

Pennine Link

Magazine of the Huddersfield Canal Society



Issue 164 Winter 2008

Huddersfield Canal Society Ltd

Registered in England No. 1498800 Registered Charity No. 510201

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

Pennine Link

Issue 164

Alwyn Ogborn



The winding hole/wharf at Mossley Bottoms just below Bridge 91 must be a favourite haunt for large fish; it certainly attracts the anglers trying to catch them.

On the 19th October, Vic Earlam (left) landed this Roach, which he said must be at least 2lb in weight. Living in Stalybridge, Vic fishes all the way along the Canal but he had only recently started to come to this spot. Previous fishing has concentrated down below Scout Tunnel where he reckons he has caught a trout, *(I thought these fish lived in rivers, maybe dropped in the canal after hooking in the nearby river Tame)*, and has seen a mink.

Alwyn Ogborn

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Cover: 'Autumn Gold'- Looking toward Lock 34E, Slaithwaite. Photo: Anita Crosby



Editorial

It's that time of year again, short days and inclement weather. There are compensations of

course. In this Issue, for example, are the results of the 2008 Photographic Competition. It is a pleasure to open the envelopes and see what comes tumbling out. I do get a few entries that, unfortunately, do not qualify since they may be of a river or stream that is not a navigation. Often good pictures, it is a shame to reject them. Ah well! *Rules is rules.*

What is a bigger shame is the fact that no entries were received from the under 16's. A clue as to why would be helpful.

As I write we have had a few mornings following nights of frost. The patterns created by frozen water droplets on the trees and fields create some spectacular scenery. Spiders webs are delicately decorated with myriad's of minute pearls of icy dew, just Mother Nature showing off, magic! So – now is the time to get your cameras out to take some seasonal shots for next year's photographic competition. Closing date to be announced.

Our local press round Oldham and Tameside seem to have had a 'Knock the Waterways' season. A number of highly critical articles have appeared, which, if you take any notice of, convince the reader that the Rochdale canal is about to close and is an open sewer, and that the Huddersfield is on the brink of being abandoned as well. **Rubbish.**

It is all down to the odd tale of woe, usually emanating from the uninformed and seized upon by reporters as hard fact. The problem is that such tales gather a momentum that outstrips all efforts to put the record straight.

A particularly vitriolic tale of woe was circulated by a Mr Chamberlain and printed in our last issue.

Mr. Chamberlain, a boater who traversed the HNC but apparently will not do so again, certainly raised a lot of hackles if our feedback is anything to go by. We have had a lot of response, some in writing but mostly by word of mouth and overwhelmingly against the stance taken in knocking the hard work and enthusiasm that resulted in this canal being re-opened. The general mood of condemnation is beautifully encapsulated in the letter by David Hunt printed on page 13. The spoken reaction is mostly not printable in polite society.

HCS work in close liaison with BW and we know that they are very well aware of the work required to bring the waterway up to a good standard. We also know that they would be delighted to be granted the funds to do this, but rather than receiving more funding, money has been cut back and has to be spread more thinly over the region. That is the management end. The workers on the track are equally committed to doing their best with the facilities at their disposal. A pride in the waterways that can do without the brickbats thrown by those who expect everything in the garden to be rosy.

I threw down the challenge for Mr. Chamberlain to become our fund-raiser

to finance the improvements he expects. Maybe that should be BW's fundraiser. He could go down to London to persuade the powers that be to stop throwing money at the Olympics and return it to funding the small charities etc., that have lost out to that junket. Try driving down the M1 and wait in a traffic queue from J10 for a few hours. The keyboard would be pressed into service then. 'Dear Government, all the trillions/zillions spent on our roads why _____' etc.

On the same theme, reproduced on pages 42-43, is an article from the Oldham Evening Chronicle that picked up on the 'knock the canal' season, sparked off by the above 'report'. My response, which was too long for the OEC letters page as intended (and would have lost the message if cut to fit), follows the article.

I must confess to being a little envious of the trip taken by our President and past Chairman, David Sumner and wife Diane to the Canadian waterways. The story will be told in three episodes, episode 1 starting on page 16. It sounds fantastic and since Joan and I are planning to go to stay with friends in Toronto next year, it may well be on the itinerary to go and have a look.

As mentioned by our Chairman, Neville Kenyon in his Report, transit of Standedge Tunnel is scheduled to be radically altered next year. Self-steer passage for diesel powered craft is to be introduced with certain rules and regulations attached. This is a giant leap forward and something the canal society has been angling to introduce for some time. The final details are still being sorted out and will be published as soon

as they are fixed. One of the proposals is to charge a returnable deposit when the transit is booked. £50 has been mooted and is intended to cover the safe return of loaned safety equipment and to ensure that boats turn up on the allotted day and do not waste BW staff time by not being there. I can agree with that, seems like a good safeguard for efficient use of resources. We are indebted to Keith Noble for his dogged pursuit in getting this welcome change of policy.

Would you like more social gatherings?

Our publicity officer, Claire Bebbington, organises a range of activities throughout the year, the details of which are published in Pennine Link. As you will have seen in the last edition, Joan and I won the prize in the treasure hunt in and around Uppermill and have enjoyed other events throughout the season. It would be nice and encouraging to Claire to have more member participation, so let Claire know what you prefer, i.e. social gatherings, competitions, talks etc., and watch out for the social event list in the next issue.

For those of advancing years, (like myself), I believe that there is a new high-speed stair lift on the market. It gets you there before you forget why you set off in the first place.

All that remains is to wish every reader a Merry Christmas & Happy New Year from everyone on HCS Council.

Alwyn Ogborn





Chairman's Report

Standedge Tunnel Transit

As most readers will know, transit of the 3½ mile long tunnel has been available for only

two days each week – Wednesday and Friday – for the last two seasons. This restriction obviously inhibits some boaters from using our canal when non-restrictive cruising is available elsewhere on the network. In addition to the closure for five days every week, there is no opportunity for boaters to navigate their own craft through the tunnel.

From the time of restoration, British Waterways, in the light of health and safety reports at the time, decided to procure “pods” which are battery operated passenger tugs. These are used for towing boats through the tunnel when boat crew members leave their vessels and are accommodated in the pods. The transit takes about two hours and up to four narrow boats at a time are taken through – one direction in the morning and the other way in the afternoon.

A Breakthrough?

At a recent meeting called by British Waterways Yorkshire, the small but vocal Standedge Supporters Group were told by Laurence Morgan, the region's General Manager, that the tunnel would be open for more than two days a week from next season! He would not commit himself to the actual number of days but it could be up to five, including Saturday. In addition, gas and other safety tests had made it permissible for boaters to navigate themselves through the tunnel under their own steam. Some such passages had already been made successfully.

This is indeed good news for the Huddersfield Narrow and the new regime will come into force largely through the campaigning of your Society. This has been energetically led by HCS Council Member, Keith Noble, and we are grateful to him for his tireless work in helping to convince BW of the viability of self-navigation through the tunnel. There are still some obstacles to overcome but the signs are very positive and we are all encouraged to believe that tunnel transit will become an increasingly easier prospect.

This is an important breakthrough for our Society and one that will hopefully attract more boaters to enjoy the benefits of the waterway.

Manchester's Countryside

There is a new initiative in the North West with the purpose of promoting the many attractive areas within Greater Manchester but outside the central conurbation.

A meeting was held in Bolton in early November with the object of attracting businesses and leisure groups to support the enterprise. The towns of Wigan, Bolton, Bury, Rochdale, Oldham, Salford and Tameside are already involved and as our canal goes through Tameside and Oldham our Marketing Officer, Claire, and I decided to take part in the conference.

It is interesting that in all the towns represented there is an important canal presence. Each local authority gave a presentation and later each group was invited to plan an imaginary three day holiday break within the Manchester's Countryside area.

Even those of us who are local to the vicinity were surprised at the potential for leisure enjoyment within this traditionally industrial region. The surrounding



Disconnected Jottings

Notes about the national waterway restoration scene

At last, here is a good news column. After the pessimism of recent reports of waterway funding cutbacks, this issue's *Disconnected Jottings* is all good news.

Manchester, Bolton & Bury Canal.

Congratulations are due to our near neighbours, the Manchester, Bolton and Bury Canal Society, following the celebration of completion of the first major restored section of that canal at Middlewood in Salford on 19th September.

countryside is quite spectacular and this together with the fascinating industrial heritage makes this area well worth visiting.

As many of our members live miles away from our waterway, I thought that perhaps they should be made aware that this region is a lot more than an industrial waste land! And there are loads of waterways to visit! Check for yourself at:
www.manchesterscountryside.com

The work goes on

So I am pleased to be the bearer of good news for HCS! Our regular meetings with the local authorities and British Waterways continue to be held in a positive atmosphere. Although we are a voluntary group, we are held in high regard by our professional partners and are offered unflinching co-operation. I thank them, our members and our staff for their support.

Christmas and New Year greetings to all involved in the Huddersfield Canal Society!

Neville Kenyon

This was, perhaps, the most difficult part of the canal to restore and it is certainly one of the most significant sections including the connection via the River Irwell to the national waterway network followed immediately by the new Margaret Fletcher Tunnel under the Salford Inner Relief Road and the Manchester-Wigan railway viaduct.

Before her untimely death, Margaret was, of course, the chairman of the MBBC Society and she had been actively involved in negotiating the redevelopment of this area to include the rebuilt canal and the provision of the tunnel as part of the construction of the relief road.

After the tunnel, the scheme includes a new deep lock – the third deepest on the BW network - that will replace the original Locks 1 and 2, two circular basins and the restoration of the original lock 3. Having cost around £5.9m, this short new length of canal will form the centrepiece of the Middlewood redevelopment scheme and, it is hoped that future redevelopment will, in time, allow the infilled canal beyond to be rebuilt.

Droitwich Canals.

A week after the ceremony in Salford, the restoration of the Barge Lock was celebrated in Droitwich Spa. Part of the much larger scheme now underway to bring navigation back to the Droitwich Junction and Droitwich Barge canals that, jointly will restore the link between the Worcester & Birmingham Canal and the River Severn, the Barge Lock is in the town of Droitwich at the connection between the two canals via the River Salwarpe.

The Liverpool Link.

Some of the barriers that screened the construction of the new Liverpool Link Canal from public view, earlier this year, have been removed, revealing the southern part of the new canal at the Pier Head between the Three Graces (the Liver, Cunard & Port of Liverpool Buildings) and the river Mersey.

The new waterway is surrounded by high quality paving and an area to stage events and construction continues elsewhere on its route. The complete link between the end of the Leeds & Liverpool Canal and the Albert Dock is expected to be opened in Spring next year.

The Bedford to Milton Keynes Link.

I have wondered how progress would be made on the proposed new waterway connecting the Grand Union canal at Milton Keynes with the River Great Ouse at Bedford and now comes news that Bedford Borough Council has agreed to a deal that will see a 1½ mile-long section of the new channel cut near the centre of the proposed canal alongside the A421 road. This road is being made into a dual-carriageway connecting with junction 13 of the M1.

Balfour Beatty, the contractors, are being allowed to dig clay from council-owned land to use in road embankments and, in exchange, they will create a new lake. The area that will be used for the import and export of soil for the road works will not take up the approximately rectangular or round shape that is normal in such projects, but will occupy a remarkably long and narrow space. This will be cut to the profile required for the new canal and will remain ready for service as part of the new canal when the road works are finished.

As part of the new road works, the Highways Agency has also agreed to provide a navigable tunnel as required for the new canal under the widened road.

Northern Canals Association meeting.

You may have seen reports in the national waterways press of the Northern Canals Association meeting held at Moira on the Ashby Canal.

I was particularly impressed by Leicestershire County Council canal project officer Geoff Pursglove's account of the six-year-long process by which the Council had obtained approval under the Transport and Works Act to rebuild the Ashby Canal from its current terminus at Snarestone to Measham.

Land has now to be acquired and the money found before serious work can begin, although preliminary works are expected to start at Snarestone next year.

Although I have followed progress on the Chesterfield Canal as a member of that Canal Trust, I had not appreciated how significant current developments are with the works. Especially with those commencing on the proposed new terminus on the River Rother in Chesterfield. At the same time, five new bridges are being constructed and nearly a mile of infilled canal is being re-excavated in the Derbyshire section of the canal.

Depending on the weather, I am walking part of the canal with Keith Ayling, the Chairman of the Chesterfield Canal Trust, a couple of days after I write this. If we see any of this new work I will report further in the next Issue.

The Grantham Canal.

It has just been announced that the Inland Waterways Association has stepped in

with a £175,000 funding plan to save Woolsthorpe Top Lock on the Grantham Canal from closure following the partial collapse of the off-side lock wall last year when British Waterways, lacking the money to repair the lock, had proposed to fill it in.

IWA have offered to use a legacy given to the Association to pay for the repair of the lock and, together with the Grantham Canal Society, they have found additional grants from the Lincolnshire Waterways Partnership and the East Midlands Development Agency to provide sufficient funding for the work to go ahead. A contractor has been appointed and work should start shortly.

Heritage Partnership Agreements.

As a former local authority historic buildings conservation officer and a member of the Institute of Historic Building Conservation, I was interested in an article by British Waterways' conservation officer Judy Jones in *Double Nine*, the Pocklington Canal Amenity Society's magazine.

The Pocklington Canal is the subject of a pilot project as part of English Heritage's preparations towards the new heritage protection scheme. As Judy says, the current system of Scheduled Monuments and Listed Buildings and the different regimes for approval of any proposed works can be confusing and overly-bureaucratic.

Assuming new proposals before Parliament become law in 2010, Listed Buildings, Scheduled Monuments, Historic Parks and Gardens and Historic Battlefields will all be referred to as Heritage Assets and a unified procedure for obtaining Heritage Asset Consent for proposed works will come into force.

To clarify and simplify arrangements on larger sites, owners will be encouraged to enter into Heritage Partnership Agreements with the local authority and English Heritage. These agreements will describe the asset in some detail and set out an agreed maintenance regime that will in some cases effectively give prior approval to minor works that can then be undertaken in a specified manner without the need for repeated applications for consent.

Benefits of the agreements are seen as bringing clarity to works that will be acceptable, agreeing specifications of such work and reducing the time and bureaucracy involved. A pilot project is being selected to trial these new partnership agreements in each of English Heritage's regional offices.

In the Yorkshire region, the Pocklington Canal was chosen as a site of suitable size for a trial and because of its mix of scheduled monuments and listed buildings that also has nature conservation interests.

A draft document has been prepared initially by British Waterways describing the heritage assets of the canal and creating what is described as a traffic lights system to make clear that works require consent (red), clearance (amber) or are permitted (green).

If this pilot scheme is a success and assuming there are no hiccoughs in the adoption of the new procedures no doubt British Waterways will wish to follow it up by agreeing Heritage Partnership Agreements for other waterways.

Keith Gibson

News from the East

Well, another one bites the dust, season that is, and this year a massive 'thank you' to one and all for all the help, fun, training and socials; you've come up trumps with helping to keep the 'Shuttle' in the public eye, and having a good time as well.

Quite recently we've had a naming ceremony and a wedding in conjunction with British Waterways, and this year's manager James Dean, has been very good at including us and advising us of all these events. So, thanks to James and everyone we've worked with. It has been a very successful partnership.

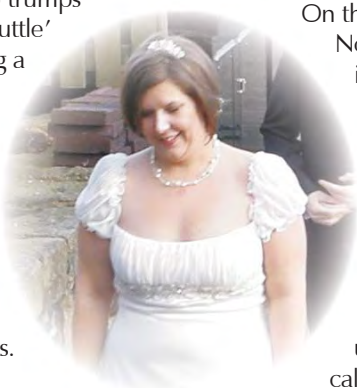
To go back to the wedding; our little Shuttle had pride of place at the front with the Bride, Groom and related guests, while the remaining guests followed along in BW's

tunnel boat. The tunnel boat also did a couple of trips into the Tunnel for the guests.

On the weekend of the 15/16 November, the Shuttle had an impromptu trip down the canal almost to Lock 42E.

By whatever means, someone untied her and took her down t' cut, with no power, steering, lights or caring volunteers; that must have been quite scary for her! She was, however, unscathed and Fred Carter called for re-enforcements in the shape of Ronnie Rose and returned her to her mooring.

We've already started our walks for the Winter. A grand total of four of us turned out on Remembrance Sunday (yes, it was advertised in the last edition) and took a



Some delicate manoeuvring required; Boat, Bride and Groom as they embark at Lock 42E

walk to Wessenden Reservoir (*right*)
 However, it was very enjoyable; good company, very colourful late-autumnal scenery, howling wind and especially wet rain - though luckily at our backs on the homeward stretch to Marsden car park.

Now one last thing, the end of season 'do' at the Tunnel End public house. With 35 members and guests, it was well attended and a very successful affair, especially as there were many faces from the past in attendance. Of particular note were Mo O'Neil and Andrew Broadbent, visiting from the States (Mo was a previous Boat Co-ordinator and one of the reasons I'm now involved with the Shuttle). They came along with Andrew's father, Dennis, who, as member 0003, is one of the founder members of the Canal Society. Dennis isn't well at the moment, so I'm sure you'll all give him some good thoughts along with his wife Betty, Andrew and Mo.

I shall wind this up now by wishing you good health over the winter, good wishes



Braving the elements at Wessenden Reservoir, left to right, Julie & Tony Zajac, Andrea Fisher and Bob Gough (behind camera!)

for the Silly Season (*bah, humbug!*) and look forward to seeing you next season.

Andrea Fisher
 Boat Co-ordinator

We are very sorry to report that since Andrea wrote this piece, Dennis Broadbent has passed away. The Society extends its deepest sympathy to Betty and the family, and is saddened at the loss of one of its staunchest supporters.

HCS



All arrived safe and well; and to the Visitor Centre on time!

Andrea Fisher

Letters to the Editor

Dear Editor

Further to the various remarks about the state of the Huddersfield Narrow, after nearly thirty years' residence beside it and a little participation in the restoration, as well as long-standing membership of the society, I finally travelled the length of the canal by boat. In September a large and varied family crew, mostly fairly experienced boaters, took a Shire cruisers boat round the South Pennine Ring. Critics should undoubtedly try the Rochdale.

Yes, we did scrape along the bottom below Milnsbridge, but we never actually stuck. One of our twenty-somethings worked the guillotine lock and made no comment (the things he said about the Rochdale locks in Manchester are not fit for publication). We were, perhaps, lucky but we did the whole length to Ashton with only one carrier bag round the prop. Fred whacked us into the brickwork going through the tunnel, and we kept the piece of brick to show Shire so they knew who to blame for the state of the paintwork, but the BW crew were friendly, helpful, and above all, on the spot.

On the Rochdale, I had to leave the boat at Failsworth, after the worst day's boating ever, and yes, we have done the horrible Coventry branch. We took a whole duvet off the prop in Castlefield basin, and subsequently there was someone down the weed hatch in every lock. One lock gate simply refused to close and we had to wait while the only lengthsman left what he was doing elsewhere and came to clear it. We went aground completely in a bridgehole, and no amount of mathematical ingenuity, naval expertise or help from passing youths could shift us; the same chap, summoned again after we had given up and put the kettle on, let water down from above. All this as well as shallows, heavy paddle gear, and an astonishing range of trousers, rope,

a tent, the inevitable carrier bags and weed. I gather it got a little better over the summit, but the remaining crew were not impressed.

Ruth Gilbert (0698)

Marsden, West Yorkshire

Thank you for taking the time to write Ruth. As you indicate, plenty of waterways are much worse than ours. Ed.

Dear Sirs,

It is not often I am moved enough to write to newspapers or any other publications for that matter, but I was so incensed to read Mr Chamberlain's report on his trip over the HNC that I felt I had to express my own feelings.

Clearly Mr Chamberlain has spent his life writing reports. No doubt if his Sunday dinner isn't to his liking he writes a report to his wife stating how overcooked the beef was, or how underdone the Yorkshire puddings.

If he expects to navigate any inland waterway without getting his prop fouled, or grounding, or grazing his paint on a lockside, then he ought to give up boating altogether.

We navigated the HNC in 2004. OK, we grounded once or twice, but had no problems mooring close to the bank, but most of all we found the whole experience fantastic, and a wonderful tribute to those who against all the odds, succeeded in getting this canal reopened after years of abandonment, and indeed, partial obliteration.

I think the inland waterway network can do without Mr Chamberlain and his like.

David Hunt (2729)

Yelden, Bedfordshire

Spot on David. See my editorial. Ed.

As members may recall, Mr Chamberlain said he had also sent his report to British Waterways. They have responded to him personally, and have sent the Editor a public response, which we are pleased to publish.

Dear Editor,

**RE: Issues on
Huddersfield Narrow Canal West**

I have read and enjoyed the Pennine Link magazine for many years now and have always found it both informative and well balanced. I am afraid that I cannot say that I feel this is true of an article in the last issue. I was somewhat surprised to read the damming report on the state of the Huddersfield Narrow Canal.

I was sorry in particular to hear about the problems that one of your correspondents experienced when boating along the Huddersfield Narrow Canal. British Waterways is committed to meeting the expectations of our many visitors, and customer feedback helps us to improve standards across the canal network.

We are aware that there are a limited number of secluded moorings in some areas of this canal and as a result we have a number of proposed initiatives to improve this situation in the future. I was disappointed to hear that this particular visitor had an unpleasant experience in Stalybridge and that they were kept awake until the early hours. The moorings adjacent to the Tesco store have proved to be a very popular location and many people like the convenience and safety this location offers; however for those wishing for a more secluded location, moorings are available below Locks 4W and 5W and at the facility block above Lock 8W.

With regards to the problems encountered whilst attempting to moor at Roaches Lock and Uppermill, I have asked the local

supervisor to investigate the points that have been raised. Both of these sites are very popular mooring locations and have been the home to a number of successful boat rallies. I do accept that a gang plank may be needed on occasions and as such, we will review the area to ensure that no obstructions are impeding access to the bank.

I can assure you, we endeavour to make all of our canals as user-friendly as possible. Unfortunately, when maintaining structures in excess of 200 years old, it is the case that works are constantly required. Likewise, this canal has over 290 paddle mechanisms (in a little over 20 miles) which must be maintained in compliance with heritage standards. However, I am pleased to hear that the British Waterways operatives were able to repair the lock with the minimum of delay.

Once again, I am sincerely sorry that the Huddersfield Narrow Canal did not meet with expectations. I would like to thank all persons again for taking the time to provide feedback on their experience and hope that this experience has not deterred future users from visiting other newly reopened canals, which can be a challenge but one we feel is well worth the effort.

I hope that the above addresses some of the issues that were raised in your magazine and would encourage any person with concerns or comments to contact British Waterways by email at, enquiries.northwest@britishwaterways.co.uk or by writing to us at: North West Waterways, British Waterways, Waterside House, Waterside Drive, Wigan, WN3 5AZ.

Yours sincerely

Iain Weston

BW North West Maintenance Manager

Thanks, Iain, we appreciate you do your best with limited resources. Ed.

Hollinwood Canal Society

Photos & text: M Clark

In November members of the Hollinwood Canal Society took a boat ride from Ashton to inspect the new section of canal that has opened in Droylsden. The new canal is made up of the first 175 metres of the Hollinwood Branch plus a new marina basin. Eventually there will be housing and commercial developments around the basin. The trip was so popular that it was repeated two weeks later so that more members could share the experience!



Above: Entering the new stretch of the Branch canal...

Left: Is this as far as we can go? Manchester Road Bridge is visible a short distance ahead, behind the vegetation.

Below: Society members gather on a pontoon in the new marina. Droylsden Library can be seen in the background.





Meanwhile, in Daisy Nook ...

Repairing the wash wall on part of the Fairbottom Branch in Daisy Nook Country Park. The big stones that have slipped into the canal have been retrieved and are about to be put back into position on the towpath edge.

So just how do they move those heavy stones back into the exact place? With levers and ropes and plenty of people to lend a hand!



3,500 Miles to Peterborough

Our President, David Sumner takes an alternative journey from Manchester to Peterborough in September 2008

I last cruised the river Trent, travelling with friends at the time, some twenty-five years ago and the river Severn in the seventies.

My latest voyage was also on the Trent and Severn but somewhat farther away. Arranged whilst walking in the Trossachs in 2007, it was suggested by our Canadian friend in response to my idea of him forsaking his 24 foot sailing dinghy and coming for a Summer holiday on the English waterways. The tables were turned somewhat, resulting in us going for a waterway holiday over there instead. The crew (*below, left to right*) consisted of my wife, Diana, Ralph Grabenheimer from Toronto, Careen Benjamin (Diana's life long friend from Glasgow) and me, cameraman!

Same names but different country, the Trent-Severn Waterway links Lake Ontario or more precisely Bay de Quinte in Ontario with Georgian Bay which is at

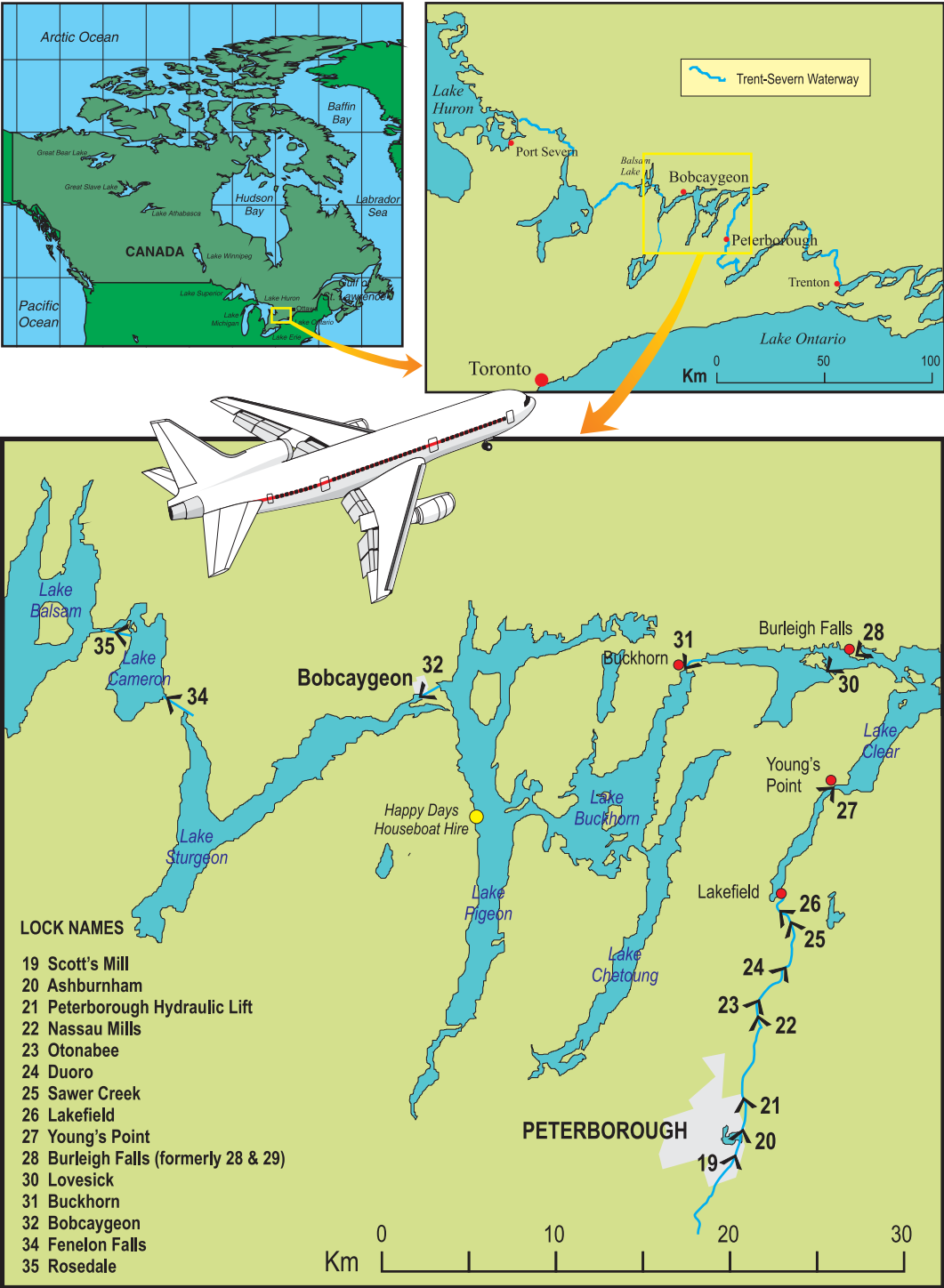
the eastern side of Lake Huron in Canada. It is 240 miles in length, has 45 locks and, like the Huddersfield Narrow Canal, is a waterway with a summit roughly in the middle. There the similarity ends. This waterway, built to ensure adequate water supplies for log drives and milling, has a gauge of 32.5 feet and lock lengths are 127 feet. It has two lift locks - more about that later - and lock depths (lift heights) vary from 4 to 28 feet, excluding the lifts and a marine railway which enables boats to traverse a 57 foot change in height on a 600 foot railway.

The waterway rises some 600 feet from its eastern end into the granite of the Canadian Shield and descends 260 feet through limestone to Port Severn on Georgian Bay. We began our holiday from a boat hire base on Lake Pigeon, dropped down to Peterborough then retraced our route through Bobcaygeon and onto Lake Balsam and back to Lake Pigeon (*see map opposite*).

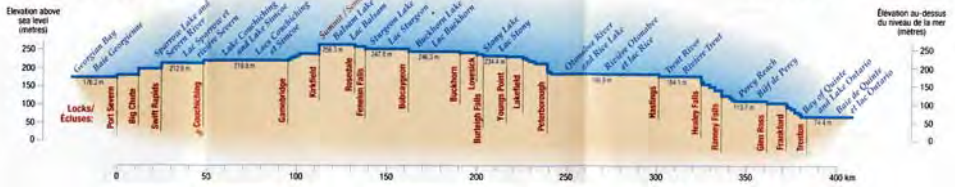
To arrive at our boat we flew to Toronto with Thomas Cook (a week after our



Location Maps of the Trent - Severn Waterway, Central Ontario



Profile of Trent-Severn Waterway



Profil de la Voie-Navigable-Trent-Severn

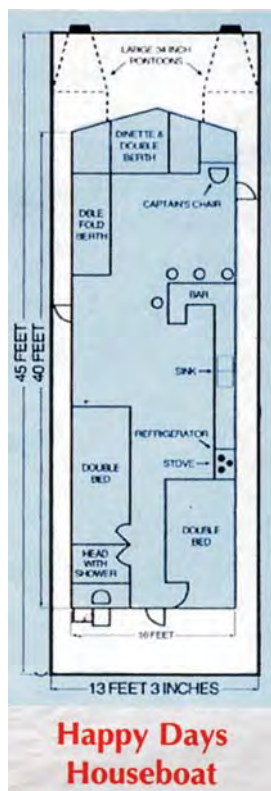
cancelled) and Ralph met us at Lester B Pearson Airport at 8pm. He then drove us all to board at 10.30pm (or 3.30am our time).

Ralph, now domiciled in Toronto, and Careen had brought all the provisions for the boat including bedding, waterproofs and food. Smoked salmon and bagels were the usual fare with fruit juices and bottled water. It is illegal for the crew to consume alcohol whilst underway.

Our boat (*below*) was hired from Happy Days House Boats with their base at 5 Colony Road, Bobcaygeon, Ontario. Situated in the middle of the Kawarthas, the Ontario Lake District, this company was established thirty years ago and is

now operated and owned by Frank and Jill Quast. (Frank is the son of the founder). Ralph had visited the company one freezing February day and we booked in the Spring. In line with my policy for over-specifying boat size, we booked the largest houseboat in the fleet; a 45' by 13' wide "caravan on floats" with two decks including two steering positions. Deck one has the steering position behind a picture window and a front deck, which housed the obligatory barbecue. Bedrooms were cosy. There is a small bathroom with shower. We later discovered that one cannot shower whilst underway as the cold water is drawn from the lake, heated via the engine, but through a





valve which it is inadvisable to operate when cruising. The emphasis was on communal living, either inside the capacious lounge galley and cockpit or on the top sundeck or front and rear decks. The houseboat had railed catwalks so that one could walk outside the accommodation from bow to stern, very useful in the

locks when the crew are commanded by the lock keepers to secure the bow and stern lines to the lock wires. The boats are thirty years old; ours showed its age but was, nevertheless, spotless, comfortable and somewhat quirky compared to a narrowboat.

Why quirky? Well the caravan was placed upon two aluminum (*sic*) pontoons and a 140hp Mercruiser motor (petrol) was below the stern deck. The screw would rotate upwards through 90 degrees for weed inspection. The hot water for the galley was lake water via the water-cooled engine. Drinking the lake water was inadvisable so the galley was provided with a five-gallon drinking water keg.

The lake water was generally very clear and one could often see ten feet down to the natural stone lake bottom. The petrol engine - why 140hp? With so much freeboard and a large rectangular profile ten feet high, even in a fresh



breeze, the boat could imitate a pond skater. So the power was often necessary to maintain a steady course. With such a large engine fuel consumption was heavy. We consumed 298 litres (*sic*) of gas and even at 1.49 Canadian dollars per litre, fuel costs were heavy. (especially with the exchange rates as they were then). We generally maintained 2,000 to 2,300 revs as advised and the engine noise was very acceptable even inside the cabin. We cruised about 41 hours but needed to run the engine outside these hours for hot water and space heating. Some mornings we awoke to an outside temperature of 3 degrees and not much warmer inside. Joe Koster, an ex Fireman and one of the cheerful and very helpful boatyard staff, reported frost on his roof on September 9th.

It had been a poor summer in Canada too. Normally all the grass would be brown by now, but the lockkeepers were still mowing the well kept lock sides and one of the locks, Rosedale (35), pictured below, had geranium-filled flower tubs on the lock gates! In the large lakes one could hit 2,800

rpm and achieve 7.5 mph without a significant wash. On Lake Sturgeon a large cruiser crossed our path at speed and rather than steer into the bow wave as recommended I let the wave hit our beam to test the boat's stability. It was uncomfortable but safe. It reminded me of crossing the Mersey from Ellesmere Port to the Belfast Dock in Liverpool in a narrow boat.

After our half hour test drive following an instructive video on boat handling, safety and navigation, we left the boatyard at 11.0am on Saturday and headed for Peterborough. When I studied the Trent-Severn cruising guide - a 270 page A4 wire bound book with fold out maps similar to our Nicholson guides but with birds eye colour photographs of the whole waterway - I had planned a trip of 200 miles and 24 locks to Georgian Bay and back. However we soon realised that to enjoy our cruise and holiday with ladies who, quite rightly, did not wish to spend every daylight hour on the boat, a compromise was necessary. Julie Lummis, the Happy Days manager suggested Peterborough and return and perhaps then the other way, west, to



Walking the Diggle Flight



Bob Cough

Pictured, left to right, are: Helen Hall (PR & Communications Officer, BW), Geoff Wood (Oldham Chronicle), Iain Weston (Maintenance Manager, BW) and Claire Bebbington (Marketing Officer, HCS)

Recently, British Waterways invited Geoff Wood from the Oldham Chronicle, to take a stroll down the Diggle Flight of Locks to highlight the wide-ranging

attractions of the Narrow Canal and the work they carry out in maintaining the navigation. Claire & Bob were on hand to stress the role of the Society!

HCS

Lake Balsam. The cruise would include typical Canadian towns, the amazing geology and geography of the Canadian Shield **and** the Peterborough Lift Lock.

On our boat, Number 9 (no name) there was a chart case next to the cockpit. This comprised a continuous roll of laminated charts published by the Canadian Hydrographic Service at a general scale of just over three inches to one mile or 1:20,000 with lock details at 1:4,800. The coloured charts showed lake depths in feet and the recommended channels through the lakes with black (green on the waterway) port and red starboard buoys (when travelling west). Ralph also

brought his GPS. This provided bearings, useful when the sun did not have its hat on and speed and distance travelled. We felt prepared. But, I was not prepared for the size of the lakes, which, on our Times Atlas of the World, barely register at 1:3,000,000 scale. Lake Pigeon where Happy Days is based is thirty miles long and in places one mile wide. Our Canadian voyage was about to begin.

David Sumner
President HCS

(All photos: David Sumner)

To be continued in the next issue.

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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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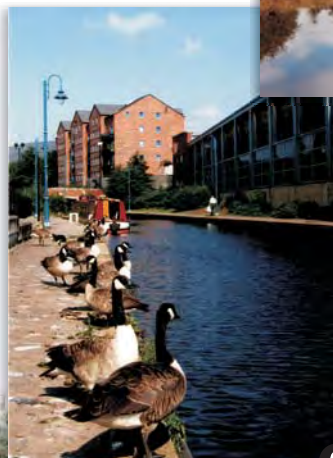
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Photographic Competition - Best of the Rest



D Needham

B



D Needham

C



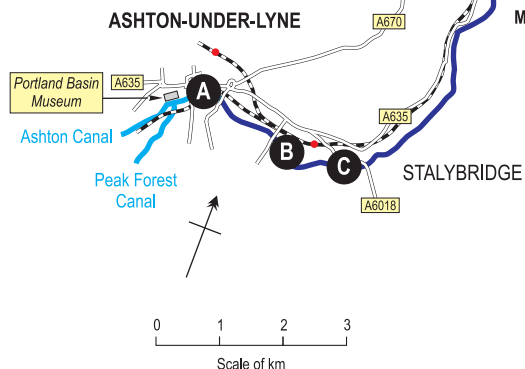
A Beyer

E



Howard Murphy

A



Saddleworth Museum

UPPERMILL

GREENFIELD

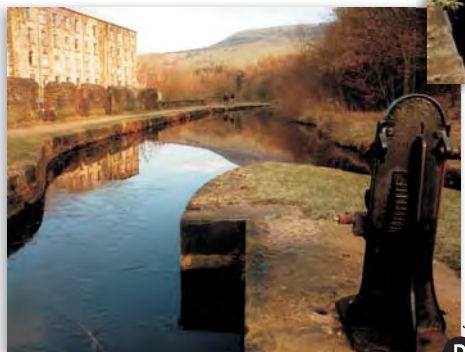
DIGGLE

A670

A62

Standedge Tunnels

Standedge Interpretation Centre



David Mounsey

D



John Brierley

F



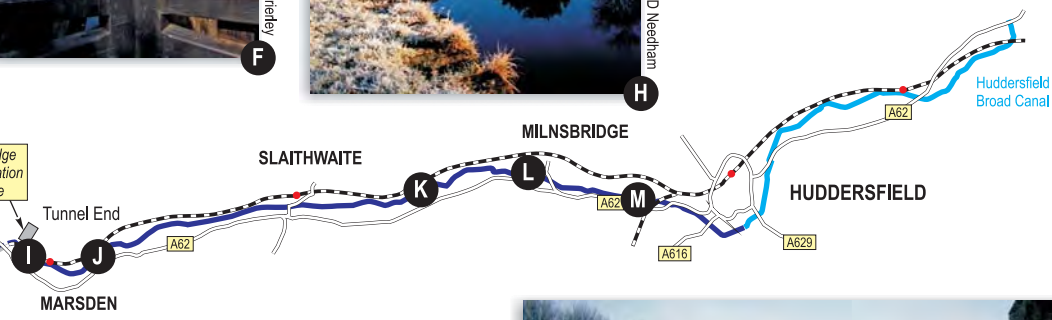
D Needham

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Chris Smyth

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Andrea Fisher

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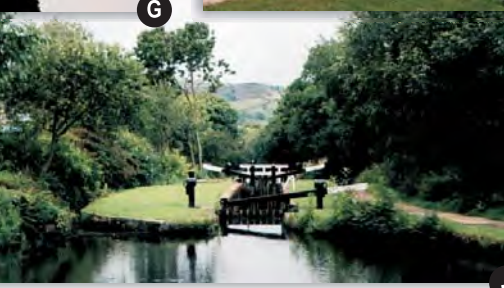
Alan Crosby

K



Ronid Rose

I



Andrea Fisher

J



Chris Smyth

L



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

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plus £1.95 p+p



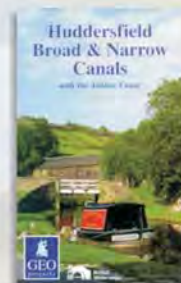
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Any old Iron?

Dear Alwyn,

As we were all taught at school, it is a well known 'fact' that the great bridge over the Severn at Ironbridge was the "... first bridge in the world to be constructed of iron." (*Plink Issue 162, Summer 2008*) Iron it is and oldest surviving it may be, but first it isn't.

When Abraham Darby's very remarkable structure was opened in Shropshire, other iron bridges had been around in Yorkshire for some time. The following appeared in the Leeds Intelligencer for 2nd February 1770, at least nine years earlier:-

A few days ago was finished by Mr. Tobin of this town, a most curious bridge of one arch, six feet wide, and seventy-two feet in span; made entirely of iron; and is thrown over a canal in Sir George Armitage's park at Kirklee in this county; It has also iron ballustrades, which are ornamented with roses of the same metal; may be taken to pieces at pleasure, and is thought the greatest curiosity of the kind that was ever exhibited in this part of the country.

It is Mr. Tobin's and Sir George Armitage's misfortune that their bridge did not survive into an age which reveres the achievements of, and artefacts from, the Industrial Revolution.

Of more certain relevance was an even earlier cast iron bridge, of 1769, which carried the Great North Road over the River Ure Navigation at Boroughbridge. It might well be attributable to John Smeaton, of Eddystone and Calder & Hebble fame, and survived until collapsing under a heavy load in 1946.

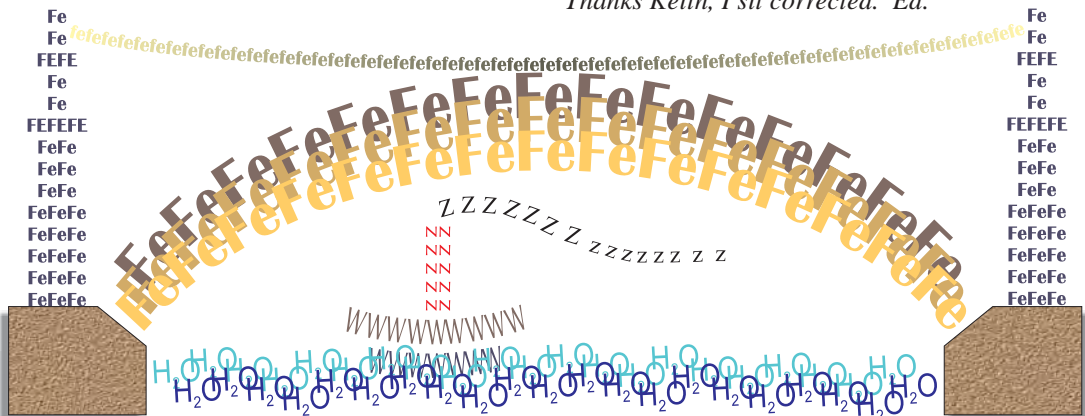
Clearly the Ironbridge bridge was probably bigger than its antecedents; it is indeed an icon of the Industrial Revolution, but please don't over-egg its pudding.

Please put this right with readers of Pennine Link. They might respond with information about even earlier iron bridges in France and China.

Best wishes and sorry to spoil a good story.

Keith Noble
Sowerby Bridge

Thanks Keith, I sit corrected. Ed.



2008 Photographic Competition - Results

"Right you lot out there, if you don't stop it I will not run this competition again."

That, believe it or not, is a back handed compliment. Opening the envelopes containing the competition entries, I am struck by the consistently high quality and terrific images that come out. This makes the job so much more time consuming because I am looking at the prints and showing Joan saying things like *'look at this – terrific isn't it'*, instead of making my list of entry details.

My opinion on this was borne out by the Oldham Chronicle judges. With the prints all spread out for assessment, the opening comment was *'I like to look at them all and weed out the no-hopers to leave fewer to choose from'*. Ten minutes later came *'I'm stuck, there are no poor ones to weed out'*. Thus the judging became a very difficult task and at the end I was asked if they could have two equal firsts in Category A. Not an ideal solution, so a casting opinion was sought from another member of the

photography department. (I keep strictly neutral for obvious reasons and am so glad I didn't have to make a choice). The winners are shown in these pages.

Many congratulations to all entrants and ignore my first sentence above. If you didn't win a prize don't be downhearted, it was a close run thing. Watch out for the 2010 calendar, very soon we shall be selecting 12 shots for that from the total stack of prints submitted. You may be in that selection. Keep up the good work and watch out for the 2009 competition.

The down side to all this euphoria is that we **did not get a single entry in the junior sections**. Where are all the under 16s and what do we have to do to get some enthusiasm for this noble art? Are the computer games and gadget wizardry taking over the world? Or is there some other reason? I would love to know.

Grateful thanks to Vincent Brown and Tony Miller of the Oldham Chronicle for sparing the time to do this judging even though I know they were short-staffed.

Alwyn Ogborn

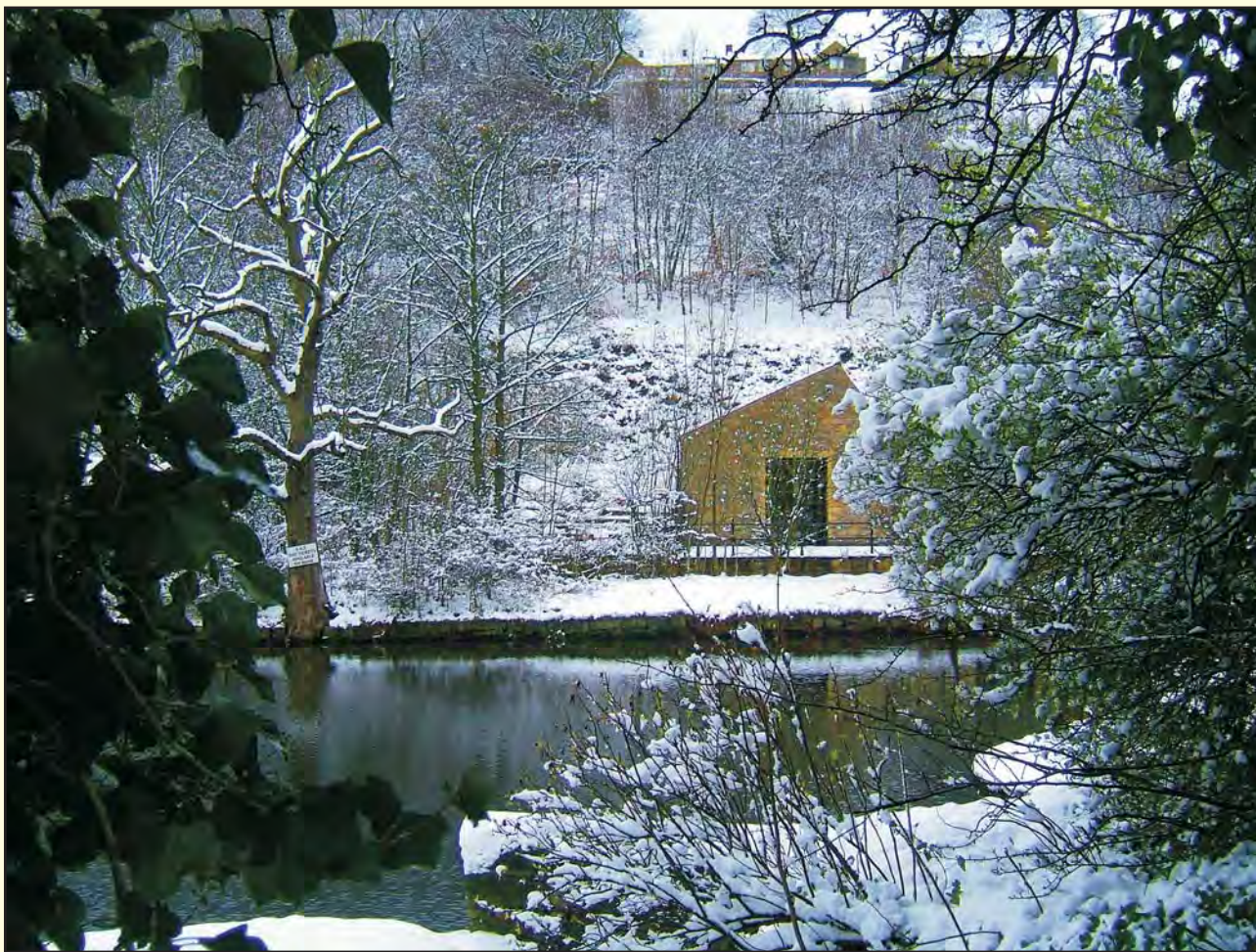




*Overall winner - Brian Holmes, Bradford.
Dawn at Cholmondeston, Middlewich Branch.*



Winner , Huddersfield Narrow Canal - Alan Crosby, Ashton-u-Lyne
Rangitikei on the Diggle Flight



*2nd Place - Huddersfield Narrow Canal - John Brierley, Uppermill
Canal Basin at Wool Road*



*3rd Place, Huddersfield Narrow Canal - Mark Curry, Slaithwaite
Basin below Lock22E, Slaithwaite*



Winner, Other Waterways - Mark Curry, Slaithwaite
The Anderton Boat Lift,



*2nd Place, Other Waterways - Mark Curry, Slaithwaite
Rochdale Canal*



*3rd Place, Other Waterways - Diana Brown, Sale
Llangollen Canal*

Christmas Quiz *by Agaricus*

1. Which common bird has the Latin name *Troglodytes troglodytes*?
2. In Roman Numerals, what is MCDLVI divided by XVI?
3. What is globophobia the fear of?
4. What do the letters YKK on most zip fasteners stand for?
5. What is the connection between Robert Aickman and the game of Curling?
6. What did George de Mestral invent in 1941?
7. Which tropical wood was used for lock gate construction on the Diggle Flight?
8. Working independently, who are the two men accredited with pioneering the basic principles of photography?
9. After how many years would you celebrate a Diamond Wedding Anniversary?
10. Which TV adaptation of a Dickens novel saw Gaffer Hexam deliberately drown himself and Bradley Headstone in a lock chamber?
11. Who were the second two-man team to summit Everest after Hillary & Tenzing?
12. By what name is Roy Harold Scherer, Jr. better known?
13. What is the capital and currency of the Socialist People's Republic of Albania?
14. In what manufacturing process would you use a mould and deckle?
15. Nutmeg trees are the source of two spices; nutmeg (!) and what other spice?
16. Which word in the English Language has the most meanings?
17. Name the generally accepted Seven Wonders of the Ancient world.
18. Which is the longest pound on the Huddersfield Narrow Canal?
19. What is the difference between a maze and a labyrinth?
20. Which fruit is the flavouring Grenadine made from?
21. Name the four most prominent moons of Jupiter.
22. Who was the last man to set foot on the Moon?
23. Where in the body are the Islets of Langerhans?
24. What is the chemical symbol for the metal Tin?
25. What is the literal translation of 'Sudoku'?
26. What does the acronym RADAR stand for?
27. And finally ... what is pictured? (apart from a 50p piece!)



Jidoku 11

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

The grid represents nine adjoining 'canals' and the letters are features on those canals:

Lock, **J**unction, **T**ap, **R**ubbish point, **B**ridge, **M**arina, **W**aterways office, **S**anitary station and **C**rossover bridge.

Fill in the missing blanks using these initial letters, bearing in mind that each 'canal' (3x3 block) can only have one of each feature and there must be no duplication in horizontal rows or vertical columns.

Solutions on page 46



Major re-development around Portland Basin, Manchester & Ashton Canal



A similar view from October 1987

Uppermill lock openings and festival

The official re-opening of Dungebooth and Lime Kiln locks took place on Saturday 26th May 1984 and it was indeed a proud moment for H.C.S.

Things ran reasonably smoothly. Unexpected troubles were taken in their stride. Benjamin Outram, fitted with a re-conditioned engine, painted and scrubbed until she shone, and blessed by Reverend John Sykes was not quite ready for her inaugural trip. Contingency plans were put into action and Sonny towed the boat in traditional fashion through both locks, much to the delight of the guests aboard.

Uppermill Junior Brass Band serenaded us at each lock side, in style, with some lively music including, most appropriately "For those in peril on the sea".

The plaques were unveiled and the ribbon was cut by the Mayor and Mayoress of Oldham, everyone sighed with relief, and David Sumner finally smiled.

At brownhill we sampled the gourmet delights of Felipe and Guy. After speeches by David, the Mayor and Councillor Pete Scott of GMC the guests were taken by vintage bus to the King George V playing fields where the Lock Opening festival was in full swing.

The Festival Committee had worked hard over the last few months to provide an attractive and lively afternoon.



Photo shows 'Sonny' pulling Benjamin Outram from Dungebooth Lock up to Lime Kiln Lock

Uppermill Brass Band continued to entertain and Saddleworth Morris men danced. There were craft stalls, kiddies rides, a bouncing castle, sideshows, traditional boatmen's games and the inevitable beer tent.

Plans for next year could see this festival becoming a weekend event covering two days and certainly an annual event in the HCS calendar. Its title — U.L.O.A.F.85 (Uppermill Lock Opening Anniversary Festival).

Many thanks to all who helped in the organisation of this memorable day.

Extra special thanks to the Tame Valley Wardens and staff at Brownhill Visitors Centre, British Waterways Board, Hugh Wainwright, Tameside Transport Collection and our two chefs.

Very special thanks to all those navvies, they made it possible.

Hazel Maskell (Festival Officer)



Photo shows Benjamin Outram entering Lime Kiln Lock



Photo shows the Mayor of Oldham cutting the ribbon at Lime Kiln Lock

photos: D. L. Finnis

What the Chronicle Said

Our Editor writes:

The Huddersfield Canal Society has enjoyed a good rapport with the Oldham Evening Chronicle for many years, but an article in the Thursday 2nd October edition of the paper paints a rather depressing and inaccurate picture. A follow-up article on Thursday 30th only partially redressed the doom-laden prognosis for the canal, selecting a small selection of my response to the original article. Here is the full article followed by my full response.

Insight

Canal steers into choppy waters

It's only a 20-mile stretch of narrow waterway but its history has been written in blood, sweat and tears.

Huddersfield Narrow Canal is the highest in the country at 656ft above sea level and boasts the longest canal tunnel in Britain. The project was started in 1794 and took 17 years to complete.

At the end of the 18th century the blasting of a three-mile tunnel for the canal beneath the Pennines between Diggle and Tunnel End, Marsden, was a problematic and hazardous affair, resulting in 11 deaths.

Finally, in April, 1811, the canal opened and had an early life transporting wool between Huddersfield and Ashton,

helping communities like Mossley and Slaithwaite to thrive.

But the advent of the railway – which ironically runs beside the canal through the upper Tame Valley – saw off the canal's trade.

Massive

The Huddersfield Narrow Canal was finally abandoned by Act of Parliament in 1944 and was closed to navigation in the early 1950s.

But in 1974 a group of enthusiasts came together with the purpose of reopening it.

While the enthusiasm of the canal society members was never in doubt, it

soon became clear that the restoration would be a massive task.

Early estimates were that

the restoration could cost up to £9 million – in the event it cost £30 million.

Back in 1984, Peter Scott, then chairman of Greater Manchester Planning Committee, said there were two main blockages – the silted up Standedge Tunnel and the development which covered the canal at Stalybridge.

But along the way, engineers and volunteers had to overcome other obstacles such as the restoration of the Diggle Flight of Locks.

However, these were overcome and in 2001 the canal was finally reopened.

The restoration and re-opening of the Huddersfield Narrow Canal was dubbed the impossible dream.

But seven years after its reopening, the 20-mile long canal is proving more problematical than was originally thought.

Some see it as a bit of a white elephant, others the saviour of communities. **Geoff Wood** tests the water as controversy grows.

Novice

But now there are reservations about how successful it has been – with concerns raised over water shortages and the amount of traffic taking to the water.

An angling leader claims that canal boats are staying away from the canal because of the water shortages and delays in moving through the Standedge Tunnel.

John Cocks, chairman of Saddleworth Angling Society, said only a tiny percentage of the boat traffic expected on the restored canal had materialised.

At the core of the problem, he said, was a shortage of water in the Standedge Tunnel between Diggle and Marsden, which acted as a head reservoir at the highest point of the canal.

When a boat travelled through a lock hundreds of gallons of water was lost downstream and this was hard to replace from the top of the system.

Infrequent convoys of canal boats through the tunnel itself was a way in which British Waterways limited use of the canal, he said.

Difficulties on the Huddersfield Narrow conflict with a national picture which shows that more boats are using Britain's canals than ever before.

Around 31,000 boats are now on the move in inland waterways – more than at the height of the Industrial Revolution.

A British Waterways spokeswoman said they were not aware of any major problems at present on the canal.

But Dr Bob Gough, administrator of the Huddersfield Canal Society whose job is to promote the use of the canal, acknowledged that there were concerns.

At his waterside office at the Wool Road Transhipment Warehouse, Dr Gough said that even though the restoration of the canal cost £30 million, they could do with another £30 million to keep it open.

He said "It was one thing getting it restored but a large fund was really needed for its maintenance.

"There have always been a number of problems on this canal.

"It is 20 miles long and has 74 locks and it is not one for the novice canal boater.

"There has always been a water problem and the canal loses water along its network. Then there are occasionally acts of vandalism where someone empties the canal basin to remove the fish.

"British Waterways does its best with a limited budget. But it has to prioritise and things like dredging are very expensive. A single bucket of mud takes £1 to move.

"But the canal really has been a big benefit to communities in its path – and I am thinking of places like Stalybridge which was dying on its feet before the canal came back and Slaithwaite over the other side of the hill.

"British Waterways recorded 400 boats going along the canal last year and were hoping for a similar total this year."

"This though is a high maintenance canal which is difficult to maintain and there are problems."

But the people of Diggle and Uppermill are expected to delight in the sight of narrow boats sailing past in a new canal era for many years to come.

Here is Alwyn's full response which was sent to the Chronicle; rather too long a piece to be published in their letters page and a precis would have lost the sense.

The first paragraphs of the 2nd Oct. article are factually correct. The misinformation creeps in with the statement that (the cost of restoration), 'in the event it cost £30 million'. This seems to be a sum that has appeared from somewhere and is now bandied about as fact. The truth is that it was a little over £31million *just for the final massive restorations to connect to the national network*. This was hard fought for money from the National Lottery, English Partnerships, the three local councils and British Waterways. (In varying degrees). This money paid for the removal of the major blockages, where the canal had been filled in and built on. Huddersfield, Stalybridge, Slathwaite and Standedge Tunnel being the giant money projects. The funding for earlier restoration projects was also quite substantial, obtained piecemeal from various sources such as European grants etc. and a lot of volunteer effort. Geoff Wood is quite correct when he says 'the restoration would be a massive task', but his '£30 million' is a long way short of the mark for the total restoration programme.

Water supply to the summit pound, i.e. the Standedge Tunnel level, is not ideal, but certainly not the disastrous situation cited by John Cocks, the chairman of the Saddleworth Angling Society. Of course, a very large volume of water passes through a lock at each operation, to say it is wasted or 'lost downstream' is nonsense. In theory and if correctly operated, one lock full of water will take a boat up or down a flight of locks. Emptying from one lock is enough to fill

the next. If the pound between locks is full, this water goes over the by-wash, in which case there is no water shortage, rather an excess. Water shortages can occur of course, high traffic volume and dry periods being the culprits. At the moment, an excessive amount of water is lost through leaking lock gates etc., a situation which it is hoped will be rectified as funds become available. Lots and lots of boats are the preferred reasons for the difficulty of water shortage.

Transit of the longest and highest canal tunnel in the country, 3.25 miles, is bound to be challenging. True to say, BW may not have come up with the best solution to this, but pages and pages of different opinions could be proffered and still come up with dozens of ideas. The tunnel transit arrangements are to be modified next year with boats going through under their own power. The fine details of this are still to be announced and we wait to see the outcome of this initiative.

The statement that 'Around 31,000 boats are now on the move in the Inland Waterways' is misleading in the extreme. No doubt there are 31,000 boats *registered* on the waterways.

The number moving, even at the height of the season, will be a small fraction of this. With every registered boat on the move at the same time, the waterways would be as maniacally congested and repulsive as our road system. The vast majority of pleasure boats are used for annual holidays, short weekend trips, or even just a day out. In the commercial days, long hours and transit deadlines kept far more boats on the move at any one time. Even in the winter, not being iced-in of course.

The comment cited from British Waterways not being aware of any problems is a gem. It must have been somebody "in't t'office" who pushes paper around. BW engineers are well aware of what is needed to bring this canal up to standard. The comments attributed to our office administrator, Dr. Bob Gough, have been skewed to sound downbeat and disparaging. It has taken tremendous effort, thousands of voluntary hours and determination to obtain the funds to re-open the navigation, *but it is open*. As with many other restored/rescued waterways throughout the country, it takes time and money to dredge, maintain and improve the track. Money is in desperate short supply to BW with Government cutbacks of several millions per annum. The Huddersfield Canal Society is very active behind the scenes, negotiating with the powers that be, to progress improvements to all aspects of this very scenic canal.

It has always been that tales of doom and gloom take a higher profile in people's perception than good news. The same is true of navigating the Huddersfield Narrow Canal. (There is also a Huddersfield Broad Canal). A small number of disillusioned boat crews make a disproportionate noise about perceived difficulties. These people are predominantly newcomers to the waterway system. As little as 20 years ago, 'campaign cruises' were regular features to highlight the plight of a particular waterway. Battling through shallow, weeded-up channels of a once proud water highway to get something done to improve it, were common place events. A large part of our canal system has now been rescued and hassle-free

cruising is becoming the norm. All these canals went through a period of difficulty and the HNC is no exception. It will get better!

Very heavily locked, 74 locks in 20 miles, the climb up and over the Pennines is to be taken at a steady pace. Only 3 routes are available to go from Lancashire to Yorkshire by water. The longest, 127 miles and 91 locks is the Leeds and Liverpool. Next is the Rochdale canal. 32 miles and 92 locks Manchester to Sowerby Bridge. By far the shortest is the HNC, which, in carrying days was important. It is also endowed with some of the most spectacular scenery. The Llangollen canal is recognised in boating circles as one of the most scenic in the country. Included in the very many complimentary reports we get about cruising the HNC is the comment 'It beats the Llangollen for the views'.

In short, the downbeat perception of the Huddersfield Narrow Canal is wide of the mark. Admittedly improvements are desirable, as in all walks of life. What the community has been given is a terrific asset to the Tame and Colne valleys it passes through. Look on the positive side and if you are not already a member, join our society and help preserve and improve the asset.

Alwyn Ogborn

Editor of Pennine Link Magazine
Huddersfield Canal Society



A Crosby

Quiz & Jidoku Answers

1. The Wren
2. XCI (1456/16=91)
3. Ladders (Standedge Tunnel transits take note!)
4. Yoshida Kogyo Kobushikikaisha – global Japanese zip manufacturer
5. Ailsa Craig – the name of Aickman's boat on his 1948 transit of the HNC and the Scottish island where granite is quarried to make the best curling stones.
6. Velcro (**Vel**ure + **Cro**chet)
7. Ekki (*Lophira elata*) or Red Ironwood
8. Louis-Jacques-Mande Daguerre (Fr) and William Henry Fox Talbot (Eng)
9. 60 years (25 - Silver, 30 - Pearl, 40 - Ruby, 50 - Gold)
10. Our Mutual Friend
11. E Schmied and J Marmet (Switzerland)
12. The Hollywood actor, Rock Hudson
13. Capital: Tirana
Currency: Lek (100 quindar)
14. Making paper by hand
15. Mace (from the dried, lacy covering or aril of the familiar nutmeg seed)
16. Set
(over 50 verb and noun meanings)
17. The Pharos (Lighthouse) of Alexandria, the Pyramids of Egypt, Collosus of Rhodes, Temple of Artemis at Ephesus, Phidias' statue of Zeus at Olympia,

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

Hanging Gardens of Babylon,
Mausoleum at Halicarnassas

18. Lock 32W to Lock 42E including Standedge Tunnel
19. A maze is open above, a labyrinth completely enclosed
20. Pomegranate
21. Io, Europa, Ganymede and Callisto
22. Eugene A Cernan
23. In the Pancreas
24. Sn (abbreviation of the Latin 'stannum')
25. Number Block
26. **RA**dio **D**etection **A**nd **R**anging
27. The fruit of a Brazil nut tree; the nuts are inside the tough shell and arranged like segments of an orange

The Back Page

HUDDERSFIELD CANAL SOCIETY welcomes the following new members

2776 Miss Andrea Elizabeth Doogan, [REDACTED]

2777 Mr Allan Haigh, [REDACTED]

2778 Mr Mark Curry, [REDACTED]

MEMBERSHIP RATES

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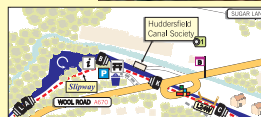
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Dr Bob Gough



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