

Pennine Link

Magazine of the Huddersfield Canal Society



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Huddersfield Canal Society Ltd

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Bob Gough Administrator



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

Pennine *Link*

Issue 162

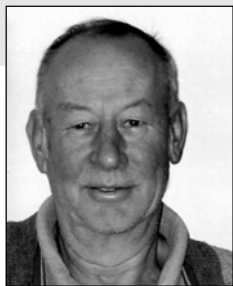


It does seem to good an opportunity to miss! This detail from our cover photo is perfect for a 'Caption Competition'. Send your suggestions to the Society

(address opposite, as usual) and we shall publish your witicisms next Issue; no prizes, just good fun and the chance to see your humour in print!

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Cover: *Wednesday, 25th June 2008 - Boats waiting at Wool Road for their ascent of the Diggle Flight and Tunnel Transit. Photo: Bob Gough*



Editorial

A letter has flooded in by Jove.

Although the author had less than a trouble free transit, it is still heartening to be contacted in this

way. My letters page is usually empty or very sparse and I encourage everyone to let me know what you think and drop me a line. I will always respond.

The mystery surrounding the stones marked C B W has a very plausible explanation by Trevor Ellis on page 38. Bob has been trying to crack this enigma for some time and I am sure he would welcome any other input from archivists out there, budding or experienced. There - that's two things to write in about.

Whilst on the subject of membership contact, you may remember that some issues back I floated the idea of having pages for historic and listed structures along the canal and flora & fauna on the banks. Both these articles need someone to research and write them. Everyone I am in close contact with has either no time or lacks the knowledge (or both), to take on the task. I am still hopeful of finding an author(s). Any offers out there?

Martin Clark highlights some cill problems experienced recently. The one at Lock 13W had an impact on ourselves, being moored just about a quarter of a mile down stream. Having had our pound drained some weeks earlier and finishing up on the mud with the daddy of all lists, (about 30 degrees), we thought it must be our bad luck in the ascendancy. Without going into too much detail, the pound draining was due to youths fully opening Lock 12W and draining the lot. When 13W failed, we wondered where all the water was coming from because it was

flowing back up the pound to go over the overflow nearby. The missing cill prevented the filling of the lock, water going straight through, hence our surplus and the dry pound I found above. About 5 boats were stranded until a repair could be carried out. The nearest boat had a crew of 4 Canadians who took the situation in their stride and visited the Lowry Centre (and more local places) as a day out. They also joined the 74 Club and passed comments on the excellence of the canal, as did the other new members listed on page 47. I sold all the stranded boat crews a copy of the Towpath Guide and Bob informs me that sales have now topped 750. Pretty good going for such a short period since publication. The sales speak volumes for the quality of the publication and a reprint is on the cards.

I was pleased to be one of the HCS people who attended the meeting with Robin Evans at Dukinfield town hall on the 5th June, as mentioned by our Chairman. I felt that this meeting was quite a useful exchange of views and ideas between the owners and users of the waterways. Of particular interest, I thought, was the intention of BW to make more use of volunteers by the appointment of a person to steer through all the Health & Safety issues and get certain organisations 'Safety Trained and Approved'. Or something like that. I am sure an awful lot of small but very necessary tasks of track improvement could be undertaken for the benefit of all users. We, (HCS), apparently, are now approved. Hence the paddle gear oiling undertaken by Trevor and his team. See page 14.

Don't forget the Society Events on page 32; your support would be very welcome. I will be at the Uppermill Treasure Hunt, 24th August, but away for the other dates. Also, don't forget the Photographic Competition. The more entries the merrier.

Alwyn Ogborn



Chairman's Report

On 1st April 2008 I was pleased to represent the Society at a dinner at the House of Commons where

the honour of Parliamentarian of the Year was conferred on Charlotte Atkins - MP for Staffordshire Moorlands.

The award was made on behalf of The Inland Waterways Association, and the dinner was hosted by Bob Laxton MP and attended by many leading waterway figures including the Waterways Minister, Jonathan Shaw MP; twenty other MPs, of all the major parties; the Speaker of the House of Commons, and around 20 other guests of IWA.

All the MPs present had made significant contributions to the well-being of the waterways during the past year, and were contenders for the prestigious award.

Unfortunately, IWA President John Fletcher was indisposed but vice President Dave Fletcher presented the award. Our local representative MP was David Heyes of Ashton under Lyne who has been very supportive of our Society's efforts. He needed no persuading to buy a copy of our new Towpath Guide!

Talking of which, I would add my thanks and congratulations to the many accolades heaped on Dr Bob Gough, our full time Administrator, on the publication of this excellent book which has received rave reviews in the waterways press and beyond. Information on how to buy this book is featured on page 47.

It was fortunate that Bob could meet with Robin Evans the Chief Executive of British Waterways at a meeting in Dukinfield on 5th June. Robin had been delighted to contribute the foreword to the Towpath Guide and was able to congratulate Bob face to face. There was a good representation from our Society at the meeting which was held as one of a series throughout the country to offer waterways enthusiasts the opportunity to raise issues direct with the head of BW. Our members present were impressed by the dedication of the BW senior management team and the frankness with which Robin addressed their concerns.

On the previous day I had attended a symposium organised by Kirklees Council's tourism team (Huddersfield to those further afield!). Some 60 delegates were involved in group discussions on ideas for improving tourist attractions to the area and, of course, the Huddersfield Narrow Canal was acknowledged as a vital ingredient in this endeavour. The meeting was held at the National Coal Mining Museum near Wakefield and was followed by a tour of the mine. This is a fine visitor attraction which I would recommend to all – but small children may be intimidated by the underground tour. I also realised that I could have been more appropriately dressed for the experience!

The Society's first Open Day was a great success. We had a steady flow of visitors throughout the day despite the poor weather. We are resolved to repeat the event next year. Thanks to our Marketing Officer, Claire Bebbington and to

(over)



Disconnected Jottings

Notes about the national waterway restoration scene

After the last issue, I have promised Editor Ogborn that *Disconnected Jottings* will contain no more

rants! Well, I'll try – at least for this Issue.

The Cotswold Canals

Returning to the subject of the last Issue, it was a tremendous relief to see that the district council in Stroud has agreed to take over the lead role in the restoration of the Cotswold Canals in the place so suddenly vacated by British Waterways.

The £12m Heritage Lottery grant towards the phase 1a restoration scheme between Stonehouse on the Stroudwater Navigation and Brimscombe Port on the Thames & Severn Canal remains uncertain, however, as that grant was

given on the basis of British Waterways acting as lead partner.

The Council is now applying for the grant to be confirmed on the revised basis that they will take the lead. BW had negotiated a lease of the Stroudwater Navigation from the Company of Proprietors of the Stroudwater Navigation (is that the only canal company still in existence in its original state?). If the revised HLF bid succeeds, that lease will be transferred to Stroud District Council.

The Cromford Canal

After lengthy negotiations, planning permission has been granted for the Smotherfly scheme on the Cromford Canal. This proposal, submitted as two planning applications to the adjoining local authorities of Bolsover and Amber Valley by the Friends of the Cromford Canal, proposes the restoration of 1.8km

Bob Gough for preparing the Transhipment Warehouse with a video presentation and refreshments. Indeed they deserve our applause for all their efforts on our behalf.

The Society's AGM held this year at Uppermill Masonic Hall was attended by 20 members. It was a good venue and the business was followed by a well researched presentation by Bob on the Building Stones of Manchester. His knowledge of different types of stone is quite remarkable and his talk was greatly appreciated by the audience.

Re-elected to HCS Council were Trevor Ellis, Keith Sykes and Vince Willey. We thank them for their continuing commitment.

With the season reaching its height we are still disappointed by the low number of boats using our canal. The fact that the Standedge Tunnel is open only for two days a week is undoubtedly a feature that prevents many boaters from enjoying our facilities. Your Society continues to bring pressure to bear on BW Yorkshire to improve this situation and the signs are that they are adopting a more pragmatic approach to the problem.

We hope you can find time to enjoy our canal during the summer months and that you will take advantage of some of the special events listed on page 32.

Neville Kenyon

of the Pinxton Branch of the canal, mainly through a former opencast coal mining site to the former terminus of the branch at Pinxton Wharf.

The route of the canal has been completely lost through the opencast site but the river Erewash had been diverted into a temporary channel around the edge of the mining works. The intention is that, rather than see this temporary channel re-graded into the landscape when the river is restored to its original course, the temporary channel will form the basis of a rerouted canal across the site. The next step will be for the Friends to seek detailed agreement with UK Coal and other landowners prior to raising the money through grants and whatever other sources become available and prior to the detailed designs already prepared being developed into working drawings ready for construction.

Written quickly, that doesn't sound too difficult! Believe me, it is, but after three or four years of negotiation and having already spent over £13,000 of its own money on the scheme, and having the major landowner, the two district councils and Derbyshire County Council on side, the Friends have already overcome huge hurdles to seize the opportunity presented by the end of opencast mining.

My guess is that they will see the scheme through to completion – as the first of what will be several large schemes of restoration on this attractive and important canal. (Nobody is proposing it yet, but I rather fancy a scheme to build a new canal from Pinxton Wharf to the Chesterfield Canal. When the Cromford and the Chesterfield canals are eventually restored to navigation,

coupled with the proposed Rother Link from the Chesterfield to the Sheffield & South Yorkshire Navigation, a Pinxton to Chesterfield Link could be part of an important north-south waterway avoiding the river Trent and passing through an area in need of the sort of regeneration a waterway could bring.)

The Droitwich Canal

At last work is starting on the long-awaited £11.5m scheme to restore the Droitwich Junction and Droitwich Barge Canals through Droitwich Spa linking the river Severn and the Worcester & Birmingham Canal.

A formal ceremony to mark the commencement of work attended by local authority, canal society and BW members of the restoration partnership and representatives of funding bodies was held on 6th June. More news of this, as work progresses including the construction of a channel through an existing culvert under the M5 motorway, the building of four new locks and the restoration of existing locks and the making of part of the river Salwarpe navigable.

With the help of grants, including from the Heritage Lottery Fund, most of the money required has been secured but there still remains a shortfall. The Waterways Trust's appeal to fill this funding gap remains open (see www.thewaterwaystrust.org.uk).

The Driffield Navigation

The Driffield Navigation Trust has been unable to find the matching funding required to support the £750,000 grant that had been offered by the Heritage Lottery Fund towards lock repairs, new lock gates, a road bridge and dredging.

The Trust had hoped that the regional development agency Yorkshire Forward would provide the bulk of the money needed but the agency has committed all of its available funding in the timescale required elsewhere. There is some concern in the area that the badly silted waterway should be dealt with urgently, to reduce the risk of a repeat of the floods of last year. The Heritage Lottery has let the Trust know that a resubmitted bid will be considered if and when the matching funding can be found.

East Midland Development Agency

At first sight there seems to be a significant contrast to Yorkshire Forward's hot-cold approach to grants towards waterway restoration in the approach of the East Midland Development Agency.

At recent Northern Canals Association meetings, EMDA grants have been reported for £850,000 towards substantial enabling works prior to the construction of the proposed new canal terminal basin on the river Rother in Chesterfield, a similar amount to purchase land needed to rebuild the Ashby Canal between Snarestone and Measham, and a grant to help pay for the important Green Infrastructure Study into the link between the Grantham Canal at Cotgrove and the river Trent. The agency is also seriously supporting Lincolnshire County Council and the Environment Agency's big plans to create the new Fens Link waterway.

I suspect that it is not that the two regional development agencies have a different approach to waterway restoration as such, but that Yorkshire Forward, whilst it has given grants to waterways, has other much larger fish to fry; for instance, in the still deprived former mining areas of South Yorkshire.

The Grantham Canal

A problem has arisen at Woolsthorpe Top Lock on the Grantham Canal. The lock had been re-gated in 1992 and was used by trail boats last year at the Grantham on Water Festival. Significant cracks have appeared in the off-side wall which has moved to such an extent that British Waterways have installed heavy steel props between the lock walls to prevent the wall from collapsing.

These props were only hired until the end of the last financial year. After that, as a Remainder Waterway, BW's legal responsibilities are mainly limited to health and safety issues and, as such, it was decided that the lock would be filled with rock or aggregate to keep the walls apart until such time as a source of funding for repair could be found.

The Grantham Canal Restoration Society have been able to pay for the continued hire of the props and have agreed a scheme of repair with BW whereby the collapsing wall would be rebuilt in mass concrete faced in brick to match the rest of the lock chamber. The rebuild will not be straightforward because the walls of these locks sit on an inverted arch structure forming the bottom of the lock.

Demolishing the damaged wall, and so reducing the weight placed on one side of the arch, would probably cause the arch to be displaced sideways unless weight was correspondingly reduced on the other side of the lock. The scheme of partial demolition and piling designed to overcome this problem is not the sort of job BW will entrust to volunteers.

Putting BW's budget together with money that the Inland Waterways Association and the Grantham Canal Restoration Society can raise (including a

legacy that IWA can use for this purpose) leaves a shortfall of £50,000 from the likely contract cost. IWA believes that it can raise another £20,000 but that still leaves a gap of £30,000 to be filled, and filled quickly as the work needs to be done urgently. Can you help? If you could, or you know of someone who might be able to help, please telephone John Bayliss, the IWA East Midlands chairman on 07889 444190.

The Liverpool Link

With the new Liverpool Link Canal due for completion later this year across the Pier Head between the current terminus of the Leeds & Liverpool Canal and the docks and the river Mersey, I am hoping to visit the city towards the end of July with your President. Although we are going with our wives to visit an art exhibition, we just might find time to look at the canal works!

The Manchester, Bolton & Bury Canal

On 9th May, the excavations from the two ends of the tunnel being built in Salford under the Inner relief Road and the Manchester – Liverpool railway, met.

It is hoped that this £5.9m scheme, that will include new locks and a winding hole to re-create the first section of the MB&B, will be complete by Autumn allowing boats onto the canal from the river Irwell.

Very appropriately, the new tunnel is to be named after the Manchester, Bolton & Bury Canal Society's former chairman Margaret Fletcher who sadly died in 2006, having negotiated the construction of the tunnel but too soon to see it complete.

When this short length of canal through the £600m Middlewood Locks

development is complete, the partnership between BW, the local authorities and the canal society hopes that the next length of canal can be rebuilt in a similar way as part of a redevelopment scheme for the adjoining land.

The Shrewsbury Canal

Not quite the beginning of restoration of the Newport and Shrewsbury Canals but, perhaps, just as important in the eventual restoration of these West Midlands Canals, is the news that the Telford & Wrekin Borough Council seems likely to buy a stretch of the Shrewsbury Canal and a disused warehouse with its associated canal basin at Wappenshall near Newport in Shropshire.

This could be the start of a partnership between the Council and the Shrewsbury and Newport Canals Trust whereby the canal and the historic warehouse would be restored as an important visitor attraction and the creation of an important honeypot site on the route of the derelict canal.

Keith Gibson

There is a tradition which says if you fold 1,000 Origami Cranes, then your wishes will come true ...

A man travelled to Japan to see an old friend and at their meeting, opened a suitcase and tipped out 1000 paper Cranes.

He said: "Why is my life such a disappointment?"

She replied: "I think you should get out more."



J Pond

News from the East

As you can see from the photos, the early Easter gave the Canal a cool start! I remember it well, Gwen, Ronnie and I were quite ready to moor up the boat that day.

So far the season has been busy with training courses for the Certificate in Community Boat Management and the Elementary First Aid Certificate. Also the Shuttle went on a journey to Portland Basin Marina in Ashton to have various services to her workings and a much needed bottom blacking!

She went down in stages. First to the Transhipment Warehouse, in time for the Society's Open Day and launch of the Towpath Guide, and then through to Ashton. Everyone joined in the various stages, some going thro-t-Tunnel and some taking her to Ashton and back. It served to give everyone some locking experience, team building, working together and generally having a really good time (well, okay, there were some bits where we fell down) but the humour was mighty at times. Thanks to everyone who helped. I really enjoyed my day.



Jayne Pallatt

Andrea keeps cheerful despite the rather crisp conditions

Ballast - Exclamation meaning "Curses". Normally heard when lock keys, children, etc. fall into the Canal.

Elsan - Spanish word meaning "I emptied it yesterday."



Pretty as a picture

Propellor - Device for locating plastic bags under water.

Balance Beam - A smile produced when stability is regained after leaving canalside pub.

Bollards - Seats thoughtfully provided at locks for spectators.

Hire-Cruiser - Type of vessel noted for unusual sideways movement on water.

*Definitions courtesy of the 1978
Tameside Canals Festival brochure*

On the down side, the Shuttle suffered with damage to paintwork on both sides as a result of her transit through the Tunnel; a cosmetic day is being arranged to make her look tidy again.

There are plans to try and crew her a couple of days during the week, through the school holidays. Anyone who would be interested, please give me a ring: 01484 686136.

We haven't organised any walks since the season began as it has been a bit hectic organising training sessions, but Bob & Claire have had a couple of events in Plink, unfortunately

there were very few takers, despite Claire having positive feedback last year from members requesting more activities. I don't know what the answer is, perhaps someone out there does and would like to let them know!

I'd like to finish in wishing crew member Allen Jagger a speedy recovery from his motorbike accident whilst returning from a training course, and hope to have him back on the books for the Summer season.

Andrea Fisher

Mikron Theatre Company

37th Summer & Waterways Tour! ***Venues***

KEY:

D = Debtonation FT = Fair Trade

C = No tickets required, a collection will be taken after the show

Monday 21st July 8.00pm FT C
The Wharf Inn, Wharf Road, Fenny Compton, Southam, CV47 2FE

Food available Tel: 01295 770332

www.thewharfynn.co.uk

Production Sponsor: A Friend of Mikron

Tuesday 22nd July 7.30pm D C

The Boat, Birdingbury Wharf, Southam, CV47 8HQ

Food available before the show - turn up early

Tel: 01926 812349

Thursday 24th July FT 7.00pm C

The Waterman Canalside Pub & Restaurant, Birmingham Road, Hatton, Warwick, CV35 7JJ

The performance will be held in The Waterman gardens, overlooking the famous Stairway to Heaven flight of locks on the Grand Union Canal. Bring your own blankets and chairs. Restaurant and bar open for food and drinks.

Tel: 01926 492427 www.thewatermanpub.co.uk

Show Sponsor: Jill & Andy Botherway

Friday 25th July 7.30pm FT C

Tom O'Wood,

Finwood Road, Rowington, CV37 7DH

Full menu available 12 – 3pm & 6 – 9.30pm

For further details Tel: 01564 782252

Show Sponsor: Mike & Jude Palmer

Monday 28th July 8pm FT C

The Weighbridge, Alvechurch Marina, Scarfield Wharf, Alvechurch, B48 7SQ

Food available Tel: 0121 445 5111

Wednesday 30th July 7.30pm FT

The Commandery, Sidbury, Worcester, WR1 2HU

Tickets £9 (£7 concessions) available on the night or in advance Tel: 01905 361821.

Normal opening times for the Commandery:

10am-5pm Mon-Sat, 1.30pm-5pm Sun

Friday 1st August 8pm FT C

Fleet Inn, Fleet Lane, Twynning, nr Tewkesbury, GL20 9FL

Food, accommodation and real ales. Moorings for patrons. For further details Tel: 01684 274310
www.fleet-inn.co.uk

Saturday 2nd August 5.30pm D

Tewkesbury Marina, Bredon Road, Tewkesbury

Tickets £5. Limited to 100 only - booking essential.

Tel: Tim Polley on 01684 292790 or email:

tim.polley@tiscali.co.uk

Cream teas available 3.30 - 5pm (extra charge)

Millennium Sponsor: Tewkesbury Marina

The following 8 performances are supported by Wychavon District Council.

Monday 4th August TBC

For more details please contact Wychavon Council

Tel: 01386 565168

Tuesday 5th August TBC

For more details please contact Wychavon Council

Tel: 01386 565168

Wednesday 6th August 7.30pm FT

Bishampton Village Hall

Broad Lane, Bishampton, Pershore

Worcestershire, WR10 2NH

Tel: Sue Griffiths - 01386 462306

Tickets £6 adults, £15 family, £5 concessions.

Licensed bar available

Thursday 7th August 7.30pm FT

Ashton Under Hill Village Hall,

Ashton Under Hill, Evesham, Worcestershire,

WR11 7SW

Tel: Izaak Jackson 01386 881557

Tickets: £6 (£5 concessions)

Friday 8th August 7.30pm D

Bricklehampton & Elmley Castle Village Hall,

Pershore, Evesham, WR10 3HW

Tel: Anna Mackison 01386 710351

Tickets £6 Licensed bar available

Saturday 9th August 7.30pm D

Beckford Village Hall

Beckford, Tewkesbury, GL20 7AA

Tickets £6 Tel: Sally Stringer 01386 881248

Sunday 10th August 7.30pm D
Birlingham Village Hall
Pershore, Worcs, WR10 3AB
Tickets £6 Tel: Karen Crowther 01386 750915

Tuesday 12th August 8pm F
Barndy Cask Inn Gardens, 25 Bridge Street,
Pershore, Worcestershire, WR10 1AJ
FREE admission
For more details please contact Wychavon Council
Tel: 01386 552602

Wednesday 13th August 7.30pm D C
Coal House, Gabb Lane, Apperley, nr Tewkesbury
Food available before the show – turn up early
Tel: 01452 780211
Millennium Sponsor: The Cartmell Family

Thursday 14th August 7.30pm FT C
Haw Bridge Inn, Tirley, nr Gloucester, GL10 4HJ
Food available before the show – turn up early
Tel: 01452 780316 Show Sponsor: Gloucestershire
members of CAMRA

Friday 15th August 7.30pm FT
National Waterways Museum, Llanthony
Warehouse, Gloucester Docks, GL1 2EH
Tickets £9 (£7 concessions)
Phone 01452 318200 www.nwm.org.uk
email gloucester@thewaterwaystrust.org.uk
Millennium Sponsor: StroudPrint

Saturday 16th August 8pm D C
Camp House Inn, Camp Lane, Grimley,
nr Worcester, WR2 6LZ
Food available before show – turn up early
Tel: 01905 640288

Monday 18th August 7.30pm FT C
Fieldhouse Inn, Wightwick, Wolverhampton,
WV6 8DP
Tel: 01902 766 557
Curry will be served from 6pm onwards.
Millennium Sponsors: Two Friends of Mikron

Wednesday 20th August 7.30pm D C
Coton Mill, Newport Road, Gnosall, ST20 0BN
This performance is supported by the Witt Family

Thursday 21st August 7.30pm FT C
The Anchor, Peggs Lane, Old Lea, High Offley, nr
Woodseaves

Friday 22nd August 7.30pm D C
Junction Inn, Norbury, nr Stafford, ST20 0PN
Tel: 01785 284288
Food available before the show

Saturday 23rd August 3.00pm FT
IWA National Festival 08 - Main Theatre
Autherley Junction
This performance is part of the attractions to be
found at the Black Country Waterways Festival, IWA
National Waterways Festival & Boat Show to be
held at Penderford Park, Blaydon Road,
Wolverhampton on 23rd to 25th August 2008.
Entrance fee: £7.50 for adults on the day, £6.50
concessions. Accompanied children (u16) & carers
free. Advance ticket bookings save £1.00 Show
available only as part of the festival entrance fee.

Sunday 24th August 3.00pm D
IWA National Festival 08 - Main Theatre
Autherley Junction
Details as for Saturday 23rd August

Mikron Theatre Company
Marsden Mechanics, Peel Street, Marsden,
Huddersfield HD7 6BW
Tel/fax: 01484 843701
email: admin@mikron.org.uk
www.mikron.org.uk



Volunteer (In)activity & Bridge Plates

It's been some time since anything appeared in Pennine Link about HCS Volunteer Activities and the main reason is that there haven't been any.

For a couple of years now, we have been working on the West Side, carrying out painting of locks and oiling and greasing paddle gear. Unwisely, around October time we decided to respond to a number of complaints from boaters about un-greased paddle gear on the East Side and I approached the management about doing the work.

It transpired that we were not recorded on the BW database as a "Self-Certifying Organisation". A meeting was needed with BW's Health and Safety people.

The meeting was initially proposed for December, but postponed to January. In the meantime, the West Side took fright and suspended us from working. When the meeting came, we needed a few basic tweaks and additions, which were agreed by HCS Council within a few days and submitted. In late March, we finally heard that we were approved.

In all of this, everyone has been most helpful and done their job as they see it, but you can well see why any voluntary organisation can lose momentum, volunteers or funding while the process drags on.

If BW truly want volunteers they are going to have to put themselves out to welcome them on board. No broadly-based environmental organisations are going to stick around and go through a process of this length to work for BW for nowt.

Hopefully the recent appointment of a national Volunteer Manager may go some way towards speeding up the process.

We have recently managed to obtain some oil (and the necessary paperwork) and a couple of us have been out and oiled all of the manual gearing on the East Side, some of which was partially seized. If you were wondering, good old fashioned, long lasting, grease is a prohibited substance; hence we oil rather than grease these days.

Another issue that has dragged on is the production and fitting of Bridge Number Plates.

I remember having meetings with BW and visiting foundries etc. back in 2000,



*Paddle gear at Lock 10E in need of some TLC
(Thorough Lubricating Concoction)*

Martin Clark



Bob Gough

before the canal re-opened, and the first discussions of the idea may even go back to 1999!

A lot of time went into clearing the design with BW, following which we discovered that Listed Building consent would be required for many of the bridges. Much time was also wasted

discussing the idea of us fitting the plates and, inevitably, there turned out to be far too many Health and Safety reasons why this was not possible.

We discovered a producer of railway plates (Procast Ltd.), who already had a suitable pattern, but production was slow and painting took time. Finally, in 2006, we delivered a full set of plates for one side of all the bridges, East & West. Those on the West side were installed by BW over the Winter of 2006-07.

Towards the end of last Summer, I was approached by the West Side about the other side of the bridges. We are now delivering the last few plates of another full set and the West side have installed most of theirs as fast as we have delivered them. I am hoping that the East Side will now follow suit.

I apologise to anyone who wished to sponsor plates as I have lost track over the years. If you are still interested, please give me a call and I will try to make the arrangements (when the plates are fitted, in the case of East Side!)



Bob Gough

*... or even Trevor, Laurence and Crosland.
Anyway, much healthier gearing now!*

Trevor Ellis

Letter to the Editor

Dear Editor,

1. I have been a member of the Society for over 20 years. Until a couple of weeks ago, I had only walked along the canal, but then I took a short cruise along part of the East Side (to Lock 31E) with my three long-term boating colleagues. We were all shocked by what we experienced.

2. First, the good. It is, of course, wonderful that the HNC has been restored. It is a magnificent waterway, and all waterway-lovers deserve to be able to navigate it, rather than walk along a stagnant ditch.

3. However, the state of the canal is deplorable. Almost none of the paddles are greased; all the paddles need great strength to use; many of the paddles are simply not working; many of the pounds are shallow; the lock gates are creaking - we had to leave one lock leaking seriously at both ends. Naturally, we told BWB - but I have no doubt that the pound above that Lock (27E) would have been empty within an hour of our passage. In two days on the HNC, we passed only one moving boat.

4. This poor state has played its part in the vicious circle of: poor maintenance, few boats, little expenditure, no hireboat firms, poor maintenance; and so it goes round. I fear that I must put some of the "blame" on the Society: although I am a regular reader of the fine "Pennine Link", I would not have had the faintest idea - from reading the journal - that the canal was in such a poor state. It serves no purpose to allow ourselves to think that things are fine, when they clearly are not. Rather than leaving members in blissful ignorance, I firmly believe that the Society should be giving great publicity to the poor state of the canal, and asking members to do something about it. My friends and I are fearful that unless something changes, BW will one day come to say "Wow, the HNC costs us a bomb, and loads of the locks need replacing. How many boats actually use it?

Really - so few? Oh dear, I'm afraid we can't justify huge expenditure for so little return - we have no choice but to close down the HNC".

5. So, what do I think needs doing? First (as I say) let's be realistic about the state of the canal; second, if BW won't grease the paddles, do we have enough volunteers to "adopt" a few locks, and grease them regularly? (I know that I would be happy to do this if I lived closer); third, can anyone think of a way to attract either a hire company or a new marina, or both? Fourth, what about a rally? I can see the prodigious practical difficulties that a rally would entail, but I believe that desperate circumstances require original thinking. If Aickman and Rolt had let themselves be put off by administrative difficulties, we would not have any of our waterways left.

To sum up, it is time for action.

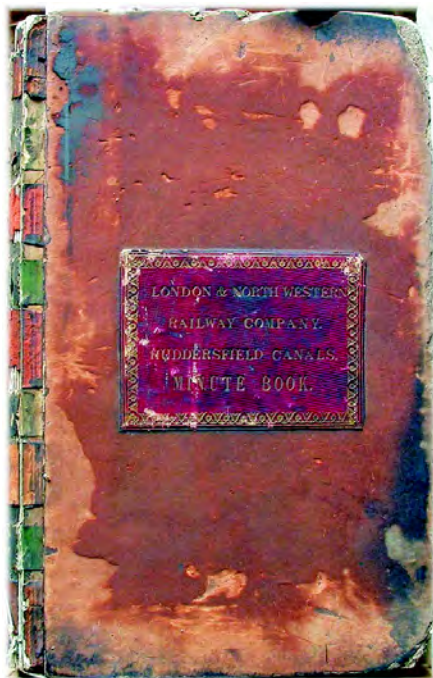
Roger Nuttall
Birmingham

Thanks for bringing this to our attention Roger, of course we are aware of many of the shortcomings relating to navigation and striving to put them right. We work closely with BW on these issues but it always comes down to one stumbling block. MONEY!

There is a substantial army of would-be volunteers throughout the waterway movement, but severely restricted due to our old friend, Health & Safety. BW are well aware of this and actively taking steps to allow more volunteer work to be carried out. Our own work team have been oiling the paddle gear down the East side recently, so I think that if you visit again this point should be resolved.

Letters like yours are used to reinforce the societies case for track improvements. It could become a vicious circle of poor experiences, less boats using it, the mindset of 'It's not worth doing 'cause it's not used' and so back into decline. Not if we have anything to do with it won't. Ed.

LNWRC Minute Book - Available for all



London & North Western Railway Company Minute Book Now available for all

Thrown out with the rubbish in the 1940s, a 150 year old minute book from the London & 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.

British Waterways Yorkshire's heritage advisor, Judy Jones, was torn between preserving this fragile and unique document and yet making it freely available for reference. The answer: the services of the Huddersfield Canal Society to make digital photographs of all 250 pages and then compile the text on computer.

Judy said: *"The minute book is an immaculate social history document which can now be enjoyed by everyone thanks to the work put in by the Huddersfield Canal Society."*

"We were thrilled when we received the book as it contains invaluable minute records about the Huddersfield Narrow Canal when it was under ownership of the railways from 1855-1869."

"We can learn so much about life on the canals from documents like this so we're really pleased to be able to add this to our own archive collection and now make it widely available to the general public."

Society Administrator, Dr Bob Gough and Marketing Officer, Claire Bebbington have spent over 120 hours producing this digital version and have made it available to download via the Society's website www.huddersfieldcanal.com/minutebook

Bob said: *"Thanks to Claire's touch-typing skills and a fair bit of deciphering of the hand-written script, we steadily worked through the document."*

"I was delighted to be involved in the project as I have always believed in making archive material freely available, especially if the original can be left untouched and preserved for future scientific study."

Whether you are researching family history or simply curious about life on the canal in the mid-19th century, it is easy to search the document and find references of interest; all without damaging the original!

The Huddersfield Canal Society was happy to support this project as part of its aim to promote all aspects of the Canal both ancient and modern!

Hollinwood Canal Society



The entrance channel into the new Droylsden Marina. The Ashton Canal runs across the picture beyond the dam.

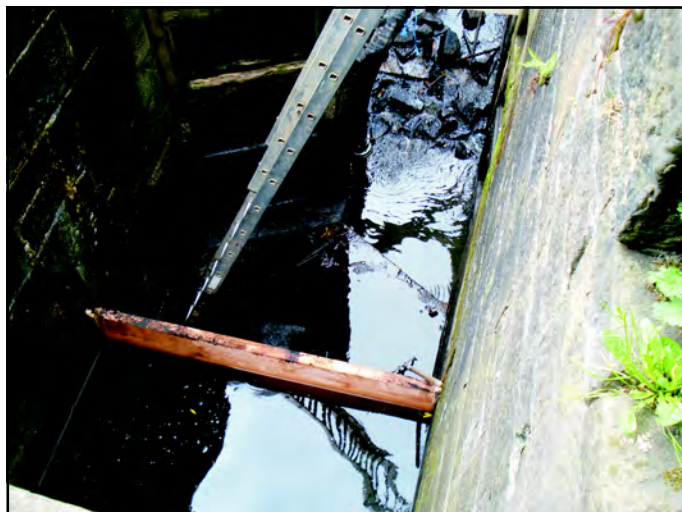


A small breach is made in the clay dam allowing water to trickle from the Ashton Canal into the new Marina.



The Canal's Cilly Season

Martin Clark



Lock gates maintain a water-tight seal by fitting very closely to the shaped stone work along their hinge line or 'heel' and their bottom edges against wooden blocks bolted to the lock structure forming a 'cill'. The position of the cill is often marked in paint to warn boaters to keep clear when descending a chamber; avoiding the risk of the stern being caught on the cill.

Recently, at the tailgate of Lock 13W, (*above*) the bolts securing one of the cill timbers came loose and as the lock filled, pressure of water under gate forced the cill block up and washed it several metres downstream.

The photo shows the position of the missing wooden block from the lower cill. The block was retrieved and can be seen propped against the stop planks which form a temporary dam, allowing the chamber to be drained and repairs to take place.

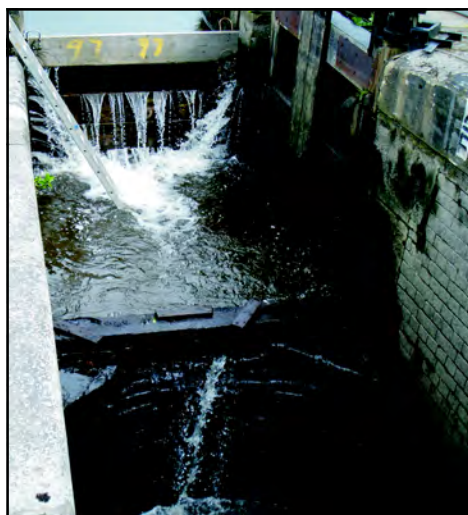
At Lock 17W, the top gate seal is made by thin piece of wood fixed to larger

wooden block. Recently, a boat left the lock while the pound above was low and with limited freeboard, accidentally caught the cill, breaking the thinner piece of wood (*below*), thus compromising the seal. Consequently the lock chamber would not empty easily (with water gushing under the gate) and more

seriously, a boat on its descent would be in danger of being swamped.

A similar problem happened with the upper cill of Lock 20E near Slaithwaite, also in June. All of these problems led to stoppages until the repairs were carried out by British Waterways staff.

Martin Clark



Martin Clark

Photographic Competition

*** CASH PRIZES ***

Alwyn Ogborn, our competition organiser, writes:

Welcome to the 2008 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.

From the entries, we will select 12, suitably seasonal, prints of the Huddersfield Narrow Canal for publication as a 2010 calendar.

Please encourage all junior members of your family and friends to take an interest in our waterways and submit entries; and remember, the Narrow can look great whatever the time of year!

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 24th October 2008

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
Transshipment 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.

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



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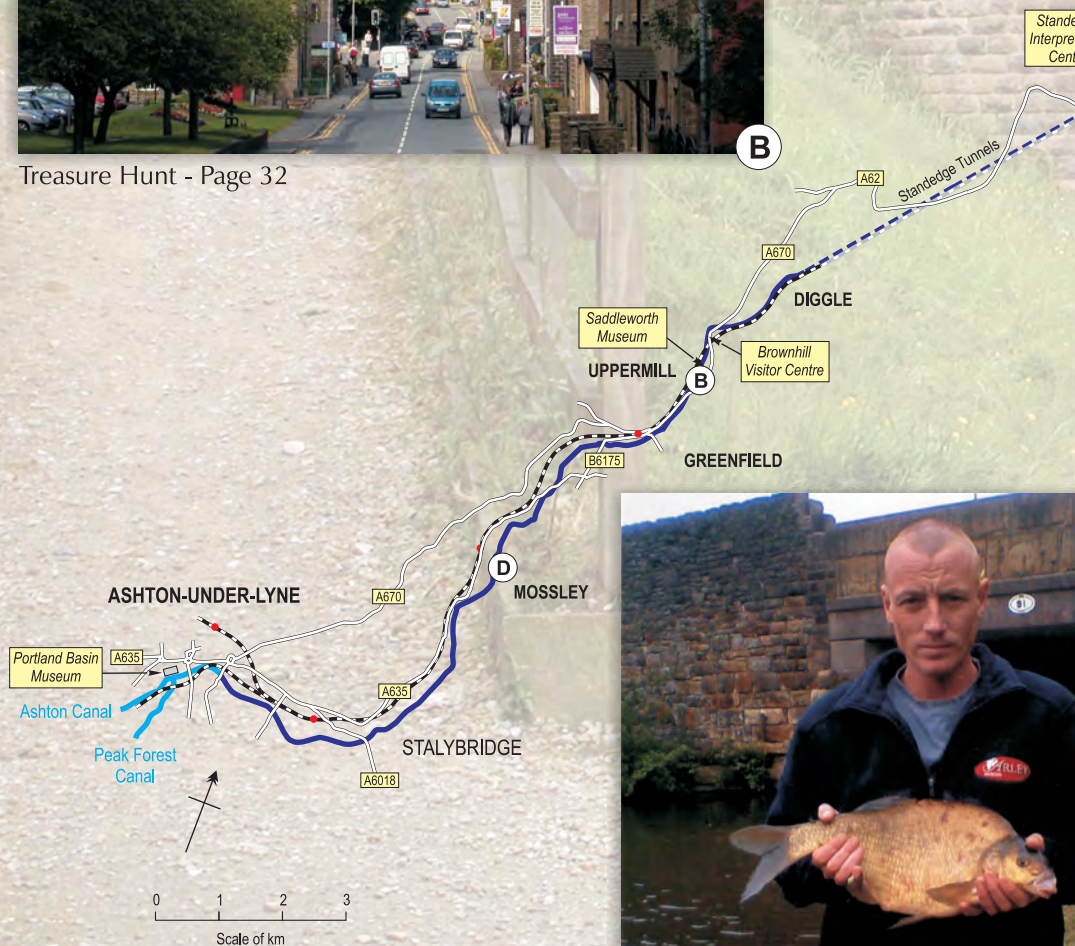
For a special occasion or simply a great day out with family or friends, hiring one of our self drive day boats is an ideal solution.

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

The Huddersfield Narrow & Broad Canals



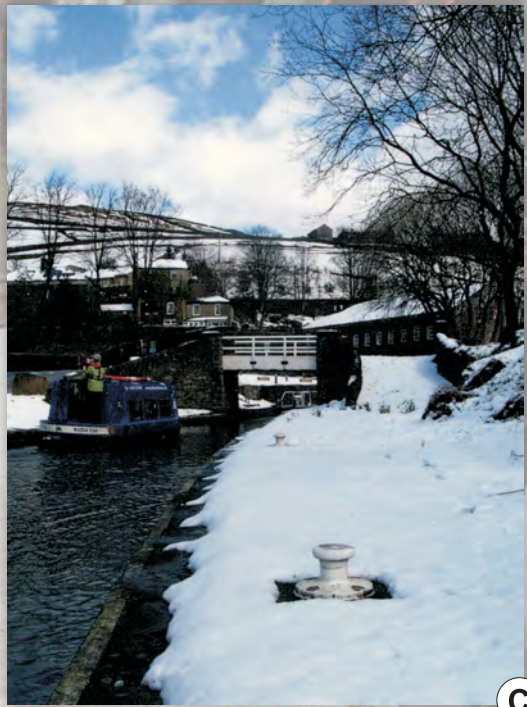
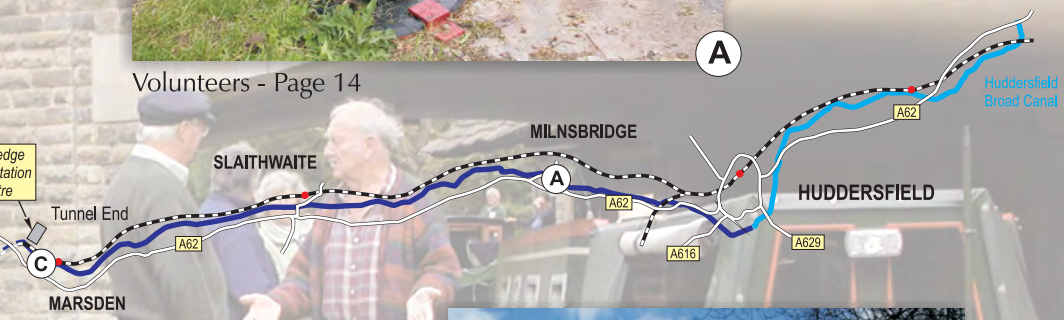
Treasure Hunt - Page 32



Fishy Stuff - Page 34



Volunteers - Page 14



News from the East - Page 10



C

D



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Principal: Malcolm D Allcard



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- RYA International Certificate of Competence & CEVNI
- RYA Diesel Engine Course
- MCA New Boatmaster Licence
- NCBA Community Boat Management Certificate

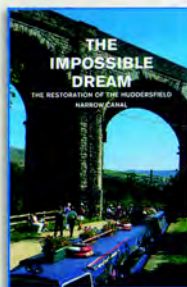
To discuss your requirements,
contact Malcolm or Alison on:

0845 6446332 (local rate)

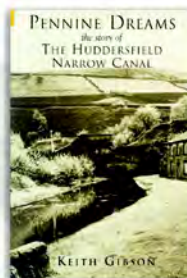
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Keith Gibson's account of the history and restoration of the Huddersfield Narrow Canal.

£16.99
plus £1.50 p+p



The original 1992 video commissioned by the Canal Society. A few copies are still available from the Society offices.

£10.99
plus £1.95 p+p



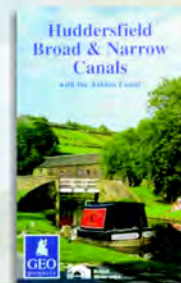
Keith Gibson's account of the history and restoration of the Rochdale Canal.

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

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

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All items available from HCS, Transhipment Warehouse, Wool Road, Dobcross, Oldham, OL3 5QR. Please make cheques payable to 'Loxvend Ltd'

The Story of DB1 (or Itchy Feet) Part 11

Not a lot to write about or show you at this stage. The running of electrical power and control cables is hardly riveting stuff, although time consuming since every wire is ferule numbered and recorded on a drawing. Joan has been able to apply more coats of paint during the periods of dry weather, but once again, not much has changed visually. The colours are the same, the quality of the finish improved.

The major work has been in the construction of the wheelhouse. (I've christened it Amy, after the singer, Amy Wheelhouse). It is now all assembled, apart from bits of trim and the inside roof lining. The hydraulic rams are piped up and the system filled with oil. As yet, the rams are not connected to the frame structure. Until I have them all working in exact unison, they will remain in isolation to prevent the wood structure from being ripped apart by unbalanced operation. There is a delay in getting this bit going due to yours truly connecting the pipes that should be feeding the bottom of the rams feeding the top. And visa versa. (A total lack of information and guidance from the suppliers, even though pertinent questions were asked. That's my excuse).

Progress has been made on several other fronts. The engine cover box that will be in the galley is now on sliders and rollers to pull out for engine service. More detailed plans have been made regarding the galley layout and fittings, with some parts obtained. The wiring mentioned above is heading for a battery of terminal blocks, at the bottom of the instrument panel/control box, next to the helm.

We continue to generate extreme interest from people passing by. All, I am pleased to say, complimentary. The common comments being, "I've watched it from the start", "where is it going to", "how will you get it there/over the fence, (too big for the HN but they don't know that)" and 'WHEN'. The answer being "This year"..

The picture shows a port side view with our present residence, Auntie 'B', in the foreground. I have now had Auntie 'B' for 24 years and she is obviously, at the moment, in great need of some 't-l-c'. A lick of paint there would work wonders.

Alwyn Ogborn



Canals in Ironbridge

I feel sure that most of you will know of Ironbridge in Shropshire, the home of iron smelting pioneered by such people as William Reynolds, John Wilkinson and Abraham Darby, who is the man who invented using coke in iron making. (And a few other illustrious names), but did you know that the area was well served by canals?

In the area now known as Telford, a complex network of 5 tub-boat canals existed from about 1788 onward. These were the Donnington Wood Canal, Ketley Canal, Shrewsbury Canal, Shropshire Canal and the Wombridge Canal. Because of the terrain, undulating land with steep gradients, tub-boat canals were chosen using inclined planes with either cradles or caissons running on rails, to take the place of locks, the lack of adequate water supply for lock use influencing this choice. The best preserved of these is the Hay inclined plane at Blists Hill, Coalport. Here there is a height difference of 207 feet between the Shropshire canal at the top and the Severn Gorge at the bottom, where goods were transhipped between tub boats and the barges on the river. Sadly, at the turn of the 20th century it became disused, the rails ripped up and associated buildings partially destroyed. Following the

establishment of the Ironbridge Gorge Museums Trust in the early 1970s, the plane was cleared and the rails replaced. Volunteer working parties from the Peak Forest Canal Society assisted with this work. It can now be viewed as part of the Blists Hill museum (*below*).

An 1809 map of the canals mentioned is reproduced opposite and a great deal more information can be found at www.oakengates.com/history. A visit is highly recommended.

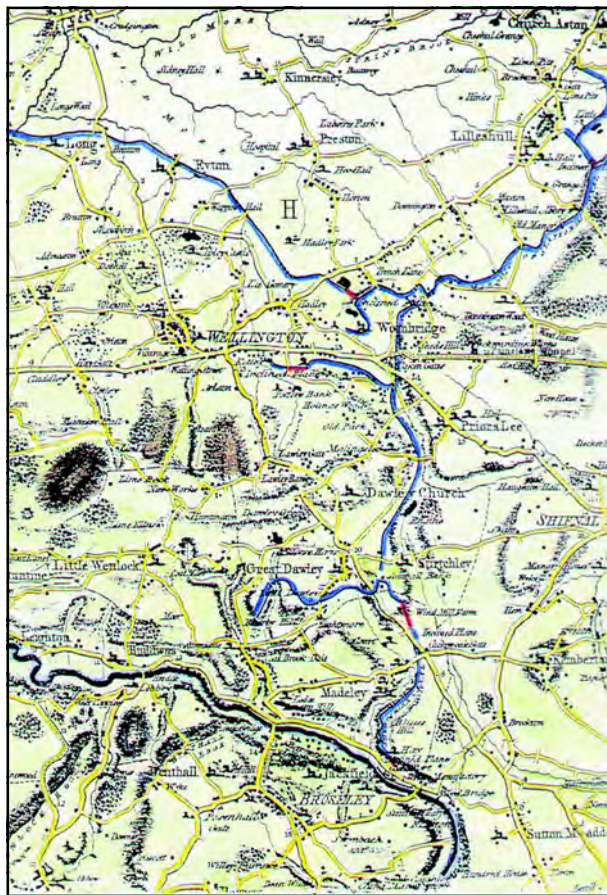
Ironbridge Gorge A blast from the past.

If heading down to beautiful Shropshire this summer, why not explore the Ironbridge Gorge? Ironbridge is five miles south of Telford Town Centre. The area really does have something for everyone. Ironbridge is an area of outstanding beauty and historical interest with excellent food and drink.



Members of a PFCS Working Party helping to replace the rails on the Hay Inclined Plane - April 1975

www.pittidixon.go-plus.net/tub-boat-canal



The Gorge is a World Heritage Site and is often referred to as “the most important industrial area in the world” and is known as the birthplace of industry. It was in Ironbridge in 1709 when the famous industrialist Abraham Darby perfected a technique for manufacturing iron using coke, this enabled the mass production of high quality iron. Although most of the heavy industry has long since gone, many of the historic buildings still stand.

Over the years, since closure and dereliction struck, nature has had the chance to re-establish itself with woodlands, once felled to provide wood

for the furnaces, and mines now regenerated. There are a number of beautiful walks around the Ironbridge Gorge and free maps can be obtained from the Tourist Information Centre at the Toll House on the Bridge itself.

The focal point of the Ironbridge Gorge is perhaps the Iron Bridge itself, which was the first bridge in the world to be constructed of iron. It was built in 1779 to a design by Shrewsbury architect Thomas Farnolls Pritchard and cast at the Coalbrookdale ironworks of Abraham Darby III. The bridge soon became a tourist attraction with people visiting from many countries, including artists, engineers and entrepreneurs. The Iron Bridge remains a powerful icon of the Industrial Revolution recognised across the world.

There are ten museums within Ironbridge Gorge, many with hands on activities for all ages.

The Coalbrookdale Museum of Iron tells the story of the area and its industrial heritage. This is a good place to start as it gives a good overall knowledge of the area and the historical heritage.

One of the most popular museums is Blists Hill, where a canal and inclined plane once connected to the river Sever. Set out like a Victorian town, complete with Victorian townsfolk walking around, the museum has many small shops and includes a public house

and even a bank where you can swap your modern money for old fashioned currency to use in the shops.

For those with children or just the young at heart, Enginuity is a great hands on museum. There are many experiments to try in the four zones – Materials, Energy, Design and Systems & Controls. You can pull a 5 ton locomotive, look inside everyday objects with the ‘x ray machine’ and control the flow of a river to generate electricity or flood a village.

There are a number of creative museums such as the Jackfield Tile museum and the Coalport China museum where as well as looking at exhibits and demonstrations of tile and china decorating there are plenty of opportunities to try the crafts yourself at the frequent ‘hands on’ workshop events.

Entry is pay on the door of each museum, or purchase a museum passport that works out at better value if visiting more than one of the more popular venues such as Blists Hill or Enginuity. The passport is valid for one year and you can visit each museum as many times as you like, so you have an excuse for popping back later in the year, Christmas is always a lovely time at Blists Hill.

The Gorge complex is full of places to eat and drink with plenty of good watering holes serving real ales and good food within walking distance of the Iron Bridge. There are a number of refreshment areas and restaurants within the museums and plenty of coffee shops and tearooms near to the centre of Ironbridge. Whilst in there it would be a



shame to miss out on Ely's, a bakery that is famous for its pasties and pork pies.

Whilst in the area the town of Wellington is well worth a visit where you can see the world's first cast-iron aqueduct. Built by Thomas Telford in 1794, it once carried the Shropshire Union Canal over the River Tern.

Travelling around the area couldn't be easier with the Gorge Connect bus service running between most of the museums every weekend and on bank holidays between Easter and October. The bus service also runs into Telford Town Centre and to the train station.

The Gorge Connect Bus Service is free for museum passport holders. Details and timetables are available from the museums but you can get a copy before you travel by calling Telford Travelink on 01952 200005. For the more energetic of you, bicycles and tandems can be hired from The Bicycle Hub at Fusion near the Jackfield Tile museum in Coalbrookdale.

More information about the area is available by visiting www.visitironbridge.co.uk and about the museums by visiting www.ironbridge.org.uk or by calling the Tourist Information Centre in Ironbridge on 01952 884391. For more information about World Heritage visit the UNESCO website www.whc.unesco.org

Left: The 'iconic' bridge at Ironbridge

Below: The view from the air

Alwyn Ogborn



Society Events for 2008 - Summer/Autumn

Dates for your diary:

There are still places available for the boat trip!

Sunday 20th July

Boat Trip - Still Waters

Boat trip on-board Tameside Canal Boat Trust's Still Waters along the Peak Forest Canal. There will be no refreshments on board, so don't forget your packed lunch! Please note: Due to the unpredictable conditions on the canal, the planned 3hr trip may have to be extended.

Time: 10.00am - 1.00pm

Cost: £2.50 per person

Venue: Portland Basin Museum

Turn up on the Wharf and pay on the boat.

Sunday 24th August

Treasure Hunt, Uppermill

In Uppermill village and along the canal from High Street to Wool Road. Test your

powers of observation and solve the clues to win some 'treasure'.

Time: 10.30am

Venue: Outside Uppermill Library to collect a Treasure Map from Society Administrator Bob Gough.

Thursday 18th September

Hollinwood Branch Canal

An update on restoration progress including the exciting new developments at Droylsden Marina by Society member Martin Clark.

Time: 7.00pm

Venue: Masonic Hall, Uppermill
A bar will be available. Parking is available at the rear of the building.

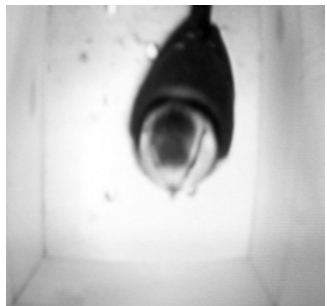
For further information, please call the Society on 01457 871800

Many crosses mark the spot in August's Treasure Hunt around Uppermill. Come along and pit your wits against the Administrator!



Bob Gough

Bird Box News



Members will recall the prospective tenant in our bird box outside the office ...



Satisfied with the accomodation, tentative nest building begins ...



But soon gathers pace with a great deal of rearranging and removal of unsuitable pieces ...



More structural activity and, it seems, with late leaf break from the surrounding trees (hence little food supply) the female is biding her time before egg laying



Two weeks later, the first egg ...



Then three ...



Then there were four ...



And then, sadly, abandonment ...

Despite an occasional visit by the same, or another bird, it seems the box has definitely been abandoned. The same thing happened last year when seven eggs were laid. It may not be that the parents were disturbed, rather they had a better offer elsewhere!

Bob Gough

Scales Tipped Again at Mossley Docks



Alwyn Ogborn

John Gibson with his prize Bream

Following my story about the massive bream caught near Waggon Road bridge 91, known by some as Mossley Docks, I witnessed the landing of another, rather large, such fish on Sunday 25th May. John Gibson, who lives in Mossley, was casting his line just in front of our temporary mooring outside our workshop and managed to hook the aquatic creature he is shown holding. He asked me if I would take a photograph on his mobile telephone of him holding the bream and since John had helped me with a little job earlier in the day, it was a fitting thank you to oblige. No keep net being available, it was released back into the canal immediately after.

The weight of the bream was estimated at 2 – 3 lb., and it bears out the reputation of this section of our canal as being a favourite spot for large fish. John's dad, Stephen, likes to fish for pike near here and the two other pictures are of pike caught within feet of where our boat is now, one from the towpath and one from the offside bank. Fearsome predators by all accounts, I am told they even take ducklings given the chance.

John says he fishes at this spot most weekends, alternating with the Diggle area, although I have no feedback of the success at that venue.

Alwyn Ogborn



Gibson Archive

John's father, Stephen, showing his success in landing impressive Pike



Gibson Archive

Wordsearchish 5



This Issue's Theme:

Towns and Districts alongside the Rochdale Canal

Solutions on page 46

All aboard Invicta!

For those of you who enjoyed Brian Badminton's reminiscences of the early days of the Society, you'll be pleased to hear he and Sue are touring England

aboard their narrowboat Invicta. They are keeping a diary of their adventures and you can follow them online at:
<http://brianandsuesukcanaltour.blogspot.com>

Jidoku 9

					L			
	C	R	T			L		D
T				D				
		D			B			J
		L	C		T	W		
J			R			T		
				T				L
R		W			C	J	B	
			J					

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.

***Jidoku Apology** - Last Issue we gave you the wrong answer to puzzle 8. Here is the correct solution; sorry for the error.*

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

"CBW" Stones - A Theory

This is an attempt to explain the "CBW" stones by linking together some pieces of circumstantial evidence and a bit of history.

I was intrigued having read the article in "Pennine Link", and having a copy of the Act, I decided to look at the reference of 11th. May 1837 to stones being set up.

This proved to be a red herring as the Act clearly refers to the setting-up of milestones and this would appear to be one of a number of cases of the Canal Company, in its early days, neglecting to carry out its obligations, presumably to save money.

What caught my attention was a couple of sections in the Act giving the Company toll-free access to the warehouses on Sir John Ramsden's navigation and even the right to maintain that section of canal should he fail to do so.

Perhaps this might go some way towards explaining why the (now disappeared) stones on the Broad Canal existed. Then it occurred to me that, with those at Lock 1E, the stones seemed to define the limits of the warehouse area – the missing one I recall near the old coal hoppers was at the side of a gate.

Thinking about the other stones, it would appear that most of them bear a relationship to former wharf or warehouse sites and this might go some way to explain why they seem to be in groups with long stretches of the Canal having none at all:-

The next one west from Aspley is just below the old Lock 3E, where there was formerly a large Canal Company

warehouse. Any "pair" to it will have disappeared under Sellers.

The two at Milnsbridge are either side of the old wharf area and the Factory Lane access. We need to be careful about the one at Lock 9E as it is in a wall that was rebuilt by one of the Community Programme schemes, as witness the pvc drains in it. This probably explains the stone's position at the bottom of the wall



– being "a nice big bit", they probably used it as a foundation! However, I doubt that it has moved far along the canal as they tended to use as much material from the site as possible.

Those near Lock 15W may well be an old wharf site, adjacent to the main road between Mossley and Greenfield, though

again the central one of these can't be guaranteed as it is located in a later, brick, wall.

Alwyn Ogborn's yard is part of the old "Mossley Docks" area. Sadly there is not a lot of original walling still standing around here, so this could be the only stone surviving at this site.

Grove Road is a known wharf and the stone clearly marks the eastern end of the wharf – again any "pair" to this stone will have vanished when the canal



around Lock 8W was infilled or when BW rebuilt the old coal yard as their depot.

If my theory is correct, it is possible to speculate on where there may have been others. Ignoring probable private or minor wharves; Slaithwaite (again probably lost when the canal was

infilled), Marsden (probably either side of Warehouse Hill, given what we now know about the history of Tunnel End warehouse?), Woolroad (one near the old drydock below Lock 25W and another disappeared in the former infilled section?), at least one more at Mossley, and a couple around Lock 1W and the former warehouse there would be my suggestions.

This "wharf" theory does require a few stones to have disappeared, but nothing like the number that would be implied by them being boundary posts, and it is possible to explain why several of them might have gone.

So what were they for? One of the more colourful bits of local history concerns the "Slawit Moonrakers", who were supposed to have used their moonraking to cover up the recovery of smuggled goods from the canal. This supposedly happened soon after the opening of the Canal, 1802 being the only suggested date I have found.

If this kind of thing was as regular as suggested by John Sugden in his "Slaithwaite Notes", then the Company would have needed to limit where such cargo could lawfully be unloaded – could the "CW" be "Company Wharf" or even "Customs Wharf"?

I prefer this to the "Canal Wall" theory, which always seemed to be an exercise in stating the obvious – surely they would have used "HC", "HCCo" or something similar? If the Company later gained "Bonded Warehouse" status for some of its wharves, could this explain the added "B"?

Trevor Ellis

Looking Back - Tameside Canals Festival '78

I have recently been given (lent) a copy of the very first HCS Tameside Canals Festival programme from 29th – 30th July 1978. Peter Freeman, one of the very earliest members of HCS and a member of that committee as Festival Co-ordinator, (*Chairman I suppose*), contacted me with the offer of using it for P'Link. With the sad demise of the Festival this year after a long and illustrious existence,

it seems fitting to include some re-prints from the pages of that programme. (Price 20p).

Included with the programme was a photograph, taken outside the Tollemache, of 9 members on the 1980 fund raising pub-crawl, all in traditional dress; Des Phillips being instantly recognisable!

Alwyn Ogborn

WHAT THE FESTIVAL IS ABOUT

Last September a successful Canal Festival was held in Huddersfield. This year a Festival is being held near to the other end of the Huddersfield Narrow Canal, at Tameside.

Why is the Festival being organised? Apart from hoping that you will enjoy yourselves and maybe raise money for Canal Restoration, the aim is to draw public attention to the Canals. These Waterways can be really marvellous assets for recreation and amenity - for anglers, boaters, walkers and those who just want to watch life and nature. They can provide a 'green finger' through built up areas. A navigable Canal benefits local traders and adds attractiveness to nearby homes.

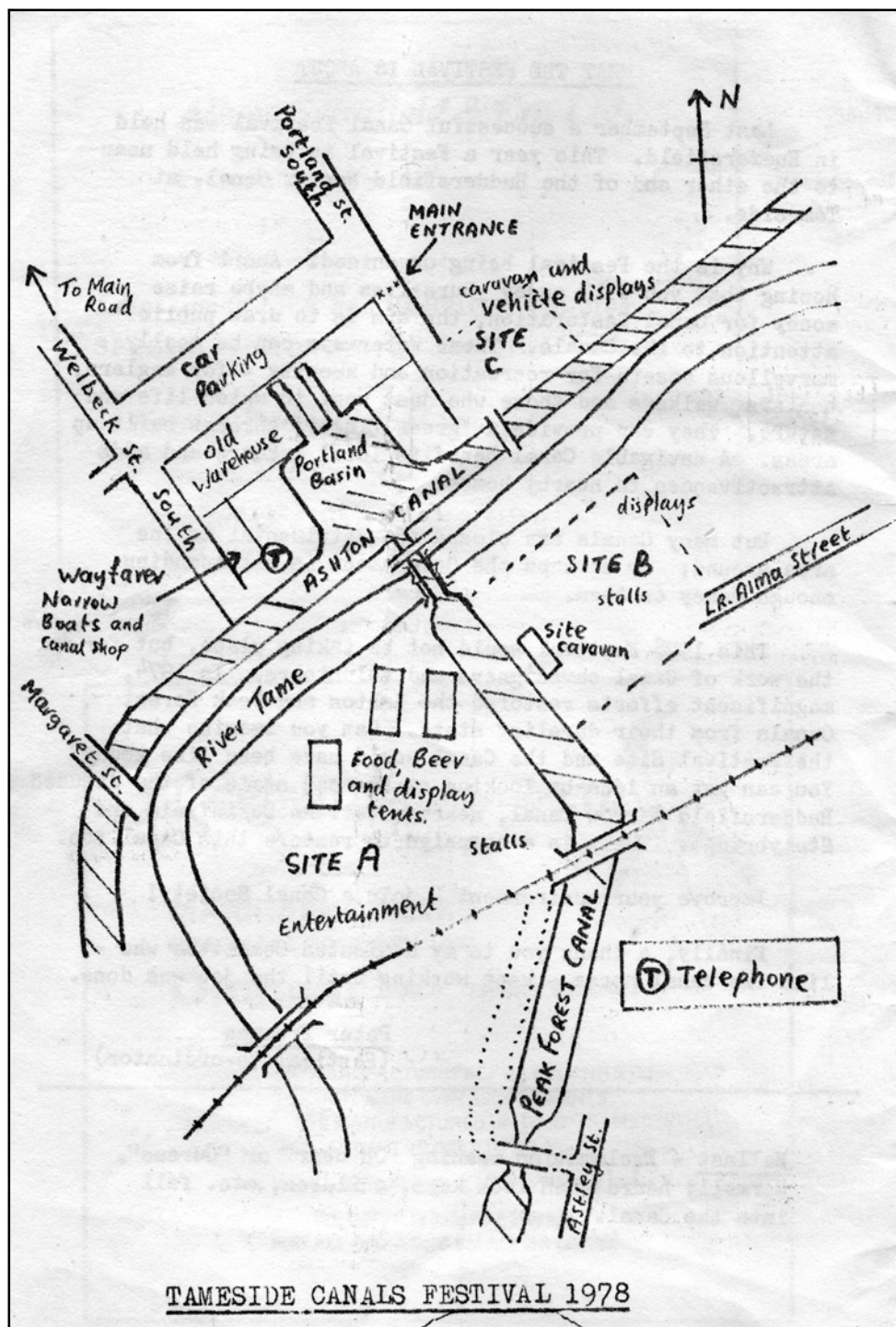
But many Canals are closed and detrimental to the area around; or perhaps the Government is not spending enough money on them.

This 1978 Festival would not be taking place, but for the work of Canal campaigners and volunteers. In 1974, magnificent efforts restored the Ashton and Peak Forest Canals from their derelict state. Can you imagine what the Festival Site and the Canal would have been like today? You can get an idea by looking at the sad state of the disused Huddersfield Narrow Canal, nearby, between Dukinfield and Stalybridge. There is a campaign to restore this Canal too.

Improve your environment - join a Canal Society!

Finally, a thank you to my dedicated Committee who - like the canal horse - kept working until the job was done.

Peter Freeman
(Festival Co-ordinator)



H UDDERSFIELD C ANAL

SOCIETY



If you walk away from the Festival site along the Ashton Canal towards Stalybridge, after about half a mile you will find the Canal blocked. This is the first lock on the Huddersfield Narrow Canal. This Canal climbs through Mossley and Saddleworth to Diggle, where it becomes the highest in Britain. At three and a quarter miles, Standedge is the longest British Canal Tunnel, linking Diggle and Marsden. After travelling down the Colne Valley into Huddersfield navigation becomes possible again at the Huddersfield Broad Canal.

There is growing support for the restoration to navigation of this Canal. In 1974, the Huddersfield Canal Society had to fight against filling in of the Canal. In 1978, positive proposals for restoration are being promoted. The Society has a very active committee and activities include publication of reports, Canal working parties, social meetings, Festival organising, proposals for a Standedge Tunnel trip boat, liaison with local authorities, other societies and local residents. Speakers can be provided for Meetings and a publicity caravan attends many events. For more information write to Les Winnard, 3, Fernlea Avenue, Chadderton, Oldham.



HCS - Tameside Festival Pub Crawl, c1980. Outside the Tollemache, Mossley. Left to right: Laurence Sullivan, Colin Chadwick, Jean Buckley, Chris Kelly, Jean Wrigley, Alex Davison, Peter Freeman, Rob Buckley, Des Phillips.

What the Papers Said

Huddersfield Daily Examiner

It was heartening to see the results of BW's annual wildlife survey with dramatic numbers of Kingfishers recorded. The Huddersfield Narrow at Standedge and Tunnel End reservoir were particularly good localities. Apparently, "In the UK the Kingfisher was the fourth most common bird sighting, behind the Mallard, Swan and Heron." (11/07)
The Coot and Moorhen were keeping their feathered heads down!

Winning three awards in 2007 (shortlisted for a White Rose Award, BW's Award for Excellence and Commended by Visit Britain in its Visitor Attraction Quality Assurance Scheme) the Standedge Visitor Centre was in bouyant mood for the 2008 season and Steve Hemmings, Leisure Business Manager, was confident Standedge was on the right track. With major events planned for each month of the season, there were intending "to go all out for this year's White Rose Awards" (14/02/08)

Wheelchair access, or rather the lack of it, to the towpath of the Narrow at Slaithwaite was highlighted when Terry Chadwick was unable to pass the 'A'-gates on his mobility scooter. The gates are designed to prevent motorcyclists travelling the towpath and Terry lacked a special 'handcuff' key which would have opened the side gate and allowed him access. He also tried the towpath at Linthwaite, but poor surface conditions forced him to abandon the trip. As a gesture of goodwill, BW sent Terry a key so he could enjoy the canal at Slaithwaite. (16/02/08)

As part of the planning application to redevelop Cellars Clough Mills, a purpose-built 'bat barn' will be constructed to re-roost a major colony currently in the roof of the mill buildings. Enjoying legal protection, every effort must be made by developers to minimise disturbance of bat colonies when undertaking such work. (23/02/08)

A revised planning application has been submitted to Kirklees Council by the developers of the Waterfront Quarter. Occupying the Sellers Engineers site, the scheme is notable for including the Huddersfield Narrow Canal. Proposals show the canal at street level with pedestrian access to/from Chapel Hill, linking in to the existing towpath to/from Manchester Road. Full approval has yet to be granted, but the scheme has a projected completion date of 2013. (23/02/08)

The Examiner was the first off the mark to feature the Towpath Guide with a full page article and picture. Being early March, our Administrator and author, Bob Gough, was well wrapped up and lucky to be photographed during a brief sunny spell between snow showers – not unusual for Tunnel End at that time of year. (06/03/08)

Oldham Advertiser

The nationally rare Floating water Plantain (*Luronium natans*) has been reinstated at Brunclough Reservoir after extensive repairs involving complete de-watering of the reservoir. The plant has also been recorded on the Narrow Canal at Slaithwaite. (07/02/08)

Our annual photographic competition was featured with full entry details and it is hoped this will encourage entrants to send in their pictures, improving on the numbers from last year. (10/04/08)

Protracted coverage of the Towpath Guide is a great advantage in marketing terms and the Advertiser waited until April to feature the book in their Saddleworth news section. (10/04/08) Later in the month, the Manchester Evening News gave a resume (26/04/08) and Waterways World's review was held over to the June edition which included a pointed comment on the paucity of boats on the canal and the disconcerting nature of the lack of text to guide the walker.

Oldham Evening Chronicle

As part of the gas testing experiments in Standedge Tunnel, John Lund, of Pennine Moonraker fame, piloted the diesel powered narrowboat Dizzy from Marsden to Diggle in a record time of 1hr 20mins; *(10 minutes faster than Woodward's motorboat on 25th August 1932 and 5 minutes faster than David Whitehead's legging record!)*. John was enthusiastic about the significance of his voyage: "My pioneering trip has got tremendous implications for the canal and its users". The results have led to BW trialing a scheme of piloting boats under their own power through the Tunnel – an economic system to be introduced next season.

(24/9/07)

Enthusiasm for Tesco's plan to transport wine across the NW using barges on the Manchester Ship Canal got a little out of hand with a correspondent suggesting (probably tongue-in-cheek) deliveries could be made to the proposed Tesco at the Knoll Mill/Frenches Wharf site. It took a letter from our Editor, Alwyn, to point out certain width restrictions on the Narrow! **(Oct 07)**

Anticipating our 2009 Calendar, the Chronicle reproduced Mark Curry's winning entry to last year's photographic competition showing a view of the canal in Slaithwaite. **(31/12/07)**

Last year's Rochdale Canal Festival ran for two weeks and the event at Failsworth Precinct was attended by the Society. Though the turn-out for that day was minimal, the whole event was deemed successful enough to reach the final of The Waterways Renaissance Awards 2008. **(07/02/08)**

Somewhat reminiscent of the Society's early volunteer efforts in Uppermill, the Hollinwood Canal Society working parties in Daisy Nook have been getting their fair share of column inches and pictures. Utilising labour from the Waterways Recovery Group and its own membership, the other HCS has been busy clearing vegetation and removing

damaging tree stumps from the washwalls. **(21/02/08)**

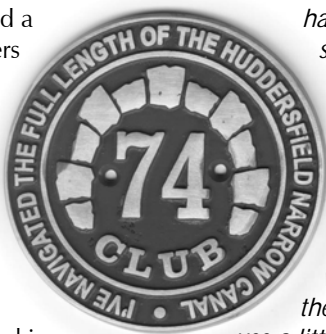
The Knoll Mill/Frenches Wharf development featuring a new mooring area for the Canal has been controversial from the start and guaranteed coverage in the Press. Most vocal in his objections has been Councillor Knowles, with the backing of several other councillors. Their main issue has been the proposed new Tesco supermarket which had been designed with little regard to the local vernacular and apparent disregard of the Public Enquiry Inspector's recommendations. However, members of the Planning Committee have approved the design and layout plans. **(Jan 08)** The mooring area was officially launched at the end of May with Phil Woolas MP unveiling a commemorative stone near the entrance. He and the invited guests had cruised aboard John Lund's Pennine Moonraker from Uppermill and certainly arrived in style. Unfortunately, the mooring area was promptly closed to canal traffic as work was due to start on the adjacent Marston's pub, making the area an operational building site and hence subject to strict Health & Safety regulations. The launch was publicly snubbed by the Greenfield and Grasscroft Residents Association who felt the launch was premature and purely serving the developer's house-building plans. **(30/05/08)**

Hopes were high for the Horse Boating Society's inaugural Standedge Tunnel Festival in May which coincidentally took place on the same day as the Society's Open Day at the Transshipment Warehouse. Wooden narrowboat Maria made a horsedrawn ascent of the Diggle Flight, prior to being legged through the Tunnel, and despite the inclement weather, drew quite a crowd of on-lookers. Guest of Honour Phil Woolas, MP was full of praise for the organisers and saw the festival as highlighting the potential for developing and regenerating the area. **(May 08)**

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

The 74 Club

The Society has commissioned a plaque to acknowledge boaters who have 'done' the Narrow. The plaque is available at £5.00 for members, £8.00 for non-members and £4.00 for non-members who join the Canal Society at the time of applying. Postage & packing is £1.00 per plaque.



Transit of the Standedge Tunnel is accepted as proof of navigation. Simply contact the Society on 01457 871800 or EMail hcs@huddersfieldcanal.com to request an application form or download the form from the website: www.huddersfieldcanal.com

The form includes space for boaters to comment on their experiences and all observations are forwarded to British Waterways. Here are some more of their recent comments:

BWB staff on East side very helpful and enthusiastic; ditto the two we met doing quick repair on West side. Canal may be

hard at times but no worse than some others 20 yrs ago. We look forward to coming again.

What a beautiful time and a challenge. All the way from Canada to enjoy this wonderful, amazing canal. ... most of all we are impressed with the friendly people and their pride in their canal. Could use a little dredging in places. BW workers a great help.

We greatly appreciate the efforts of the Huddersfield Canal Society members for helping to get this canal route up and running. We hope the Government financially supports the canal's future. It's unique and very much worth it.

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

A & J Littleford	DOCRERA
K & L Brockway	SUSSEX
L & J Hall	CORNWALL
B & J Price	CORNWALL

Solution to Wordsearch 5



Solution to Jidoku puzzle 9

D	J	M	W	C	L	B	T	R
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The Back Page

HUDDERSFIELD CANAL SOCIETY welcomes the following new members

2765 Mr Duncan Mackie,
2766 Mr Stuart Taylor,
2767 Miss Helen Chorley,
2768 Mr Mike Isherwood,
2769 Mr Frank Ockerby,

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Dr Bob Gough



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