sup>, I came across a fascinating sequence of reports concerning this very culvert.

The story begins with a Committee Meeting at the New Tavern, Delph on the 15<sup>th</sup> October 1807 when "Mr John Rooth having reported to this meeting that Mr John Fisher of Longroyd Bridge wishes to purchase the Interest this Company have in Land and a Waterfall between Paddock Foot Aqueduct and Longroyd Bridge." Negotiations took place and in June 1808 "Mr John Fisher having proposed to give to this Company the sum of four hundred and eighty eight pounds three shillings and three pence (£488 16p) for the purchase of the Company's Interest .." (some 1758 sq yds of land) and "the fall of water in the River Colne". His proposal was accepted.

Some ten years later, the Committee meeting on the 16<sup>th</sup> March 1818 reported that "Mr John Fisher having applied to cut a culvert from the canal to his premises at Longroyd Bridge, Resolved that Mr John Raistrick view the same and report thereon to the next meeting of the Committee." The meeting



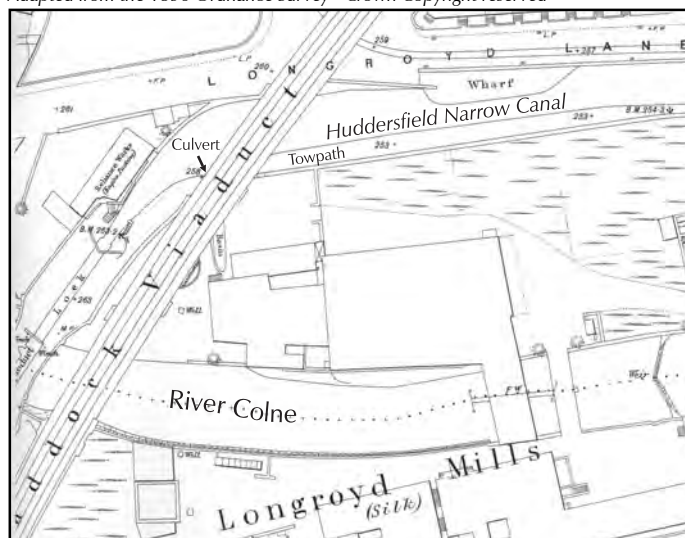
*The cobbled arch in the towpath is revealed as a culvert passing through the adjacent pier of the railway viaduct*

Bob Gough

took place on the 4<sup>th</sup> of May 1818 and "The Report of Mr John Raistrick that the application of Mr John Fisher for leave to cut a culvert at Longroyd Bridge ..... being granted will not be any disadvantage to this Company, Resolved that that the same be complied with, Mr Fisher undertaking to pay to this Company 5/- (25p) per annum as a compensation for the same and conditioning to keep the culvert free from leakage of waste water or any damage to the Canal and that this Company shall have power to stop the same at Mr Fisher's expence upon the Agent or Engineer of the Company giving Mr Fisher three months notice in writing."

By December 1818, John Fisher was acquiring more land from the Company at Longroyd Bridge, at a rate of 10/- (50p) per sq yd, under the condition he ensure the support of the adjacent canal bank.

At the 6<sup>th</sup> October 1818 meeting, a dispute with Mr Fisher is reported. "... and he (Mr Fisher) now in consequence of having made such Culvert objecting to pay the Wharfrage which this Company used to receive from him prior to its being made whereby the Interests of the Company are injured. Resolved that the payment of the sum of 5/- per annum was considered by the Committee to be only an acknowledgement for the Trespass committed by passing under the towing path ... and should Mr Fisher continue to object to the payment of the Wharfrage that notice be given to him that the culvert will be stopped up ..."



paying the expence of reopening it, the Company receiving Wharfage upon all articles passing it and retaining to themselves the power to close it ...”

All seems well and the last reference to Mr Fisher in the Minute Book is the 5<sup>th</sup> February 1836 meeting, when “Mr Fisher having applied for permission to land Goods etc from the Canal across the Towing path at Longroyd Bridge Aqueduct to any Buildings that he may erect upon his own land there. Resolved that Mr

29<sup>th</sup> December 1819, John Fisher appeals to the Committee in person “for an exemption from Wharfage on account of his having made a Culvert from the Canal into his premises at Longroyd Bridge.” The Committee were unmoved and “the Resolution of the Committee of the sixth day of October be strictly adhered to.” John Fisher waits 18 months before writing to the Chairman of the Committee and in response (28<sup>th</sup> June 1821) the Committee “... Resolved that Mr Aldham and Mr Brooks be and are hereby appointed a Sub Committee to see Mr Fisher upon the subject (of exemption)” A compromise is suggested and the August 1<sup>st</sup> 1821 meeting “Resolved that the sum of ten pounds per Annum Rent be charged Mr Fisher as an equivalent for Wharfage upon all goods for his own use which may pass the Culvert under the towing path at Longroyd Bridge and should he refuse to accede to the terms that Notice be given him that it will be closed ...”

It appears Mr Fisher did not accede to the terms and the Committee had the culvert blocked at some time, as the meeting of 14<sup>th</sup> April 1824 “Resolved the Mr Raistrick is hereby empowered to open the culvert under the towing path into Mr John Fisher’s premises at Longroyd Bridge for his benefit upon his

Fisher may be allowed to land his Goods across the Towing path not impeding the Navigation of the Canal or the use of the Towing path and paying a Wharfage ...” This may suggest the culvert access was not adequate for the volume of goods Mr Fisher was anticipating for his new buildings. However, it was obviously still in use when the railway viaduct was built in 1849/50 by virtue of its accommodation through the pier.

The viaduct was built to carry the Huddersfield and Sheffield Junction Railway and at the Railway Company’s first General Meeting, there was a reference to the Fisher family. “... Mr Edward Fisher (John’s son?), silk spinner, of Longroyd Bridge ‘had acted in a most honourable manner throughout’ in the matter of the 2,700 yards of land required for the Paddock viaduct and that an agreement had been concluded which was ‘satisfactory and advantageous’ to both parties.”<sup>(2)</sup>

The Company did not get possession of the land until the end of 1848 after paying Fisher £10,319 (maybe as much as £1.5m in today’s money, though about ten times the amount his father(?) may have paid thirty years earlier).

My thanks to Ian France and Trevor Ellis in helping me to compile this article.

**Bob Gough**

(1) A Book of all the Acts Proceedings and Transactions of the Committee of the Huddersfield Canal Company. (1794-1843)

(2) Chadwick, S. Gateway to the South - The Centenary History of the Huddersfield and Sheffield Junction Railway

# *Memoirs*

Brian Badminton continues his reminiscences of the Society's early days ...

*Even after all this time I cannot resist an opportunity of publicity for the canal and I contacted the Examiner to tell them that after 20 years I would achieving an ambition of travelling the full length of the canal on my own full size narrowboat "Invicta". Once I reached Tunnel End, I contacted the Examiner and a photographer was despatched at 8.30 the next morning. The photo he took shows a relaxed me at the engine room door but what the picture didn't show was that I suffering after a good night in the Tunnel End Inn and was nursing a bad head and aching back after measuring my length on the notorious railing in the cattle grid in the road from the pub to Tunnel End. Plus I never did get my breakfast that morning as the BW staff were keen to get us moving down the Flight.*

*The same "Stan" picture appeared in the newspaper once more as part of the recent article about the finding of the LNWRC Minute Book. I did not know about this as I spend a lot of time outside the UK and I only found out at the AGM when the article was handed round by our guest from BW. I wonder how much more mileage we can get out of it!*

*In the early days, many members were frustrated at the lack of actual physical work we were doing on the canal. I can recall lock clearance parties at Lock 1W and the fateful day we painted the large crane in the University (then the Polytechnic) car park. We arrived on Sunday with paint and brushes and set to work. Unfortunately no one had brought a ladder long enough to reach the top of the jib and 25 years later the top of the crane is still grey not black as the rest. I am sure that after all these years there are people who believe that this is the proper design of the crane paint scheme and not due to cock up on the ladder front all those years ago. Anybody want to go and finish the job?*

*Negotiations took place to explore the possibility of restoring the Tunnel End cottages in what amounted to an unofficial break in with BWB turning a blind eye. On wet Sunday the "burglars" assembled and after a bit of judicious house breaking we entered the buildings for the first time. I can recall that we found hundreds of pairs of navy blue gym pumps in one attic space and a large quantity of negatives which crumbled to dust when you touched them in another attic. How I wish now that we had called*



# *Memoirs*

specialist film preservers to keep the negatives as we never did find out what the pictures were about. Under the old linoleum in front of the fire places we found newspapers dating from the turn of the century. I remember a Manchester Evening News from about 1900 with advertisements for pony and traps, and good clean houseboy wanted, and the house prices!! They were clearly brought through the Tunnel by the boats and maybe that's the way news travelled in those days. Does anyone know what happened to them? As I was playing in the group at that time and had gone to the Cottages with my equipment in the back of the van, I did an impromptu version of the HCS version of fiddler on the Roof by playing my violin by one of the chimneys. Someone took a picture of the event, does anyone know what happened to it?

As a footnote, I was appearing at Marsden Socialist Club with the group and as I always had a HCS sticker on stage I was approached by a local girl (ah those were the days: Frankie where are you now), who told me that her family were the last to live in one of the cottages before they were condemned. She told me that her older sister had fallen out with her fiancé one night and stood at the door and threw her engagement ring into the canal. I often wondered if anyone found it during the restoration work.

I am sure that much has been written about the voluntary work at Dungebooth Lock at Uppermill. For many months my wife and I got stuck in clearing the rocks and boulders from the chamber until the work got so deep we couldn't keep a safe eye on the kids who were very young. My daughter still has a framed photo of Sue in overalls covered with mud hauling out a boulder. I couldn't get Sue to do that sort of thing now!

It was with a double feeling of trepidation and nostalgia that I went through Dungebooth Lock on "Invicta" for the first time as I had been told that it was the narrowest lock on the canal and if I was going to get stuck it would be in Dungebooth, but mostly it was the memory of so many months work all those years ago by Sue and I and many, many others that gave me a lump in my throat as I sat at the lock bottom waiting for the level to rise. By the way "Invicta" fitted with about an inch to spare.

A high profile way on bringing the cause of HCS to the general public was to enter a float in the annual Huddersfield Mayor's parade held in early June. Our first appearance was a simple float,

# Memoirs

Stan bedecked in bunting towed behind Chris Farrar's landrover. I reckon it must have taken a good 6 months of the life of Chris's clutch. The second year I managed a free loan of a wagon from my local wood yard. We prepared a simple float with members dressed as Diggles, as made famous by Mikron. Along with a PA system comprising of some of my speakers and the tannoy from Simon Taylor's mill, (which worked on 12 volts as well as mains power), we bombarded the public with Mikron's songs "Where's Our Cut" and "Mud in your Eye". What most people didn't know that yours truly was driving the wagon (in a jester's outfit), had never driven one before; but we made it safe and sound. The final year we had a float it was rather a grand affair with a mock up of a working boat back cabin entering Standedge Tunnel, suitably shortened to fit on the wagon, and again with the PA and Mikron's music very loudly proclaiming our presence. An interesting note was that we had prepared the float in the old warehouses at Aspley Wharf before they demolished the coal bunkers and built the new pub. The float had one more outing at Slaithwaite as I recall Keith ? dressed as a Diggle talking to the public on the microphone. Regular float crew and helpers were Eric and Ann Crosland, Paul ? who worked for Totty Construction, Simon Taylor,

The HCS Float at the annual Kirklees Mayor's Parade in Huddersfield.

Photo: HCS Archive - First published in Pennine Link 59, Sep/Oct 1984



and Keith ?, who usually turned up with his parents, and oh yes, my long suffering wife Sue who dressed as a Diggle along with my kids.

**Brian Badminton**

ps. My apologies for not being able to remember certain names from the past!

To be continued ...

# Looking Back - Issue 25 - November 1978

*Pennine Link - Issue 25 page 8*

8

## HCS AT THE NATIONAL

The 1978 IWA National Rally was at Titford Pools, at the top of one of those cul-de-sacs on the Birmingham Canal Navigations during August Bank Holiday weekend. I hadn't intended going, but kind friends offered me hospitality on their narrowboat, so I had four days to enjoy one of the most successful National Rallies ever held. There were over 400 boats there including some of the most interesting in the country, and they made a colourful and impressive sight, moored in and around the Pools. (I didn't envy those moored right under the M6, having once been conned into mooring under it, on the assumption that when directly underneath you don't hear the traffic. It's a lie!)

The sun shone, the site was excellent, the Rally was smoothly and efficiently organised, and waterway enthusiasts and the natives of Birmingham came in their thousands, literally. And guess what was to be found in a prominent position amid all this activity - Derek Walker manning a HCS stand! A stand to be proud of, too.

Derek really did us proud, and deserves a vote of thanks from the Society as a whole for spending three days manning a stand, which, although small, was as professional looking as any there, and gave the basic information about the Canal and Society in photographs and words. It was very impressive indeed, and had been produced by Derek, singlehanded. It was easy and quick to erect and dismantle, and all fitted into the small trailer which acted as a base for the stand. It was obvious that a great deal of time, thought and work had gone into its construction, and full marks to Derek for initiative, enthusiasm, and a valuable contribution to the campaign of the HCS.

I helped to man (woman?) the stand at times during the three days of the Rally, and though we had only the Society's own literature to sell (and not enough of that) we talked to a great many interested people, explaining, answering questions, and encouraging support for the Society. It was a very worthwhile effort, and Derek also plans to take the stand to the Coventry Canal Society's Rally. It was a pity there weren't postcards and towpath guides to sell. Soon, perhaps. In the meantime Derek is doing a grand job for the Society. Thanks, mate.

**\*\* Margaret Sinfield, Barlaston, Stoke-on-Trent.**



10

## HOW TO MAKE A DIGGLE

(repeated from Issue 13 - November 1976)

Materials: White fur fabric 32cm x 10 cm  
Juggle Eyes  
Red felt 26 cm x 7 cms  
Black felt (2 pieces) each 4.5cm x 2.5cm  
Pink Felt (2 pieces) each 3cm x 6 cm  
Pink felt (2 pieces) each 3.5cm x 2cm  
1 small shirt button  
1 red button (for nose) 1.5 to 2cm diameter.  
stuffing  
white cotton

Method: Fold fur fabric in half (to make it 16 cm long). Cut off the two corners at the fold by about 2 cms. Sew in the 2 eyes 5cms from the top fold. The red button for the nose at 7 cms. With the fur turned inside, sew up the two sides, inserting the small pieces of pink felt as the ears. Leave the bottom open! Turn inside out, stuff with old material and sew up the bottom, including the black felt as feet.

Position red felt for waistcoat. Tack or glue 'lapels' by folding over corners. Cut remaining pink felt into hand shapes, and fit onto waistcoat through slits. Use shirt button to fasten waistcoat. Tack waistcoat to Diggle to stop it sliding off. Trim as required.

We also add a Diggle badge (10p each + postage from Sales Officer) or you can make your own with a card badge and letraset or felt pen.

Any offers to make Diggles, which then could be sold on behalf of the Society, would be welcome.

Now you know what to give for that unusual Christmas present....

\*\*\*\*\*

## TYPING ERROR OF THE MONTH

A letter received was addressed to the Huddersfiend Canal Society - we can't be so formidable, surely!

For those members who do not know the story behind our Mascot, here it is!



# 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@huddersfieldcanal.com](mailto:hcs@huddersfieldcanal.com) to request an application form or download the form from the website: [www.huddersfieldcanal.com](http://www.huddersfieldcanal.com)

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.

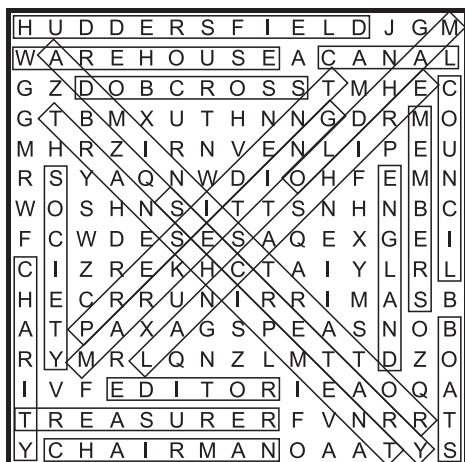
Generally, boaters find the canal a great experience and are very complimentary to British Waterways' operatives 'on the ground'.



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

Kathleen Brookes	LEICESTER
H & K Bond	QUINTET
Mr Hartley-Smith	YORK
Mr Tinsley	THE DOGS
Mr & Mrs Cooke	AEGIR
Mrs Cummings	WINEBERRY
Mrs Martin	HAY BOAT
Mac McManmon	CYGNET
P Waterhouse	IRENE MUSTON

## Solution to Wordsearch 2



## Solution to Jidoku puzzle 6

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



# The Back Page

## HUDDERSFIELD CANAL SOCIETY welcomes the following new members

- 2752 Mr & Mrs Patrick & Alison O'Sullivan, [REDACTED]  
2753 Mr Antony Zajac, [REDACTED]  
2754 Mr & Mrs Ian & Susan Bradbury, [REDACTED]  
2755 Mr & Mrs Alan & Marian Morton, [REDACTED]  
2756 Mr Stephen Dove, [REDACTED]  
2757 Mr Robert Clayton & Ms Hanson, [REDACTED]  
2758 Mr Mac McManmon, [REDACTED]

### MEMBERSHIP RATES

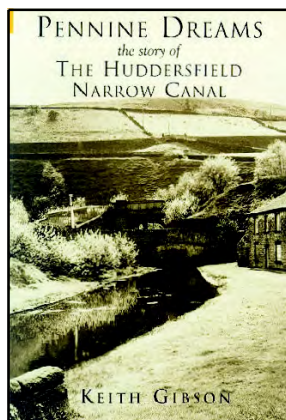
Individual	£9.00
Family	£11.00
Life	£90.00
Associate	£15.00
Corporate	£150.00

### COPY DATE

Articles, letters and comments  
for **Issue 160** of Pennine Link  
should reach the Editor at  
Transhipment Warehouse, Wool  
Road, Dobcross, OL3 5QR  
by **9th November 2007**

### ADVERTISING RATES

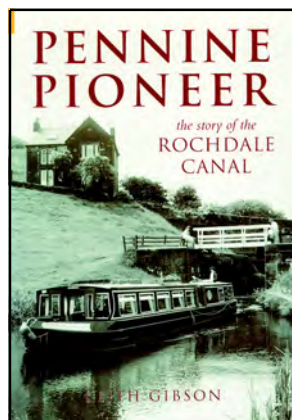
Page	Per Issue	Per Year
Qtr	£12.50	£50.00
Half	£25.00	£100.00
Full	£50.00	£200.00



### 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.

Please make cheques payable to 'Loxvond Ltd'

