

Pennine Link

Magazine of the Huddersfield Canal Society



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Huddersfield Canal Society Ltd

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

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Issue 165

All quiet on the western front
Will the lure of chaperoned transit
increase traffic for the 2009 season?



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Cover: Standedge Visitor Centre, Tunnel End, Marsden



Editorial

Spring, that time of year that a young man's fancy turns – not to anything in particular – just turns.

The canal though, should have an increase in usage end to end as a result of the changes to the tunnel transit arrangements. It has been a long-term aim of the Society to modify the 'convoy – tug' method of getting through the top pound, the operation of which has been very labour intensive and expensive for BW. Thanks to pressure from various groups, HCS being top of the list with council member Keith Nobel (*sic*) in the lead, a new regime is to be introduced this year. Self steer, (hooray), is the order of the day, with a BW person on board to advise and ensure safe passage. See pages 43-45.

As a boater, I am pleased to learn of the possible restoration of the Uttoxeter canal from Froghall. (As reported by Keith Gibson). Having been up to Froghall several times over many years, (my narrowboat is just low enough to go through Froghall tunnel, inches to spare), I think it would be marvellous to travel on down the very scenic valley.

I have similar sentiments for the Hollinwood Branch Canal. Growing up quite nearby, I often played and cycled on the towpath, not knowing anything about the extensive canal system or appreciating the history of such.

Good luck to both schemes. I would love to see them both come to fruition. With them being narrow canals, I would be denied access on Itchy Feet, but I would find a way.

I am indebted to Ian McCarthy for some lengthy correspondence on the navigating of the HNC and historic information of work on our local waterways and the formation of HCS. Ian sent me these documents (by e-mail), just microseconds too late for the last edition. (Well, about a week actually).

Although being introduced to canal navigation in the mid 1950's, I was not involved in the wider aspects of inland waterways until much later. In the intervening years I have gleaned a great deal and never stop learning.

The people who were there campaigning, digging, getting on with it in the 1970's etc. all have their stories to tell. Perspectives may vary, but memories are precious archive material. Don't take them to the grave, write down and record your experiences of canal rescue/restoration for future reference. You may or may not agree with other people's accounts but it is all food for thought. Any alternative or additional take on Ian's memories will be welcome. E-mail me direct on alwyn@ogborn.co.uk.

Canada features large in this Edition. Part two of the adventures of David and Diana Sumner last year are on pages 16-21. Doesn't it make you want to go there? It does me!

On that topic, I am indebted to our friends from Toronto, who have visited us several times in the UK, (and us them twice in Toronto), for the 'I was there' piece straight from the heart, of youthful memories of Ontario written by Celia Lovelock. This dovetails nicely with the Canadian exploits of David and Diana.

As it happens, guys & gals, we are booked to go over and stay with said friends at the end of May. As Celia says, her husband, Maurice, went over to Toronto over 30 years ago to work, and stayed. In the 50's & 60's a colleague and I used to do radio and TV repairs in the evenings and weekends. A schoolboy at the time, Maurice used to come along whenever he could to slake his thirst for the magic of sound and pictures through the air. His enthusiasm has served him well.

However, with a bit of luck and astute manipulation, we will get to visit some of the sites highlighted on the Manchester to Peterborough Waterway. Something to bore you with in the next issue.

We have to be indebted to our boat operator, Andrea Fisher, for sterling work on keeping the Marsden Shuttle operating and many other boating events throughout the year. I think that Andrea is an unsung heroine of the Society.

Gatherings of boat crew and support people are held both on the East and West sides of the Tunnel every year. These are always well attended and appreciated. Joan and I attended the one at Portland Basin in February, (the Christmas do), a trip on Still Waters followed by a good meal at the restaurant attached to the museum. See page 15. Well done Andrea!

Looking ahead, we have the photographic competition running again for 2009 with a view to producing a 2010 calendar. **Did you all like this year's calendar sent out with the winter edition?** Seasonal shots are very welcome to give calendar pictures suitable for the month displayed. If you have been out with your camera already, have you any snow or frost scenes? These can be very attractive but tend to be few in number. We need them for the winter month's pages. As always, feedback would be appreciated. We like to know if a change of direction is called for.

Claire has put together a series of social events of varied appeal to suit members of all ages. Have a look at page 46 to decide which you would like to attend.

A request for HCS co-operation from the Greenfield & Grasscroft Residents Association could be food for thought, depending on your point of view. I think that efforts to improve the environment are always a good thing. Take your pick.

And finally. The date and venue for the AGM is announced (page 33) and our Chairman, Neville, sets out the salient points of the last year in the Chairman's Annual Report overleaf. A full review of the year will be given at the meeting and we hope for a good attendance.

Alwyn Ogborn



Chairman's Annual Report

Efforts have continued to attract greater use of our canal.

Your Chairman together with HCS Council

member Keith Noble have attended several meetings called by British Waterways Yorkshire region to address the problem of Standedge Tunnel transit.

This issue is a continuing inhibition to boaters as the tunnel is open only on Wednesdays and Fridays. The electric tugs are still in use, though it has become possible for boats to transit under their own power with a BW chaperone on board. This has been a major breakthrough resulting from tests which have proven that the fumes emitted are well within the safety requirements.

Before BW can agree to more transit days being available, a sophisticated communications system linking the whole length of the tunnel with the control centre at Marsden needs to be installed.

Tenders for this work were sent out during the Autumn when it was discovered that no British company was able to comply with the required specification and BW would need to locate a competent firm in Western Europe.

There is now agreement for the work to be carried out and it is likely to be completed by the end of 2009, commencing in November (and therefore without interruption to the boating season). However, in the

meantime, BW have agreed to allow the transit of self powered boats with a chaperone for three days – Monday, Wednesday and Friday – for the 2009 season. They have issued detailed guidelines for boaters and this interim measure will be a useful experiment to uncover any glitches prior to the more frequent opening days of 2010.

One might observe that at last there is light at the end of the tunnel and we at HCS are convinced much of this progress has been due to the efforts of our members who have been assiduous in putting pressure on BW to improve the tunnel transit protocol.

Regular meetings have been held with our local authority partners who have continued to be greatly supportive. Special thanks are due to Roger Platt and his colleagues at Tameside who have worked with us to finalise the design and print of a new leaflet promoting the canal for use in tourism outlets throughout the north of England. These will be available for distribution during the Spring of 2009.

The Towpath Guide compiled by our Administrator, Dr Bob Gough, has sold in excess of 1,000 copies during the year and a reprint has been ordered. Pennine Link, our quarterly magazine, has continued to be distributed to members and other interested parties. Thanks go to Editor Alwyn Ogborn and Bob Gough for all their work on this award-winning publication. Alwyn was also responsible for the annual photographic competition. The 2009 HCS calendar features some of the winning pictures.

We organised an Open Day at our Dobcross office during May and this was well attended – it was agreed that we would repeat the event in 2009. Other events organised by Bob Gough and our Marketing Officer, Claire Bebbington, included a treasure hunt in Uppermill, and several walks and talks within the canal environment.

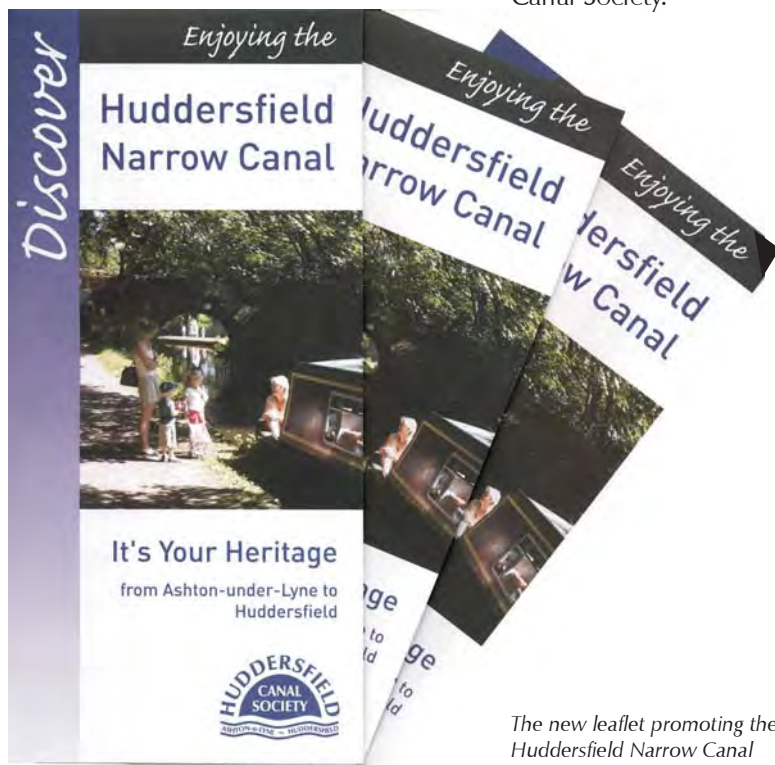
The Marsden Shuttle, our boat taxi service from Marsden railway station to the visitors' centre at Tunnel End, has continued to operate during weekends and bank holidays throughout the season. Our thanks go to organiser, Andrea Fisher and her team of willing volunteers.

Your HCS Council has met six times during the year with good attendances.

During the year we entered into an agreement with British Waterways North West Region to purchase the Transhipment Warehouse (our HCS office) which BW currently leases to us. BW had introduced a policy which included divesting themselves of property which was not directly used by them, so we had the choice of finding alternative accommodation or agreeing to the purchase. Whilst recognising that the economic climate was not ideal for entering into such a transaction, your Council decided that purchase was the better option in the longer term interests of the Society.

I offer my personal thanks for the unstinting support of volunteers, members and staff which contributes to the success story of the Huddersfield Canal Society.

Neville Kenyon
Chairman



The new leaflet promoting the Huddersfield Narrow Canal



Disconnected Jottings

Notes about the national waterway restoration scene

Cotswold Canals

A special meeting of Stroud District Council was held on 16th December to consider

funding of the restoration of the six miles of the Cotswold canals from Brimscombe Port on the Thames & Severn Canal through Stroud to Stonehouse on the Stroudwater Navigation.

You may recall that this £17.5m scheme to begin large-scale restoration on these important but largely derelict cross-country waterways was to have been led by British Waterways with major funding provided principally by the Heritage Lottery Fund, the district and county councils, the Cotswold Canals Trust and the Waterways Trust, but that budgetary problems caused British Waterways to withdraw with little advance warning last year, leaving their partners in the lurch. The Heritage Lottery Fund subsequently agreed that its £11.9m contribution would remain available if the district council took over as lead partner. Before that could happen, the council had to fill the funding gap left by the departure of British Waterways.

After more than three hour's debate, the Councillors at the meeting voted to invest a further £2.3m in the scheme, in addition to the £1.5m to which the council was previously committed, and to formally accept the various grant offers on the table. The additional funding will come from the sale of Council-owned property, notably a site in Dursley town centre which will be sold for a Sainsbury's supermarket.

The council has decided, however, that the £7m additional cost of re-excavating and restoring the canal basin at Brimscombe Port cannot now be met until there is a developer in place for the land surrounding the new basin, when it is hoped that this cost will be found largely by the developer or from grants as part of the total development scheme. In the current economic climate developers previously interested in bidding for this scheme are waiting for happier financial times. The basin here will, incidentally, be overlooked by the offices of the publishers of my waterways books *Pennine Dreams* and *Pennine Pioneer* and my third book, *The Buildings of Huddersfield* (which, coincidentally, has just been reprinted with a significant amount of new material found since the original publication in 2005. Copies of this, like the waterways titles, are available from the HCS office, post free!)

Although the vote in favour of the canal scheme was overwhelming and the scheme had been the subject of support and professional publicity and lobbying for many years by the hugely effective Cotswold Canals Trust, inevitably there were dissenting voices, perhaps largely from parts of the district away from the route of the canal. Mike Thompson, the Society's former consultant, let me have the December 22nd issue of *Stroud Life* which quotes one Councillor describing the canal scheme as 'an extremely expensive cycle track and palatial duck pond.' Why do they never learn from experience elsewhere or do they think that Stalybridge is 'up north' which is 'too grim' to even consider?

Sleaford Navigation

A new £160,000 lifting footbridge across the River Slea in the centre of Sleaford was hoisted into place on 29th December. The centre section of the bridge, supported by a bow-shaped girder, will lift to allow boats to pass when the navigation is ultimately restored into the town, although the bridge is currently isolated from navigable water by five unrestored locks. The new bridge replaces a low-level fixed bridge. The work has been managed by Lincolnshire County Council, part funded by a £50,000 Landfill Tax scheme together with money from the Lincolnshire Waterways Partnership, the Sleaford Navigation Trust and the Inland Waterways Association. A slipway for trail boats and a winding hole will follow.

Uttoxeter Canal

The Caldon and Uttoxeter Canals Trust has been offered a grant of £5,000 by the Inland Waterways Association to help pay for an initial feasibility study into the restoration of the Uttoxeter Canal.

The original alignment of the canal between the Caldon Canal at Froghall through Oakamoor to Alton was protected as a result of being filled in as early as 1849 to build the Churnet Valley railway (itself long since closed and with proposals to also extend the existing heritage railway).

I walked this section many years ago with a push chair when our children were young and we stayed at the Landmark Trust's Alton Station holiday cottage opposite the back gate to (but, mercifully, out of site of and ear-shot of) Alton Towers. Beyond Alton, a large part of the route via Denstone and Rocester to Uttoxeter can still be traced on the ground but a new route has had to be identified in parts, particularly at Rocester, where the JCB excavator company would be unlikely to

welcome a restored canal through their site, and at Uttoxeter, where a new terminal basin will be required.

It is hoped that a successful outcome of the feasibility study will give the two district councils (Staffordshire Moorlands and the Borough of East Staffordshire) sufficient faith in restoration of the canal to protect the route in their forthcoming Local Development Frameworks and to allow serious planning for restoration to begin.

Grand Union Canal, Slough Arm

Also being considered for inclusion in a Council's future plans is a scheme to build a new canal from the five-mile long Slough Arm of the Grand Union Canal directly to the River Thames. Proposed by the Friends of the Slough Canal and the Inland Waterways Association, this scheme has been included for public consultation in the Council's Core Strategies, a central part of the Local Development Framework process, as a document to guide the Council's planning policy until the year 2026. This document says the Council will support the building of the new canal 'provided it is technically feasible, economically viable and environmentally sustainable.'

Members of the Council have been to Swindon to see the route proposed to reinstate the Wilts & Berks Canal through the town and to Liverpool to see how the new Liverpool Link is being slotted into the existing dockland environment. Maybe HCS should invite them to also look at Stalybridge to see the transformation of this area and the benefits a waterway can bring.

Keith Gibson

The January Working Party on the aptly named Fairbottom Branch!



Trees growing halfway across the Fairbottom Branch.



There were many thin branches that needed to be cut back before the trees in the canal bed could be tackled.



*A woven fence was made from some of the branches cut down.
Some of the branches used as stakes will take root, so this will eventually become a living hedge.
The woven fence created a boundary between the field and the canal.*



*The stretch of canal looking more open with the trees cut back.
Many small stumps remain to be removed during a future working party.*

Letter to the Editor

I have had two really enjoyable trips up the West Side of the HNC since restoration. The first was with Nb Spey, an ex-Clayton tanker, a few years ago soon after the canal re-opened, when we got as far as the top of Lock 21W and stuck coming out because someone can't place coping stones in a straight line. This was a real bugger as it's a long way to go back down to Well-i-hole to wind, but we did it. There was no point in complaining, people were already well aware of the problems with Lock 21W, and most people can get through.

The second trip was last July on a very wet weekend, when we came up on the Nb Joel, which has been up several times before, I believe. Both trips were over a weekend, and were immense fun. I really enjoyed them. The canal is wonderful from the start of the last gasps of industry coming along the Ashton canal and thence up to Stalybridge, before the transformation to the magnificent Pennine hills. It is also one of the better booze cruise canals, still having a good number of pubs open near to the canal.

We never got really stuck anywhere on either trip; it was a bit slow coming towards Hartshead on both occasions. Spey draws well over 3ft and is really heavy, but we managed it OK. In fact it reminded me of the Macc. pre recent dredging, which was always a long slow job, in fact thinking about it, the Macc. was far worse, it used to take us about 4 days to traverse that ditch.

The second trip, was with Nb Joel, which of course just flew up on the grounds that she's on home territory, and although she draws a good bit, she is not as broad at the bottom, so does not tend to stick like Spey does. Now thinking about it, we did get stuck on the scour where a stream comes in on the off side a couple of Locks down

from Well-i-hole, just before you cross the River Tame. It just took a bit of pulling and off we came, so that could really do with a coat of looking at, with a dredger, but we did get over it going up hill, again with a bit of pulling, but then it was raining. Maybe that extra water made all the difference.

When we came back down with Spey, we arrived at Lock 10W to discover a BW crew re-seating the gate after someone had lifted it off its pinnacle. I would point out just for the record again, it was not us, but BW accused us of doing it. It could not have been us for three reasons 1) it was off when we went uphill but with careful use we got through with no real problems and the gate sealed OK so no point in calling out the BW, over the weekend. 2) We tend to know if we have done such a thing, we also know to have a weak line on our tip cap so that gives before you sink yourself or lift the gate if you're lucky, and 3) we also know how to lift a gate back onto its pinnacle, we used to have to do it on the Rochdale 9 relatively frequently, when we looked after that stretch in the seventies. Anyway, BW were soon finished and we proceeded onwards, so only praise for the lads doing the job on the ground.

On my second trip with Joel, when we came back down to Lock 13, both of the Hydraulic Paddles had failed. We called the board and they were about to send an engineer along, but we figured out what had gone wrong and did a temporary repair, which got us through. There was a join in the paddle shaft which was catching on a guide below water level, so one could not see it happening, if one steered the joint through the guide, one could raise the paddle. We reported this back to the engineer plus the fact that the boat counter at Lock 12 had been vandalised, told him he could stay at home and we carried on.

As for getting to the bank, I wish! Of course you can't get to the banks, that's why one has a gangplank, or two. The HNC has a stone towpath wall for most of its length but no wash wall on the far side in a good many places. Like most later canals, where costs mattered, the towpath wall was not built to a great depth as this would require more stone and thus expense and so was built shallow to the edge. That's how canals were originally built, especially cheap ones such as the HNC. In fact some did not have walls until much later, just earth on top of the clay with some wooden piles. Its only in the last 10 years or so that you could moor up anywhere on the Southern Stratford, which was really shallow at the edges for vast lengths. I can remember piling it, back in the days of National Trust ownership, mainly to cure leaks, and the moans we used to get from boaters, about the lack of proper moorings, were not dissimilar to those of Mr Chamberlain. But things are improving in general. Most canals do not provide deep moorings except at loading/unloading points, that is why wharves were special. Continuous deep sides are only something which canals like the Bridgewater have. Having said that, a lot of canals which have been sheet piled have lost some width to gain some depth at the edges, this has helped make them a more 'Noddy-friendly' place, now people are expecting this as a right; it's not. The other thing most people seem to forget is that the front of a boat can float higher in the water, but insist on levelling the boat off. Then they're surprised when they can not get in to the bank; answer: have two water tanks with one at the back and one at the front. Keep the front one empty when on a shallow canal, you do not need 500gals of water, also it helps stop cavitation when on deep water if you can tip the back. When on deep water you can trim nose down just like a commercial boat. Which world are

these people living in, one where a canal restoration project has to be planned to infinite detail before you can start or one where it is open and under maintenance and improvement? The Lower Peak is still not fully restored, it has never been dredged fully, just the main channel if your lucky.

We tied up in several places on our trips and went off to various establishments, there are enough locks to enable you to get off and walk a short distance to moor up, if you don't like the big jump to the bank. I am still amazed by the general ignorance of some boaters, even after all these years, its a canal not a road, the rules and customs are different.

As to mooring just anywhere, I do realise that BW, in their Health and Safety mode, panic about short pounds and people tying up on them; they do not approve of it. Traditionally, of course, you very rarely tied up on a flight, that's why the pubs are at the top and bottom. But in these days of leisure I think they should warn people of the risks and let them get on with it. If I tie up on a short pound, I always check that the gate below me is not leaking, and that I'm on slack ropes. Of course in days of yore a lock keeper would check the gates were tight, racking up as necessary, but we do not have the luxury of such things these days, especially those keepers that live on site, and know their length inside out.

The costs would be huge. If it were my job I would not do it just for the love of it, especially when some people are so rude and aggressive. The other reason for not mooring in a short pound is that you bob up and down so much, just with the lock spillage flowing through the pound. Having said that there are some really nice places where it would be good to tie up, I think BW should accommodate this requirement rather than rushing people onwards. Maybe a set of suggestions from the Society

would help. Longer weir crests reduce the bobbing about when locks full of water pass through the pound, and better seals on gates and paddles; but again, it's cost.

I'm sure we will get more moorings and taps and a few sanitary stations, as that is what a lot of the license payers want, but it takes time, personally I'd rather have a fully navigable canal first, so we can get a normal traditional boat to Huddersfield again. I'd love to take Spey over the top and I know several others would love to get their traditional boats over. I am well aware that some special traditional boats, with lots of chains pulling the sides in have made it all the way. Spey for example like most commercial narrow boats was built to 7ft and 1/2inch which was the standard gauge, until BW attempted to stop these nasty deep draught traditional boats going up to Llangollen and thus reducing the need for the canal to be dredged to a greater depth. So, when the lock at Hurlston slipped into 6ft 10inches, the board imposed a limit on Hurlston locks which also saved the lock having to be rebuilt, this was fortunate because another lock wall also slipped in. We know the canal used to be wider because we have pictures of our boat Spey on the feeder being used as a maintenance boat in the early sixties and the stanks in our boat determine a fixed width, she has not spread or contracted over time. So the 6ft 10inches width seems to have become the standard gauge for modern cruisers. The same is also true on the HNC, it was 7'1" in the railway survey, and again Clayton boats have been over to Huddersfield so, as Birmingham boats, they would probably be 7' an 1/2" the traditional standard gauge.

A lot of the things are simple to fix such as with Lock 21W, it just needs the off side coping stone sitting correctly. I would personally rather have that attended to than a pretty loo being built somewhere.

I would also rather have a deep channel, rather than deep moorings provided, again they can come later. I suspect there is a whole list of pinch points, shallow bits etc. For example, I believe that Lock 21W also has a kink in it, which stops Big GU boats getting in, maybe we can have two goes at fixing that lock. The copings could be done by volunteers, now there's a radical idea, when's the next working party?

I hear 22W is even tighter but again that is nothing that can't be cured, it just costs more money. It will not have been built that way, it will have moved to that shape, in fact, is that not what happened to Dungebooth Lock, the first lock to be restored? If so, I seem to remember that it has a wooden bottom which implies it was built on soft wet ground, so it is probably still moving and will have to be fixed at some point anyway. It will be interesting to see if they just attempt to put a concrete invert in the lock and then wonder why its moved after some heavy rain. Lock chambers float you know, quite amazing really, that is why some locks have a porous base, it stops the water table rising, and the whole structure floating away or the walls moving. So the HNCS still has a job, a list of improvements, a set of priorities, maybe they should be regularly reviewed and progress published. The Society is there to campaign to get things right, both for the Mr Chamberlains of the world and us members of the Ruffly Toughty Boating Club, as just two sets of users, and then there are the walkers and cyclists and fishermen, et al. Long may the committee campaign, and before you ask me, no I do not want to join the committee. I did my bit years ago, but I don't mind helping every now and then, so when you have got permission to sort out the coping at Lock 21W let me know and I'll be there.

Ian McCarthy (Member 0032)

Random Jottings from the East

Andrea Fisher writes:

Greetings! Nothing, of course, on the boating front due to the long, cold winter months, but Ronnie has been diligent and regularly fired up the Shuttle to be sure she's ready for action in a few weeks. Thanks Ronnie.

The boat trip and dinner at Portland Basin in February was a very well attended; I think we'd about fifty at the dinner, so busy, I never did a head count. The feedback was very positive and we had no complaints. We had a mixed group of East & West, which I find really rewarding, lots of good-natured banter on the your side versus our's scenario. We also had a full table from the Community Boats Association who have

taken on our training courses for our Skipper's ticket. It was good to have them along as they've been very generous with their time – letting our candidates get used to their boat before the course. Although the banter about White & Red Rose country with them is quite intense at times!! So a very successful event for which I have to say a big 'thank you' to Peter Ruffley for his organisation.

On Sunday, March 8th, we walked from Diggle to Marsden over t' top in a coolish wind, hail stones, snow and a few rumbles of thunder; it was quite bracing, to say the least. A number of people who were at the trip and meal turned out; plenty of leg-pulling and serious information from Bob Gough & Ronnie Rose. 14 of us on this trip, which was really good and keeps us in touch over the out-of-season period.

I shall have been badgering you with Crew duties by the time you read this, so thanks in anticipation!

That just leaves me to pass on our good wishes to Terry Lomas who's had a bout of illness, well done to Maureen who'd been administering to his needs.

I look forward to seeing you all around Tunnel End and Standedge, in hopefully good weather.

Andrea Fisher
East-side Boat
Co-ordinator



*"Enoch makes 'em and Enoch breaks 'em"
Ronnie Rose giving some Luddite history at the
Enoch Taylor family memorial, Marsden.*

*On t' tops. Coolish wind and snow at the
halfway point on the
Diggle to
Marsden walk.*



3,500 Miles to Peterborough - Part II

Our President, David Sumner continues his alternative journey from Manchester to Peterborough in September 2008

We arrived at our first lock, Buckhorn No 31, after two hours or so and moored above the lock to go shopping in a Foodstore to get fish and meat for the barbecue. Asking for the beer/wine counter I was of course referred to a liquor store which was some way away but we wanted to move on. Quaint customs! The day finished at Burleigh Falls Lock No. 28 and we moored just below. Burleigh lock lifts us up onto Lovesick Lake. It was, in times past, a double lock and is now a single lock 24ft deep. The name Lovesick is supposed to derive from a girl, Polly Cow, who nearly died of a broken heart, or a native boy Richard Fawn - (all animals around here) - who was rejected by an Irish girl and was again rescued at the last minute.

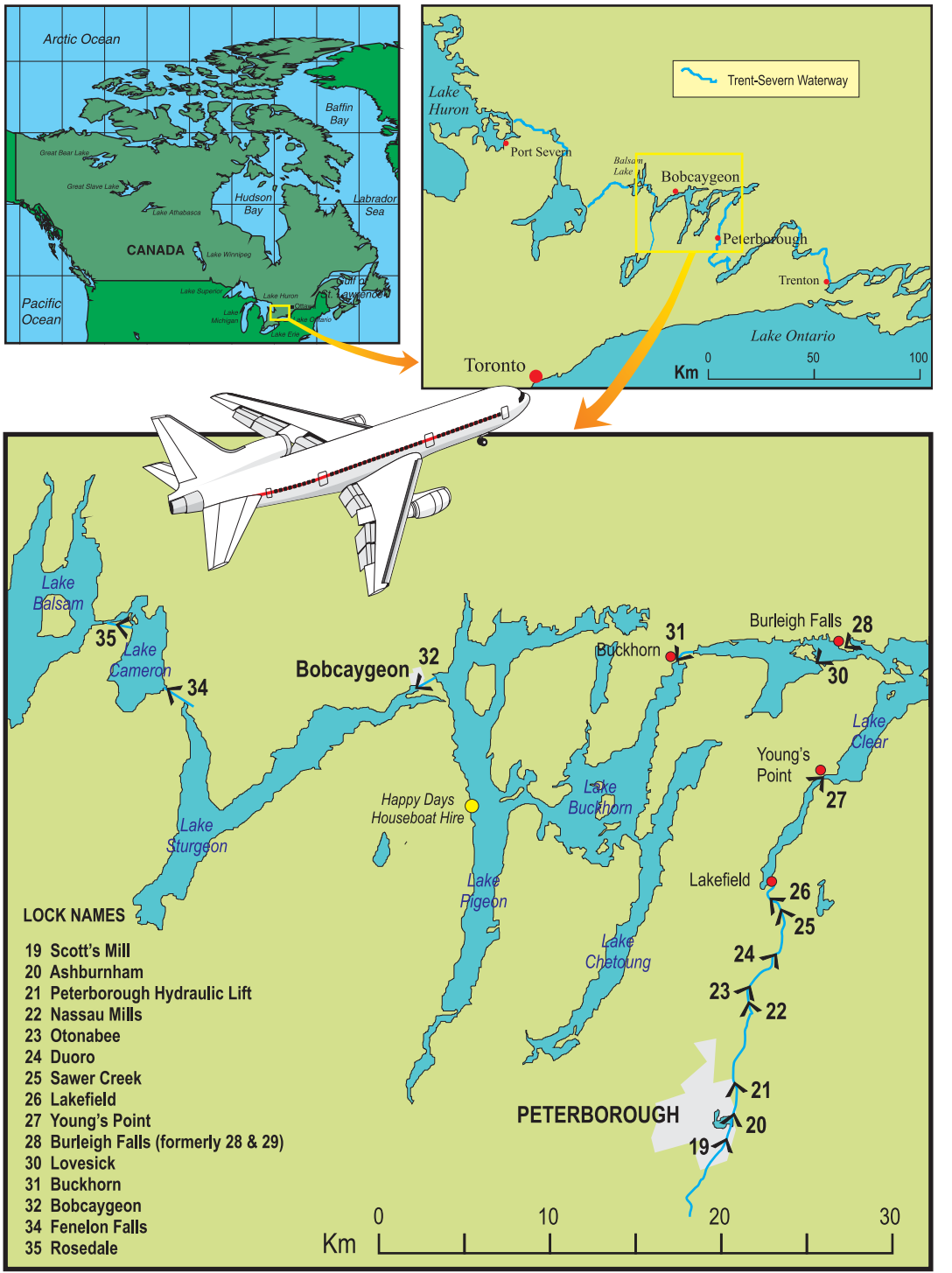
Take your pick. After mooring, we walked along Highway 28 to Lovesick Caf , a log cabin which served Ice cold Keith's Beer at 5% and as expected enormous meals. Lovesick Caf  is a recognised stop in this popular tourist area and is renowned for its home cooking including roast beef and Yorkshire pudding! We were to return to Burleigh Falls and the Lodge and Spa on the return journey.

Next day, leaving Burleigh Bay on Clear Lake at a late 9.55am, we aimed for Hells Gate, a collection of stony islands, some with a single lonesome pine and another housing St Peter's on the Rock Anglican Church. There was little else there, save for a small pier for passengers to land for the services held every Sunday in July and August. Navigating here isn't hell, but one must watch for the red and green buoys to avoid the many pre Cambrian rocky islands in this

St Peter's on the Rock Anglican Church.

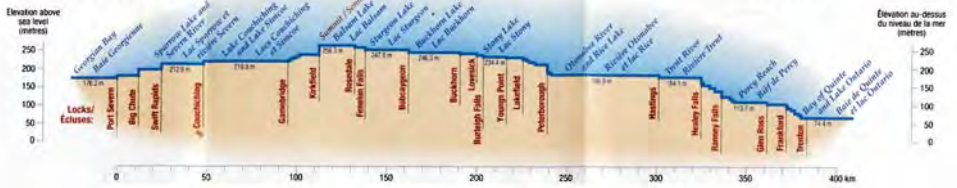


Location Maps of the Trent - Severn Waterway, Central Ontario



Profile of Trent-Severn Waterway

Profil de la Voie-Navigable-Trent-Severn



two mile section (*inset*). After Hells Gate we have a five mile cruise down Clear Lake to Youngs Point for gas and a visit to the Lockside Trading Company. This is a collection of pine cabins selling outdoor gear for tourists and trappers, furniture, gifts and the most delicious Kawartha Dairy Ice Cream with exotic concoctions such as orange and liquorice, muskoka mocha, tiger and death by chocolate. The “small” sized cornets which we purchased would have satisfied eight people. After Youngs Point and lock we moved into Lake Katchewanoska - in the rain!

Air temperature was 15C but the man bathing assured us that the water temperature was also a comfortable 15C. Before we reached Lakefield and the first of the manually operated historic locks, we squeezed between Third, Second and Webster Islands and the Eastern Shore after a narrow channel between reedy and marshy areas of this shallow lake.

Opposite Webster Island on the Eastern Shore is Lakefield College School, properly described as a private school, which included Prince Andrew among its students. We then passed Gordonstown (sic) Island then Prince Andrew Island and into the Otonabee River and Trent Canal at lock 26. Through another lock, Sawyer Creek, where the lockkeeper missed the bollard with our stern rope and bump! The gates were Douglas fir from western Canada 25 years old and in

good condition. We are now in limestone country and we passed a redundant cement factory which had provided all the cement for the lock construction between here and Peterborough. This is also blue heron country and they let you approach before doing the usual circling as you pass by then settle back or near to their favourite fishing point. These points, between the large weirs and waterway, support bass and walleye fish among others. The latter are known as pickerel and reputedly make good eating.

Another few locks, again efficiently and speedily operated, through Nassau Mills and Trent University, then the open railway swing bridge which had graffiti “Train of Thought” on one of the concrete abutments. We were however distracted by the blue flash of a kingfisher and members of the University rowing/sculling club ahead of us. Fifteen minutes on and we were welcomed by the green light to enter the left hand chamber of the world’s highest hydraulic lift lock (*right*). At 65 feet this structure, built in 1904 from non reinforced concrete with two chambers 140 feet by 33 feet weighing 1700 tons, takes you down or up in two minutes by “overloading” the falling chamber by 30cm (one foot) or 144 tons of water to raise the rising chamber. The original steel gates were replaced by aluminium gates in the mid 1960’s, but the steelwork of the chambers and rams are

original. The gates are hinged on their bottom edges. The whole process takes only ten minutes and even in this second week of September we were observed by many gongoozlers. On the return journey we visited the excellent and free visitor centre which was opened in 1985 by HRH The Prince Andrew. I wonder if



he came by boat from Lakefield College School? I think the Centre missed a trick by not having any sales materials?

The last lock, Ashburnham No.20, was exited by 5.30pm after a long conversation with the lock keepers who use bicycles to ride to and from and to operate the nearby swing bridge, which is heavily used by road traffic and it was rush hour. We were invited to view their workshops next morning. I was already appraised of a micro brewery and pub in Peterborough and so off we walked past the Quaker Oats Mills, over the river bridge and arrived in downtown Peterborough at the Old Stone Brewery. Ralph and I had two pints of Pickwick Best Bitter (4.5%). Canadian pubs have traditional serving bars with bar stools as in the UK but unlike British hostelries the cheerful staff have the grace to serve you at your table. This brewery building was constructed in 1838 - the year Frederic Robinson founded his Stockport brewery



Leaving the cavernous lift lock

- and brews its own ales attracting students from the nearby Trent University, tourists and canallers. Americans like their beer cold as we know. Pickwick's Best was no exception so I bought two pints let one warm up and this second one I could properly taste. The following ditty which was mounted and framed in the pub seemed funny after the beer.

*On the chest of a Barmaid in Sale
Were tattooed the prices of Ale
And on her behind
For the sake of the Blind
Was the same information in Braille.*

We shopped for victuals next morning in Peterborough and a new battery charger. Then Ralph and I toured the lock gate manufacturing workshop and maintenance yard, whilst fitters were repairing a butterfly paddle for one of the bottom gates of Lock No.20. The waterway is operated and I assume

owned by Parks Canada. All the operatives wear a green uniform like those BW used to and also have a passionate interest in the network. They work the system from May to Mid October (when it closes) and work very long hours. One operative works for six months, gets paid for nine and works elsewhere for three months, then takes a holiday.

The workshops turn out prefabricated wooden gates for the heritage part of the system on enormous lathes which plane approximately 1/2inch off a rough cut plank in 1/8th inch passes. Each timber weighs approx 900lbs and there are 12 or so per gate depending on the lift. The 'planks' (*below left*) similar in size to our balance beams are drilled and shaped for the quoin by hand, transported in pieces, then assembled on site. The trained joiner was a Leland Jacobs from Curve Lake and his mate, who left Cork in Ireland sixteen years



ago, knew that we had restored the Huddersfield Narrow. Well I suppose waterway operatives who work next to a world famous structure are bound to have heard of our world famous canal. We met another expat. lock keeper at Duoro Lock No. 25. He hailed from Dundee, home to another famous monument, the last three masted wooden sailing ship to be built in Britain, RRS Discovery. We shared this lock with No 7 from Happy Days the captain another expat. who owns a MGB, now lives in Toronto and asked " you didn't book with Zoom did you?" (Our apologies that David's text "Credit card booking with Zoom was" in Issue 164, page 16, was obscured by an unruly picture!)

David Sumner

all photos: David Sumner

To be concluded in the next issue ...



Above: Diana measures up some living room furniture.

Below: Definitely a big Deal.
The planer thickener at the workshops.



The Stamford Group



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



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Tunnel End Inn, Waters Road, M

A trip to Marsden would not be complete without

Whilst walking along the Huddersfield Canal from Slaithwaite to Tunnel End, Bev & Gary Earnshaw found, by pure accident, the closed down Inn was up for sale! They purchased the property in 2002 and here we are, 7 years on!

The couple always offer a genuine, warm welcome and aim to maintain a warm & friendly atmosphere in keeping with the type of pub they would want to visit. They regularly organise new events to attract the modern pub-goer who is looking for a more interesting experience.

The inn is popular with boaters, cyclists, walkers etc. and when you get the chance to visit, you will understand why.

Within the first year of ownership they were nominated for the Good Beer Guide and have been in it ever since. Gary is particular about his beer and equally caring about everything else he serves at the bar. Bev treats the food side of the business in the same way. They don't offer a huge, complicated menu; finding people love traditional home made food and that is what they serve.



arsden, HD7 6NF 01484 844636

ut a visit to the Tunnel End Inn!

Home made pies and traditional roasts on Sunday are always popular.†They have some very nice dining rooms which suit the character of this traditional pub† They like their customers to come along, enjoy their visit, go away happy, recommend them and come back again when they can.

They have theme nights, usually once a month, which are always popular; Quiz Nights, Open Mic Nights, Charity Auctions etc.

They have restricted opening hours but are always willing to open, out of hours, for pre-booked groups (minimum of 12 people).

If you want to find out more about this little gem, have a look at their website www.tunnelendinn.com and give the pub a visit.†

Tunnel End Inn is close to the Standedge Visitors Centre, on†many National Trust walking routes and a nice short walk along the Canal from the railway station.

There are not many pubs like this left!





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



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



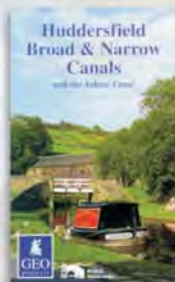
Keith Gibson's account of the history and restoration of the Rochdale Canal.

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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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plus £1.00 p+p

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

Bird Box 2009



Members may recall our bird box had a measure of success last year with several eggs being laid by its Blue Tit occupants (*inset*). Unfortunately, the nest was subsequently abandoned.

This year, the box has been relocated to a more sheltered, and hopefully less

disturbed, position in nearby trees. Within twenty minutes of the box being put up, there was interest from a Blue Tit and since then, a Great Tit has been making regular visits.

Our internal camera will be keeping an intimate eye on developments!



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The Story of DB1 - Part 13

"The Best Laid Plans of Mice and Men Gang Aft Agley."

The quotation from Robert Burns aptly describes what has happened since last I wrote. Very close to our yard, about 4 minutes walk, there is a joinery company that promotes itself as making 'High class kitchen and bathroom furniture'. Ah ha!, a light came on in the bonce. "If they will make units to my specifications for our galley, it would save months of labour on my part and shorten the construction time". I thought!

With this in mind, I approached them to see if they would make what we wanted and in the style to suit our tastes. I outlined the requirements and stipulated absolutely **no** MDF or allied materials. (What I refer to as shitite). I required marine ply, or equivalent, and Oak. Oak veneered would be acceptable for the unit sides but solid oak for doors, worktop etc. No problem – whatever you want we can do, was the response.

A visit to Itchy Feet was arranged and the general requirements outlined. I stressed several times that 'nothing is straight'. The sides curve in all directions and scribing to fit will be required. Measurements were taken and ultimately a computer generated set of drawings presented. These all showed a kitchen layout as would be for a building, 11 inch walls and 90 degree corners. "Ignore that" I was told, we know it is different, that is just the computer programme standard. I again stressed the curved nature of the spaces to be fitted. After more assurances I gave them the go-ahead and paid a deposit of 50% the quoted price.

Some time went by (as expected, nothing happens overnight) and the first set of base units arrived. The seeds of unease started to be sown. All the base units were rectangular in shape. Fitting of the corner unit under where the sink was to be was accompanied by a lot of jigsaw hacking as lumps were cut off. The peninsula unit with the end panel to the boat side had a large tapering gap from bottom to top. Wasted space. The sink base eventually fitted in place, I pointed out that I needed to run water and waste piping round the back. "You can't do that, it's all fastened together now" I was told. Right! The unease started to grow. When they had gone I proved them wrong by removing the unit and taking off the back and side. Now unease moved up a notch to alarm. In order to remove the back and side, I had to heat up the 'Iron on' plastic laminate covering the outside and found that construction had been done by screwing into the end grain of 18mm plywood. There were no joints and the whole weight of any top loading relied on friction and 9mm of the bottom half edge of the base board. Expressing my discontent with the lack of joints holding things together brought incredulity that I should require such things, when I said I expected dovetail joints on the drawers, it was apoplexy.

The dismay at the design and quality continued as more units arrived. The oven housing and the fridge/freezer surround have gaps between their tops and the roof. At this stage I had already cancelled the intended high level units on the grounds that we had decided to change the design. The true reason being, I cringed at the thought of what

they might bring. Having already found a panel of MDF inside one of the base units and tackled them about it, (receiving assurances that it was a mistake and I would not find any more), I found another panel of fibreboard and received more empty assurances of no more. Dead right! We parted company with a galley of sorts that was usable to a point. The one and only good part is the 40mm solid oak U shaped worktop. The rest of what has been fitted will have to be modified at some time in the future, some units thrown out now and the whole of the high level units made from scratch. To my standards.

The outcome of all this is that, far from speeding up the job, I have had to spend valuable time altering and re-fitting some totally unsuitable and badly made joinery. This time has had to be at the expense of progress on other fronts and produced much delay. A lot more time will be needed to achieve the desired designs. **But we will get there.**

The good part is that we moved onboard in December. Having found that the 3 piece suite we saved from when we sold our house, intending to re-use, would have made the available space a little cramped. We opted to purchase a new sofa bed, giving us future guest

accommodation and 2 Stressless™ easy chairs. As I write, the bathroom is now fully tiled, large mirror fitted and only requires a few pieces of trim and a cupboard front under the hand basin to be completely finished. Many other things have moved on a pace as I hope the accompanying pictures overleaf show.

As you will no doubt notice, there is still some cladding to do, boxing in of the inverters and shelving fitting. These are jobs that give a feeling of great strides for a modest amount of time. Other jobs take days with little to show.

It's great to be aboard, very cosy, a pity it doesn't rock with water movement yet, but the crane and waggon transport people have been put on standby and waiting for the word 'go'.

Alwyn Ogborn

All photos: A Ogborn

The bathroom counter top with the shower unit just peeping out on the left hand side. A small drawer is to be fitted on the right hand side.





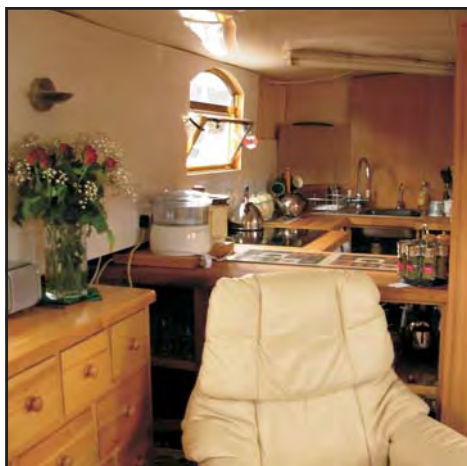
The shower, as close as the camera will allow.



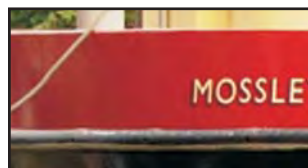
Just a little of what goes on below deck.



The yellow tape shows how much wasted space there would be if I accepted the 'joiners' refusal to use the boat side as the unit back.



Saloon looking back towards the galley.





The saloon with the outside corner of the bathroom (lhs) and the wardrobes (centre) and ...



the view from further back.



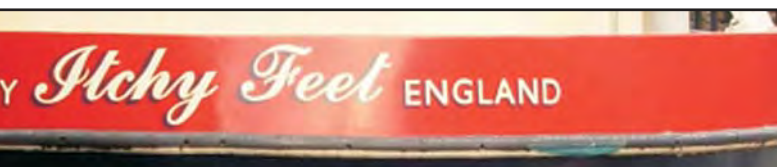
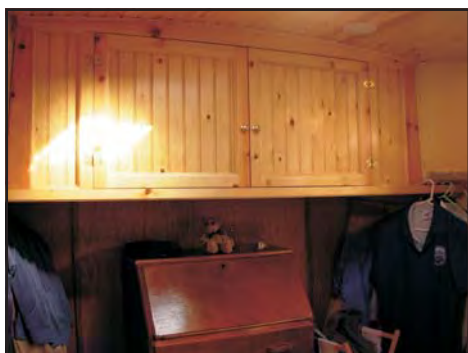
19 drawer storage unit in the saloon.



Galley hob, washing machine, sink and oven.



... and the most important bedroom with cupboards and heirloom bureau at the foot of the bed.



2009 Photographic Competition

*** CASH PRIZES ***

Organiser Alwyn Ogborn writes:

The Huddersfield Canal Society is once again running its annual Photographic Competition. Open to all ages, the competition has changed a little this year with just three categories for entries and a panel of judges will decide the winners. There are still generous cash prizes to be won!

The Society hopes to produce a 2011 Calendar from the Category B entries, so even if you do not win a prize, you may still get published!

Don't forget closing date!

... and remember, the Narrow can look great whatever the time of year!

THE CASH PRIZES

Overall Winner - £50

Category Winners - £30

Category Runners-up - £20

THE CLOSING DATE

Friday 30th October 2009

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 - Overall Winning Photograph

B - Huddersfield Narrow Canal

C - Other UK Waterways

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.

Notice of the 2009 AGM



HUDDERSFIELD CANAL SOCIETY LIMITED

Notice is hereby given that the Twenty Ninth Annual General Meeting of the above named Company will be held at the Standedge Visitor Centre, Tunnel End on Thursday the 14th day of May, 2009 at 7.30p.m. to transact the following business:

1. To approve the Minutes of the 2008 Annual General Meeting.
2. To receive and adopt the Accounts for the Company for the year ending 31st December 2008 together with the Report of the Council of Management and of the Auditors thereon.
3. To elect Nairne Son & Green as Auditors and to authorise the Council of Management to fix their remuneration.
4. To re-elect Mr. N. A. Kenyon as a member of The Council of Management retiring by rotation.
5. To re-elect Mr. J. Carr as a member of The Council of Management retiring by rotation.
6. To re-elect Mr. D. M. Sumner as a member of The Council of Management retiring by rotation.
7. To confirm the appointment of Mr. A. Zajac co-opted during the year.
8. To consider any other nominations.
9. Any other business.

DATED the Eighteenth Day of March 2009
By Order of the Council

J. M. Fryer, Company Secretary

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

Please note: Parking will be permitted at the Centre for this meeting.

Growing up by the Locks by Celia Lovelock



have spent many marvelous times on both their boats. (One not quite in the water yet!)

One day in conversation (which Alwyn is good at), we discussed an article that had been written for the Pennine Link about

England - a land of many contrasts. Always defined by its waters. My husband immigrated to Canada in the 70's and has brought me back to England many times to share in its beautiful countryside and beautiful people. Through his good friends, Alwyn and Joan Osborn (who is an excellent cook), we

boating in Canada, and traveling the locks and waterways of Ontario. Well, I had the privilege to be born and grow up in the small town of Kingston Mills, Ontario.

There is a great history – though not as old by English Standards – attached to the city and locks of Kingston.



The locks were originally built in the first half of the nineteenth century to bring products and goods up to the new capital of Canada – Ottawa - and to protect the Canadians from the Americans!

Well done! Ed.

As a child who comes from a family of seven (6 brothers), we learned to make our own fun. We used to walk the 3 miles from our home to the locks on a Saturday morning and spend the day helping people tie off their boats, or run errands for them as they waited for the locks to fill with water.

I always remember the damp smell of the air and the feel of the moss under my feet as we hung our legs over the side of the lock. In later years, I would bring my young children back to the locks and they would tell me that I grew up in paradise!

The History of the Locks

The locks were commissioned to be built in 1816, but the physical work was not started until 1826. It was completed in 1832. The locks were originally

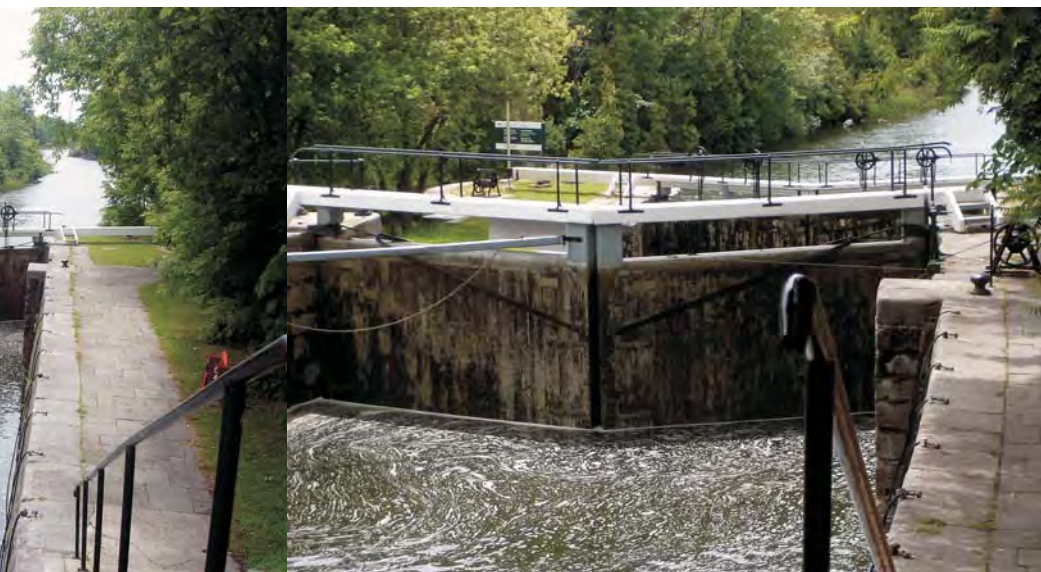
constructed of wood, but it was realized that there was a need to make them large enough to hold the steamboats of the time and they were changed to Limestone and Granite – which was hand mined locally and pulled by horses through the dense forests. Many of the workers died of malaria from working in the swampy, mosquito infested area.

The completed locks consist of 47 lock gates, which run for 123 miles, starting in Kingston, flowing along the Rideau River into the Ottawa River and ending in Ottawa, Ontario. There are 22 mooring sites along the way, with a total difference in elevation of 444 Feet 7 inches.

Running the locks today

The locks today are maintained by Parks Canada, but also many other groups have an interest in keeping the locks running smoothly, such as fishing clubs, boating clubs and historical societies.

There is an annual Rideau Canal meeting held to keep up to date and discuss the challenges of running the Canal.



The canal can handle up to a 27.4 metres long boat, a maximum of 7.9 metres wide and 6.7 metres high. The locks can work with just 5 ft of water, but at the deepest point, it is 100 ft deep.

The boating season opens in mid May and goes to Mid September. In full summer season, they are open 11 hrs a day with full staff to assist. A casual run through all the locks would take approximately 43 hrs to complete.

The cost is set up by the size of the boat. A day pass per lock, is 0.90 cents (45p) per foot. A season pass, is \$8.80 (£4.40) per foot per lock. If you have a 20 ft craft, it would cost approximately \$18.00 (£9) per lock to pass through. If you don't want to stay on your boat, you can find pleasant accommodation in B&Bs along the way.

Coming Home

We are attracted to water, it seems to call us to listen, to turn off the cares of the world and be still. I always found it very peaceful and calming to sit and watch the boats, waiting patiently to enter the locks with not a care in the world, an idyllic life.

I don't imagine that when Colonel By (an Englishman from the Royal Military Academy at Woolwich) was commissioned to build the locks, he would ever have dreamed that house boats and motor boats, would be going into the locks over 150 years later, on their own steam and just for the fun of it, and that our neighbours in the USA would be our friends.

Celia Lovelock

All photos: C M Lovelock

Greenfield & Grasscroft Residents Association

Many Society members will know of the existence of the Greenfield and Grasscroft Residents Association (GGRA), an organisation actively involved with all matters concerning the area from planning applications to traffic problems.

A Sub Group has now been set up, "Greenfield Street Scene Group" (GSSG) whose objective is to "tidy up" the area and improve its appearance. Initially the concentration is on funding and they have applied to several sources to improve our environment.

It is intended that the scheme will include removal of out-of-date and/or obtrusive Development signs; cleaning street signs; repairing pavements; hanging baskets and planters; a Christmas tree plus Christmas lights along Chew Valley Road, etc. Local primary/junior school children will be

involved in a competition to raise awareness of the project via posters, with more senior students designing a logo.

As the Huddersfield Canal plays an important role in the area, both for locals as well as tourists, GSSG feel it should be included in their project and would welcome input from Members of the Canal Society. For example, would they encourage additions to the sculpture trail, if these were to be along the lines of the unfolding ferns between Greenfield and Mossley, strategically placed off the tow path? GSSG are fully aware that this is an extremely sensitive area and Members' ideas for or against would be greatly appreciated.

Please contact Mike Rooke, Secretary of GGRA on 01457 872765 or by email : ggranews@googlemail.com.

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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

New Boat Wash at Tunnel Portals



J P Associates

Artist's impression of the new boat washing facility at Diggle Portal

As part of an on-going consultation process with boaters on the Huddersfield Narrow, BW are considering installing boat washing facilities at the Tunnel portals.

Since the Canal was re-opened to navigation and boats could pass through Standedge Tunnel, concerns have been expressed about the amount of soot and debris accumulated during transit. A washing facility at each portal would be an ideal solution, especially considering the proximity of existing water points.

Initial suggestions are for the washes to be operated by the current BW 'pump out' cards, though credit card operation may be more flexible.

Mindful of the Listed nature of both portals, the superstructure will be embellished with cast iron detail designed by local primary school children, however, in order to comply with current Health & Safety regulations, the cleaning mops will be fluorescent yellow in colour rather than those illustrated.

A spokesman said 'We are very excited about this project and it shows our commitment to improving facilities for boaters using the Huddersfield Narrow.'

The facilities are due for installation in April next year, probably at the beginning of the month.

HCS

Looking Back



Alwyn Ogborn Collection

26th April 1986 and a protest rally on the Rochdale Canal at Chadderton to coincide with the Public Inquiry into the building of the M60 motorway and its significance for canal restoration.

The Society's trip boat 'Stan No 1' is centre picture, running trips for the public. The cruiser to the left has, on board, your Editor (light shirt) and his wife at the time, Mavis, on the bow.

Organised by the Rochdale Canal Society and the Inland Waterways

Association, the rally was part of a successful body of representation which ensured a navigable channel was made for the canal when the motorway was constructed.

Admittedly, the 'as built' channel had to be realigned slightly to allow passage of wide beam boats, but navigation was restored and the Canal officially re-opened in March 2003.

HCS



The Original Ocular Survey (Undertaken in the days of pre-history)

By early 1973 the working party groups of the Peak Forest Canal Society could plainly see that restoration was well on the way and that the Cheshire Ring, a ninety eight and a half mile water circuit, linking Marple with Manchester, was going to be opening soon. So talk turned to what next.

The working party was organised as two sections, one based at Marple, and the other one based at Ashton. By 1973 the Ashton group had several narrow boats in their care, including Dove, Joel and Maria, and they were becoming the boat section of the PFCS. The Marple group, all keen diggers, were investigating what other canal restoration should be tackled next.

The PFCS already had an Oldham section which was looking at the possibilities of restoring the Hollinwood Branch of the Ashton canal, and then forming a connection to the Rochdale to make a new through route, to Yorkshire, via Rochdale. There was no possibility that the Rochdale canal could be restored through Miles Platting as it had only just been made into a linear water park a couple of years earlier. "Not in my life time" some councillor said and so it proved.

The other local alternatives were Bugsworth Basin, already being restored by the infamous Bessie Bunker and her IWPS, the MB&B which was similar to the Rochdale in that it went through a very deprived area and had been totally infilled and was going to be a political nightmare, the M&S canal was not really worth doing, and then there was the Huddersfield Narrow Canal. The disaster called Stalybridge had already happened, but there may be a route around that nightmare, and the canal had been made "safe" (officially vandalised), but it was still required to supply water to the Ashton Canal and the industries along the canals and a small amount to the Rochdale Canal. This had saved most of the route, on both sides. The tunnel was basically ok, some of us had canoed it. It really was a pretty canal especially higher up the

Peninnes, maybe even better than the Peak Forest, so it looked like a possibility.

A proposal to start a campaign to restore the HNC was taken to the PFCS council, and thus the problems started. The Constitution and Memorandum of Undertaking of the limited company which was PFCS, were very precise.

The PFCS was the first canal society to have become a limited company, and had drawn up its legal documents such that basically the only bit of canal we could really campaign for and work on, was the part of the Cheshire Ring from Marple to Manchester, known as the Ashton Canal and The Lower Peak Forest. Years before there had been some doubt over whether this included the Rochdale Canal in the city centre, or was it just the Boards' waterways, but it had been agreed that the Rochdale nine were legit.

The Hollinwood Branch was seen as part of the Ashton so that was okay-ish, and anyway it really irritated Droylsden Council that we were even thinking about this lost waterway.

One has to remember that the original society had been formed to save Marple Aqueduct. This group had come from members of the Marple Historic Society, and that the canal had not been the original priority. So when it was suggested by the working party that the society should start to campaign for the Huddersfield Narrow objections were raised.

The debate raged through the summer and autumn of 1973, mostly simmering in the background. There was an attempted coup d'état at the AGM, which worked to some extent but caused the loss of some really good people from the committee. Legal advice ended up being taken, and costings prepared, to change the constitution.

In the mean time, the working parties finished the last clearances of the locks and the clearance of Forge Lane Bridge hole below lock 6 on the Ashton Canal. Work for the volunteers was coming to an end, just a bit of

painting here and there. What was to become of the society, should it become a user group or should it campaign for other local restorations, should it become a boat club?

Being true visionaries though, the Marple working party decided to look at the Huddersfield Narrow in more detail. The initial move was to look at the first length as far as the River Tame, and just beyond to the first in-filled section. It was thought that it may be possible to canalise the river around the Town centre, if that was at all possible. It was planned that the whole working party should walk the length in question. My father borrowed the phrase an Ocular Survey, and so the first Ocular Survey of the first length of the Huddersfield narrow canal as far as Stalybridge, was undertaken, with a view to bringing this length back to working order as a campaign highlighter. This was from Dukinfield junction at Tudor Mill.

The original restoration of the Ashton Canal did not include the Ashton arm, up to the Narrow, at Ashton Junction. So one Sunday the Ocular survey was undertaken, my father was one of those who attended, both he and I

Members of the working party inspecting the capped Lock 1W.

Left to right: Sue Watts, Malcolm Asquith, Fred Wardle, Peter Stockdale and mystery woman!



Whitelands Tunnel above Lock 1W

were members of the Council of the PFCS at this time. The accompanying snaps were taken by my father on that day, I suspect Chris Griffith took a true and proper record. It was the first time that some working party members had walked this piece of the HNC. We started the walk from Dukinfield Junction and walked along the towing path as you could in those days before landslips, and ASDA. Dredging the canal was seen as a simple task, as there was canal side access in a lot of places, so land born dredging could be undertaken. We liked Lock 1W, it reminded us of Posset lock at Marple, with its horse tunnel. Lock 1W was seen to be a simple project, then there was the wonderful cutting above the Lock. We thought this was going to be a job for us volunteers to clear out.

Next was the hidden area just like the BCN, hidden by factories, then there was Lock 2W not too hard a job, no nasty widened bridge then. Followed by a short pound to Lock 3W, again easily dredged from the bank. Lock 3W

was a little harder, where was the stone? Then there was the Mill, which was still drawing water from the canal at that time. Followed by another mill and fine chimney, Finally there is the newly landscaped section as an example of what can be achieved, with a little attention to detail. We saw this as a vision of what the future could be. There were some more snaps of further along, showing the aqueduct and the end, but the pictures have not surfaced yet. For another article maybe?

It was agreed that, we, the working party could make a go of the first length and plans were started, older and wiser counsel (Ted Keaveney, General Secatary of PFCS) advised patience and not getting BW into a sweat. Let's get the ring open and working and then let's slowly creep towards Yorkshire, was his counsel.

Then the Manchester Nine reared its head again, it had never been clear if the RCC would honour the Act of Parliament which said that if the Ashton should reopen they would maintain the nine in good and proper state. The RCC had not been nationalised because it was assumed it would all close. This of course was not now the case. The PFCS had made it work for the Rally of 100 boats in Manchester in 1971, so the RCC turned to the PCFS to see what we could do and so both working party groups came together to make this piece of canal work, we had a sizable budget and had real cranes to clear these locks. This became a really big task and we ended up working down there for years, making the canal work. RCC did get some new gates but it was make do and mend with the rest.

It was soon after we had started in Manchester that news came from over the hill that there was to be a meeting in Huddersfield to see if there was interest in forming a group to seek the restoration of the Huddersfield Canal from end to end. The WPO went on mass, some of us could not go (me) due to working an afternoon shift, but I sent monies in case something

happened. What happened was the formation of the HNCS, a group not limited by a restrictive constitution, formed by active members from both sides of the hill. I became member 32.

History shows that the Marple working group firstly become PFCS Mobile, whilst the debt of honour was repaid to other canal groups around the country, by travelling to their restorations and helping them. This group then split from the PFCS and became the nucleus of WRG Northwest, and so it was that I was the man who broke the first real piece of concrete at Dungebooth Lock, when we started in the middle and worked our way out. WRG NW is still going strong, and may yet have a hand in restoring the Hollinwood Branch, along with finally finishing the restoration of the Droitwich canal, and the Montgomery Canal, all projects first worked on back in the days of PFCS. The Ashton Group became in the fullness of time, Ashton Canal Carriers, but that's another story.

Ian McCarthy

The Mill above Lock 3W



Standedge Tunnel Customer Guidelines

Following extensive trials during 2008, British Waterways will be operating a chaperoned system of through trips for the 2009 season. This means that you will be able to steer your own boat, under your own power, while being accompanied by a British Waterways Tunnel "Chaperone" aboard your boat.

A lot of work is needed to make these Standedge Tunnel passages safe and enjoyable for all concerned. Please take your time to understand the special arrangements detailed here, for passage through the tunnel.

1. Passage is now available on Mondays, Wednesdays and Fridays between 30th March 2009 and 30th October 2009.
2. All required passages through the tunnel must be booked, either by completing a booking form or by telephoning the Business Support Team between:
Monday - Friday 8.30am - 4.30pm on 0113 281 6860.
3. Time slots for passage are:
Marsden – Diggle (going West)
8.30am, 9.15am and 10am
Diggle – Marsden (going East)
12.45pm, 1.30pm and 2.15pm
(One boat per time slot).
4. All bookings are subject to availability. It is recommended that bookings are made as far in advance as possible to avoid disappointment.
5. Bookings must also be confirmed with our Leeds Office at least 24 hours before booked passage date.

6. Please ensure your craft dimensions are within the maximum limits specified on page (45).

7. Please note fibreglass boats and petrol engined boats are not permitted through the Tunnel.

8. The following information is required on booking:

- Your Name
- Your Address
- Your Contact number
(for contact when aboard boat)
- Boat name
- Boat Index Number
- Boat Length
- Is the boat principally steel or wood?
- Craft Licence or Boat Safety Scheme Number
- Number of passengers wishing to travel through the Tunnel
- Do you have pets for transport? How many and what kind?
- Preferred date and time of travel
- Direction of travel - Marsden to Diggle (Westwards) or Diggle to Marsden (Eastwards)

9. Boaters due to enter the Tunnel must be available as follows:

- **Marsden to Diggle (East to West).**
Lock 32E will be unlocked at 8.30am on the day before passage. Boats must be through Lock 32E no later than 3.30pm. Boats can moor above Lock 42E on arrival and at the visitor centre from 5pm the evening before passage and will wait there until 8am when preparations for passage will start.
- **Diggle to Marsden (West to East).**
Lock 24W will be unlocked from 8am on day of passage to allow boats to travel up

to the tunnel portal. All boats must be at the tunnel portal no later than 11.30am ready for your passage allocation. Once your journey is complete, you will be allowed to continue down the flight if required or can moor at Marsden until the following day. Last time through Lock 42E is 4.30pm.

· Please make sure you fill with water before your passage through the tunnel as it makes the journey easier due to more headroom being available. Water points are located at Marsden and Diggle.

10. Boat owners must ensure all gas appliances are switched off prior to entering the tunnel and all stoves must be fully extinguished before passage.

11. All people seeking Passage through the Tunnel on the Boat must be able to leave the Boat unaided in an emergency in accordance with our Tunnel Operations Procedures. This includes being able to ascend a vertical ladder [two metres] up to an escape platform within the Tunnel. We may refuse to allow entry to the Tunnel any Passenger whom we consider unable to meet this requirement. (note: we can book a taxi, at your expense, to transfer to the other portal any person who is not travelling through the tunnel. Alternatively we can provide details of the walking route over the Pennines or bus routes) PLEASE NOTE THAT WE CAN NOT TAKE THE HELM OF UNATTENDED BOATS.

12. Boaters will be issued with hard hat and life jacket to be worn at all times in the tunnel by anyone outside on the boat.

13. Each boat will be issued with lighting for navigation.

14. A member of BW staff will accompany each boat to offer navigational advice and information.

15. Pets will be allowed to travel through the tunnel. Any pet travelling through the tunnel must be restrained inside the boat, by being tied or caged as appropriate. You must ensure that neither yourself nor the chaperone can be distracted, harmed or otherwise injured by the pet. In all circumstances we would prefer that a person other than the Boat Steerer is responsible at all times for the supervision, restraint and care of the pet (*note: the tunnel is a confined space which the pet may have to endure for up to 3 hours: it may be outside the previous experience of pet or owner and this may cause disturbance to the pet; if there is any doubt about the reaction of the pet, you should plan to have it taken over with a responsible person. Simply closing internal doors is insufficient to satisfy this requirement: the pet, including cats as well as dogs, must be tied or caged as above to completely exclude any possibility of becoming separated from the boat while inside the Tunnel, thereby risking the safety of any person attempting a rescue.*)

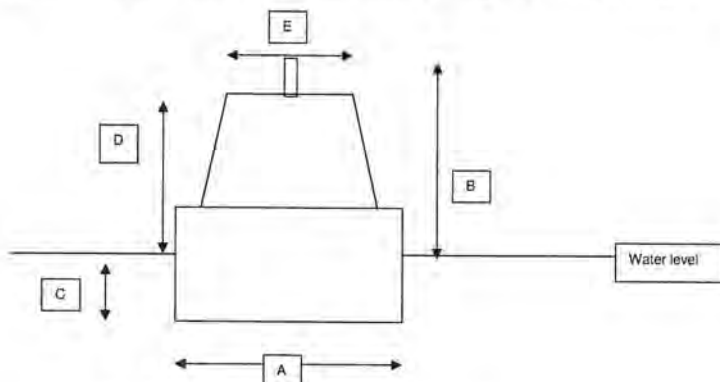
16. British Waterways cannot be liable for any damage to your boat as a result of its passage through the tunnel.

17. In some exceptional circumstances it may be necessary for boats to be towed through the tunnel in a convoy system. In this situation you will be informed of any further conditions that will apply.

Limiting Dimensions

(boats that exceed these dimensions when measured at the tunnel portal will be refused passage):

These limiting dimensions are shown on the drawing and table following:



- Maximum Length 70' (21.34m)
- (A) Maximum Width 6' 10" (2.05m)
- (B) Max. Height above water. 6' 2" (1.88m)
- (C) Max. Draught below water 3' 3" (0.99m)

Maximum height to corners of cabin (D), in relation to width across cabin (E)

Where height of cabin corners above water level (D) is:	Then width of cabin at top (E) must be less than:	Where height of cabin corners above water level (D) is:	Then width of cabin at top (E) must be less than:
Less than 4'10"	6' 8"	5' 7"	5' 2"
4'10"	6' 8"	5' 8"	5' 0"
4'11"	6' 8"	5' 9"	4' 8"
5' 0"	6' 6"	5' 10"	4' 6"
5' 1"	6' 4"	5' 11"	4' 4"
5' 2"	6' 2"	6' 0"	4' 2"
5' 3"	6' 0"	6' 1"	4' 0"
5' 4"	5' 8"	6' 2"	4' 0"
5' 5"	5' 6"	6' 2" is maximum height within tunnel	

Events 2009 & Jidoku Solution

Saturday 25th April

Cuckoo Day at Standedge

Join in with the celebrations of Marsden's Cuckoo Day including events at Standedge Visitor Centre where Claire will be manning our stand.

Venue: Marsden & Standedge VC

Time: 11.00am - 6.00pm

Bob will also be leading a history walk along the canal to Slaithwaite and back.

Venue: Meet at Marsden Car Park

Time: 11.00am - 3.00pm

Numbers are limited, so please book your place in advance.

Sunday 3rd May

Huddersfield Canal Society Open Day

Transshipment Warehouse, Wool Road will be open to members and the general public. Come and have a look around our premises and meet with the Chairman, Bob and Claire.

Free car parking.

Time: 11.00am - 4.00pm

Sunday 28th June

Treasure Hunt, Slaithwaite

The Canal Society's Administrator, Bob Gough, will be devising another set of devious clues, this time for Slaithwaite village and the canal from the sound of knitting to the abandoned lock. Collect your treasure map on the day.

Venue: New Street Car Park

Time: 11.00am

Sunday 26th July

Boat Trip - Still Waters

Boat trip on-board Tameside Canal Boat Trust's Still Waters hopefully along the Peak Forest Canal (currently the Peak Forest is closed due to a major pollution

event, but it should be open for the trip). 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.

Cost: £2.50 per person

Venue: Portland Basin Museum

Time: 10.00am - 1.00pm

Numbers are strictly limited, so early booking is advisable.

Saturday 12th September

Heritage Walk

As part of English Heritage's 'Heritage Open Days 2009', Bob Gough will be leading a walk along the canal from Portland Basin to Stalybridge and back. Numbers are strictly limited, so please book your place in advance.

Venue: Portland Basin Museum Car Park

Time: 11.00am - 3.00pm

For further information and booking of these events (where required), please call the Society on 01457 871800.

Solution to Jidoku 12

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

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HUDDERSFIELD CANAL SOCIETY

welcomes the following new members

0619* Mr Alan Brook, [REDACTED]

2779 Mrs Ayson Hull, [REDACTED]

2780 Mrs Carol Griffith, [REDACTED]

* rejoined

MEMBERSHIP RATES

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

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Articles, letters and comments for **Issue 166** of Pennine Link should reach the Editor at Transhipment Warehouse, Wool Road, Dobcross, OL3 5QR by **8th May 2009**

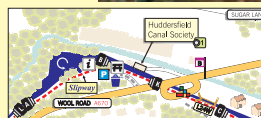
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Dr Bob Gough



Foreword by Robin Evans

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