

# Pennine Link

Magazine of the Huddersfield Canal Society



Issue 166 Summer 2009

# Huddersfield Canal Society Ltd

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## NON-COUNCIL POSTS

**Claire Bebbington** Marketing Officer

**Bob Gough** Administrator



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

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Issue 166

It may seem to hark back to the old days of dereliction, but a mattress in the canal is still a modern hazard to navigation. Mary Owen and Alan Morton are pictured on Still Waters at Portland Basin with a mattress they grappled from the cut.



Tameside Canal Boat Trust

Editorial	4	Looking Back	16
Chairman's Report	6	Bird Box 2009	19
Disconnected Jottings	7	2009 Photo Competition	20
Volunteers	10	1847 Accounts	21
Jidoku - 13	11	3,500 Miles to Peterborough III	24
Review	12	Peterborough Addendum	28
News from the East	13	Events 2009 & Jidoku Solution	30

Cover: Huddersfield Broad Canal - Popular moorings by Sainsbury's; looking east toward Turnbridge. Bob Gough



## Editorial

The towpath walking, cruising, fishing season is upon us. On the cruising front we welcome the 'own power' transit of

Standedge tunnel. (Or Stanedge as the Oldham Chronicle spells it). Only three boats a day on three days, Monday, Wednesday and Friday, are allowed through at the moment. This severely restricts through navigation of the Narrow. Chatting to Lawrence Morgan, BW manager east side in charge of the tunnel, I get some encouraging news that eventually things will improve. As I understand it, the timing of boats through the tunnel, i.e. the space between letting them in, is to be shortened, making more bph, (*boats per hour. I just invented that*). The other restriction is down to the safety aspect. A communication system based in a wire passing right through the tunnel is planned to give staff notice if a boat has not reached a

certain point in a reasonable time. (there are 10 people a day killed on UK roads, but an accident in a canal tunnel would be headline news and a public enquiry demanded). Obviously, we don't want even the slightest injury and all efforts should be made to make sure there are none. The problem is that such a system costs money, doesn't everything? and it has to be budgeted in. Keith Gibson highlights this numbers restriction in his Disconnected Jottings, and (*yes Keith, the Editor will allow your comments. I don't cut things out just because I have a different point of view. In this case, I fully concur. Ed*) With fingers crossed, the work will go ahead and boat traffic increased.

Still relating to Keith's article, I am heartened about the news in prospect of restoration of the Uttoxeter canal. I have always enjoyed the Caldon, being able to continue down the valley from Froghall is a treat to be anticipated. Where I do question his thoughts is about a BW base at Northwich. Depots are situated at various sites along the track. Grove Road near Lock 8W being an example. This is now administered from Wigan, about as far away as Northwich. I would have thought things would stay similar as far as attending breakdowns goes.

I am pleased to have articles relating to the volunteer input to canal welfare. In the past, the request for such articles has been dogged by Trevor and his crew being severely limited by HSE as viewed by BW. (Painting one lock beam is the same as painting another). Thanks to common sense this is now easing and volunteers are being encouraged to

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### Correspondence By Email

Hello Alwyn

I have to say that I'm impressed with BW's idea to install boat washing facilities at both ends of Standedge Tunnel. I imagine that installation will commence roundabout the first of April.

Yes, I do like this year's calendar, long may it continue.

Regards

**Graham Eckersley (Member 0474)**  
Cromer, Norfolk

participate much more. I am also quite fascinated by the 'Canal Accounts 1874' (page 21), the transposing to 2009 values of the costs involved is mind boggling. It brings things into sharp perspective.

Our volunteers have done a sterling job ever since the formation of the Canal Society. Meeting up with Harold Neild jogged another train of thought on this subject. Hence my piece on the centre pages. As you all will know, Andrea Fisher still does a terrific job with the water taxi at Marsden and Peter Ruffley keeps the Still Waters boat going from Portland Basin. Although not strictly HCS, Peter has our full support. I intend to highlight some other 'behind the scenes' (not a strictly accurate description), of ex or active volunteer input in future issues. If you are one of those, don't be shy, contact me. The name Jean Buckley comes to mind in my list of people. (Are you there Jean? Living in Marsden I understand. Probably a mine of information).

2011 is the bi-centenary of opening to through navigation of the canal. HCS intends to celebrate this milestone with suitable event(s). A number of things are

being considered, but if you have any ideas please contact Bob or Claire at our office and they will be put into the 'things to do' box. Don't be shy, we value all ideas.

Our Canadian holiday was terrific and our thanks go to our friends over there for hospitality second to none. I can fully identify with David & Diana on their waterway experiences. End of subject. Won't bore you further.

I know from previous contacts that the Rochdale CS has been experiencing difficulty producing a newsletter. I think it must be at least 18 months since the last one I received. In line with my 'Other Waterways' section, I offered to reserve a few pages in Pennine Link for that canal. Unfortunately, I am unable to publish anything at this time due to lack of copy. I fully support the Rochdale and will keep my 'finger on the pulse'.

Don't forget the 2009 Photographic Competition. I look forward to being impressed by the quality of the entries. The prizes for last year were presented at this year's AGM at Tunnel End Visitors Centre.

**Alwyn Ogborn**



*Alwyn presents certificates and prizes to the winners of the 2008 Photographic Competition. Left: Alan Crosby, winner of the Huddersfield Narrow Canal category and right, Mark Curry, winner of the Other UK Waterways category*





## Chairman's Report

The start of the boating season has been dogged by a series of closures on the Huddersfield Narrow.

A collapsed culvert at Slaithwaite resulted in preventing boats using the Standedge Tunnel as a through route for up to four weeks. As we go to press there are repairs being undertaken at Brownhill Bridge, Uppermill, which have caused the closure of the towpath and the canal during the day for at least two weeks.

The Annual General Meeting of the Society was attended by over thirty members. We met at the Marsden Visitors' Centre which was universally agreed to be an excellent venue and it is likely to be high on the list of choices for next year's AGM. Members may wish to request a copy of the minutes which are available from the Society office. Thanks to British Waterways Yorkshire Region for their hospitality.

The fall in the value of and the income from our investments was a cause of concern to the members but HCS directors received the backing of the AGM to continue with our present programme and staffing levels to at least the end of 2011 which marks the bicentenary of the opening of the Canal. Since the meeting there has been a notable reversal of our investment decline which we hope will augur well for a gradual increase in the associated income.

As a charity we are open to donations particularly those attracting Gift Aid\*. We thank those members who continue to add a voluntary donation when paying their annual subscriptions! This does not bar those with standing orders from sending us the occasional additional contribution.

Our membership fees have been maintained at a modest amount over many years and we feel that these should remain so that anyone interested in supporting the Society can afford to become members without undue strain on their pockets.

Plans are being developed for the bicentenary. We have offered to assist with the Saddleworth Festival in June of that year and we are planning to organise a Celebratory Festival possibly in the August. At a recent Operations meeting we were particularly encouraged by Oldham MBC to celebrate the bicentenary and their offer of assistance was greatly appreciated. It is intended that the Festival will take place in the Saddleworth area where the Society has some very energetic and loyal partners.

At the same meeting, British Waterways' representatives reported on the success of the new protocol for passage through the Standedge Tunnel. Boaters are now able to transit the tunnel under their own power accompanied by a BW "chaperone". It was reported that less damage occurs to the boats and that users had been highly complementary of the new regime.

The final documents have been signed for the purchase from BW of a 250 year lease on the Transshipment Warehouse, the Society offices and we look forward to many years of success in the future. Thanks again to all our members and our staff, Bob and Claire who work hard to ensure that the Huddersfield Canal Society plays its part in promoting the canal for the benefit of all users.

**Neville Kenyon**

*\* Recent annual claims by the Society have produced the following tax refunds:  
2006 - £1248; 2007 - £1223; 2008 - £1030  
so you can see the real value of Gift Aid to the Society's finances.*



# Disconnected Jottings

## Notes about the national waterway restoration scene

### Cotswold Canals

After several years of progress on these canals being behind the scenes

or delayed, now that Stroud District Council has taken the lead, the council has set up a company to oversee the proposed first phase of restoration of the canals between Stonehouse and Brimscombe Port. The Stroud Valleys Canal Company will also take over ownership of the route and any other land required. When restoration is complete, the company will be responsible for the management and maintenance of the canals.

The council is also now beginning what could be a slow process, in the present economic circumstances, to find a developer willing to take on the construction of a new canal basin and redevelopment of some of the land around. This is the eastern end of the present proposed phase of restoration at Brimscombe Port. Although no announcement has been made as to when work will start on site, the Council hopes that, when work starts, it will be complete in four to five years. Then, they will be able to consider how best to re-create the missing link to the Gloucester & Sharpness Canal at Saul.

### Proposed Daventry Arm, Grand Union Canal

Daventry District Council has been offered a grant of £75,000 from Northamptonshire Enterprises Ltd. towards a study of the options and an outline of the favoured design for a boat lift on the short proposed new canal link between the Grand Union Canal and Daventry town centre. The success of the Falkirk Wheel on the Union Canal in Scotland in attracting more than half a million visitors a year suggests that it might be worthwhile building a boat lift, rather than putting in locks, to bring this new canal arm up to the level of the intended town centre basin.

### Grantham Canal

The rebuilding of Woolsthorpe Top Lock, largely made possible because of a legacy left to the Inland Waterways Association, has been completed.

The Grantham Canal Partnership, based on the local authorities and the Canal Restoration Trust, has approved the findings of the



Martin Wilson

*The completed Woolsthorpe Top Lock*

£120,000 Trent Link Green Infrastructure Study carried out for the partnership by consultants Scott Wilson. This study has looked at various options for reconnecting the Grantham Canal to the River Trent in the Nottingham area. It was paid for by monies from the East Midlands Development Agency, the canal partnership, Nottinghamshire County Council, Rushcliffe Borough Council and the Inland Waterways Association. It looked at environmental and engineering factors involved and at the planning constraints and opportunities. The end result is a Green Infrastructure Masterplan centred on a proposed new canal link that will restore the missing connection between the canal and the River Trent. The favoured route will create a 3½km-long canal on a new route between Cotgrave and the River Trent that will join the river near to the Holme Pierrepont water-sports centre. The suggested scheme includes a marina on the edge of

the Cotgrave Country Park. In addition to the waterway, the proposed link will create a green corridor for pedestrians, cyclists and horse riders. The canal partnership is now investigating how to make the project a reality and where the money might come from, with the aim of completing the proposed link canal by 2025.

### **Liverpool Link**

The new £22m Liverpool Link Canal, paid for largely by European money and the North West Regional Development Agency, was officially opened on 24th March.

A trip to Liverpool is called for!

### **Uttoxeter Canal**

Staffordshire County Council has offered £1,800 to add to the £5,000 already offered by the Inland Waterways Association to help the Caldon & Uttoxeter Canals Trust to pay for an initial feasibility study of restoring this long-lost canal from the end of the Caldon Canal at Froghall to Uttoxeter.

### **Northern Canals Association**

As President of the Northern Canals Association, the informal meeting place for those involved in waterway restoration in England & Wales north of Birmingham, I attended the April meeting of the Association, hosted by the Shrewsbury & Newport Canals Trust, together with your Society President David Sumner. We were shown the impressive Wappenshall Warehouse that

Shrewsbury & Newport Canals Trust



*Wappenshall Warehouse*

Telford District Council is purchasing with the intention of the Trust taking it on and developing it as a canal visitor centre. It reminded us of how important the restoration and subsequent use as a canal and countryside centre, initially by the Society, of the Tunnel End cottages at Marsden was in the early days of restoration of our canal. Chris Chambers, the chairman of the Trust, spoke about how the trust was planning for restoration of the canal developing from the warehouse as a starting point. His ideas that there could be potential opportunities for development in an economic downturn reflected our own experience of the beginnings of large-scale restoration on the Huddersfield Narrow through the imaginative use of job-creation schemes in the recession of the Thatcher era.

### **British Waterways restructuring**

You may have seen that British Waterways intends to carry out a major reorganisation of staff resources with the aim of redirecting £10m per annum from administration to actual physical maintenance of the waterways. Public consultation is being carried out on the waterway units that are proposed as part of this new structure. The Huddersfield Narrow Canal, together with the Rochdale, the Ashton, the Peak Forest, and the Macclesfield canals, alongside the still to be restored Manchester, Bolton & Bury Canal and part of the Trent & Mersey Canal, are proposed to be managed from the British Waterways office in Northwich.

I cannot speak for your Society on this issue but I have three basic thoughts to share with you. First, although I am concerned for the prospects of any members of BW staff who lose their jobs as a result of this exercise, I am bound to welcome the transfer of funds to the cash-strapped maintenance of our canals.

Secondly, I hope that BW learns from previous public sector cost cutting exercises in that the best staff should be retained rather than those whose specific job descriptions tick the boxes that happen to be in favour today. Too often, in my opinion, people with ideas



and enthusiasm have been lost in favour of colleagues who perhaps were seen as a safer bet for the immediate short-term priorities.

Thirdly, although I understand the need to maximise the use of existing premises, I think that it will prove to be a significantly less than ideal arrangement to manage the trans-Pennine canals from Northwich. Because my mother-in-law lives to the south of Manchester and we occasionally take her to places in mid Cheshire, I know very well that it is a surprisingly lengthy and inconvenient journey to there from our home in Holmfirth, traversing the very busy roads to the south of the Manchester conurbation. Although the M62 might be more convenient to the Colne & Calder Valleys, I suspect that it will take just as long to get from Northwich to the east of the Huddersfield Narrow and the Rochdale canals. Not only will this waste a great deal in travel costs and non-productive time, it will not be practical to get people from the office out on site quickly when the need arises.

Although there may be limited options in the short term, it would be a more sensible aim to manage the Peak & Pennine canals from within the immediate local area. The top floor of the Standedge Visitor Centre springs to mind as a possibility for office staff and it should not be too difficult to find a suitable canalside maintenance depot in these difficult times. The example of the National Trust's Marsden base shows what can be achieved. A search alongside the Huddersfield Narrow, the Rochdale or the Ashton & the Peak Forest must throw up several possible sites.

Finally, on the subject of British Waterways, did you see the news that as a long-term aim senior people there are now thinking that there might be advantages if they were more at arms-length from government as a charitable trust, possibly along similar lines to the National Trust. It is too early to comment on this as we will have to see if the idea develops. It would be nice to think that, as existing charitable trusts, HCS and other waterway restoration societies will be asked for advice.

**Standedge Tunnel** (*If the Editor will allow me to comment on local issues!*)

I was pleased to see that British Waterways is allowing boats to pass through Standedge Tunnel under their own power but the restricted number of passages (3 boats per day and only on Mondays, Wednesdays and Fridays) and the need to book a passage in advance are still serious limitations on the use of the canal.

The west side of the canal beyond the Society's office at Dobcross and, especially, the east side of the canal will continue to have very tight limitations on boat numbers with these restrictions in place. Although the restoration of the canal is probably seen as a success by the funding agencies that provided most of the £45m cost because of the regenerative benefits already seen in the valleys, boaters must still feel rather short-changed by their inability to navigate this canal like the main network of canals in a much easier and far less structured way. The restricted number of passages allowed and the need to pre-book passages will, just like the restrictions of the previous system, mean that passage of the tunnel will be so circumscribed by limitations that it requires considerable detailed advance planning. That is one of the very things that boaters are on the water to get away from, and which they have been fighting shy of because it allows for no slippage of their timetables. Allowing boaters to travel through under their own power must be simplified to allow passage on the other days of the week and more frequently than three boats in each direction a day for the benefits of navigating the canal to be fully explored by boaters.

BW's difficulty in accommodating extra boats is no doubt partly a consequence of the length and difficulty of navigating Standedge but I suspect, more than that, it is a consequence of reintroducing navigation to a disused canal, unlike in the tunnels on the main network where navigation never ceased.

**Keith Gibson**



## Volunteers

It's been some time since anything appeared in Pennine Link about HCS Volunteer Activities. You may recall our difficulties with BW's Health and Safety

regime, which was doubled in our case by the canal being divided between two BW Regions. At last there are improvements both on the ground and in view. BW has appointed Volunteer Co-ordinators in each of its Waterway Units and the attitude towards volunteers is much more positive. The good news, for me, is that BW are "consulting" on a new organisation, under which both of our canals may be part of a "Peak and Pennine" unit which appears to have its boundary at Cooper Bridge – though the Huddersfield Broad Canal is only mentioned under Yorkshire and then as "Lock 1 to junction with river"!!! I place "consulting" in inverted commas, because this does seem awfully like a "done deal". The chief problem for me in all of this is the proposed location of the regional office – Northwich! This is 60 miles from Cooper Bridge and almost on the south-western edge of the proposed area. Not only that, but it is less than 15 miles from another proposed office in Chester!

Having sorted out our H&S problems, we spent much of the winter working on the East Side, clearing the lock landings and quadrants and then oiling the paddle gearing, including topping up the hydraulic units. We also took out any saplings we found along the towpath edge. Apart from the oiling, we found that our previous efforts meant there was much less to do this time, even though in some cases it was a couple of years since we were last round. The oiling of the manual gearing will need doing again this year – possibly twice – as the "bio-degradable" oil they now specify does exactly what it says on the tin!

We joined in the "Towpath Tidy" in March by working with BW to build a ramp down to the canal at Tunnel End so that the "Marsden Shuttle" can work separately from the tunnel trips. Although I suppose this was not exactly "tidying", it was necessary and it provided a welcome opportunity for the two organisations to work together.

We have now returned to the West Side, carrying out painting of locks. We have agreed to tackle the length from Diggle to Royal George and we made a start in early May. Unfortunately we were rained off half way through the day and it has since rained pretty much daily, so at the present rate of progress it could be some time before we complete the task! The fact that BW have reverted to using water-based paints doesn't help – anything that we had only just completed may well be on the ground when we go back!

The fitting of Bridge Number Plates has been completed on both sides of the Narrow Canal and I am hopeful that BW may do the Broad this winter.

We would welcome anyone who wishes to get involved. In view of the fact that our core volunteers, including myself, don't work any more, activities now take place on Weekdays, about fortnightly. Simply give me a call on the number in "Pennine Link".

**Trevor Ellis**



*Trevor, Laurence Sullivan and Eric Crosland put the finishing touches to a bark-surfaced ramp at Tunnel End for the use of Marsden Shuttle passengers.*

## Jidoku 13

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

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

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

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

*Solution on page 30*

# Book Review

## Manchester, Bolton & Bury Canal Society Towpath Guide

When Bob Gough asked me to review this new publication, I did regard the job as a possible poisoned chalice, given the possibility of comparisons with our own recent publication, produced by Bob himself! However, the two publications are quite different; whereas ours is an 88-page landscape layout, the MBBCS have gone for a 54 page portrait A5, also spiral-bound.

Where ours is mainly made up of current colour photographs, the MBBCS have opted for (mainly historical) black and white views and an approach which concentrates on explaining in detail what there is to see and its significance. The reproduction of the illustrations and text is generally excellent and far, far better than in their previous (1989) guide.

Where I would, perhaps, criticise the guide is the maps, which are in a range of formats – some historical, some apparently taken from old O.S., some drawn for the purpose. Scales obviously vary and, for someone like myself who may want to come from a distance and who is not familiar with the geography, I don't think they give enough of the surrounding road system. "Principal Access Points"

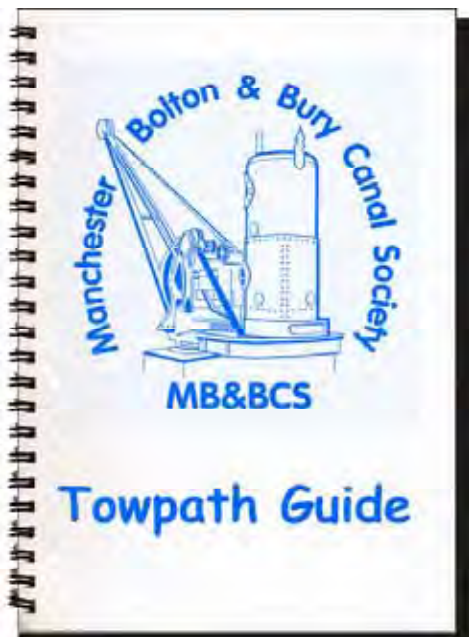
are listed separately towards the back with simple grid references and there is a somewhat sketchy paragraph on "public transport", but I would recommend anyone using it to buy themselves the Ordnance Survey Map and to take whatever else they need to find their starting point. Some kind of distance table or even the length of each section after the heading would have been a good idea. I would find it difficult to simply drive over there, park up and walk it without some pre-planning. For those interested in investigating the history,

there is a good cross-reference to the excellent "Godfrey Edition" reprints of old 25" maps, which the MBBCS would be delighted to supply you with.

In conclusion, this is very much a text-based Guide for people who know where the canal is and have determined to walk it. Once on the canal, instructions are very detailed and should be easy to follow. In such circumstances, it seems to contain a vast amount of

information of the kind that we really will have to get round to publishing one day. Format is always going to be an issue with this kind of publication. The Guide contains 54 pages and is priced at £6 (plus £1 p&p) from Mavis Charnock, 17 Conway Avenue, Bolton BL1 6AZ. (*Cheques to Manchester, Bolton & Bury Canal Society*).

**Trevor Ellis**





## News from the East

What a treat to be writing in stunning sunshine; at one point this Winter I thought we would never see it again, but it's here

and the canal looks wonderful and vibrant again, and as you all know, the scenery is breathtaking. However, enough of waxing lyrical.

The 'Shuttle' has been very popular this time and with the exception of a couple of early weekends, has done very well socially and financially - takings of £1040 so far!

More people seem to have heard of us, British Waterways and the Canal and increasingly our 'clientele' come from out of the area to see what we have to offer. It's good to be able to pass on information and point people in the right direction when we don't have all the answers.

Children are still such a treat to watch and listen to; they are so enthusiastic and not shy at talking about what they want and the 'little boat' fires their imaginations.

We've done another wedding, cruising from Lock 42 to the Visitor Centre, carrying Bride and Groom, bridesmaids and attendant parents. The weather was bright and sunny and the area just lends itself to photographs and champagne *al fresco*.

Down to business: We have another three volunteers with Certificates in Community Boat Management, Paul Leeman, Allen Jagger and Alex Thompson; well done lads! They all enjoyed the course and we have another three candidates in August, all being well.

Peter Ruffley, from the Tameside Canal Boat Trust's 'Still Waters' has three more Boatmasters, making things a lot easier for skippering his 47-seater. Two of these Boatmasters you'll know on the East Side: Tony Zajac and Alan Morton and the third is Paul Tyler. Congratulations all round and many thanks for your time and energy.

Due to me gadding off on holiday, I've nothing to report on the social side, apart from a very lively get-together after the Annual General Meeting at the Tunnel

End Inn; always a good venue when the serious stuff has finished.

Until the next Issue then, have a good Summer and feel free to contact me (01484 686136) with ideas for walks, socials, volunteering etc.

**Andrea Fisher**

*May Bank Holiday on the Costa del Tunnel End and passengers embark for the trip to the station.*



Bob Cough



# 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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# Top hole

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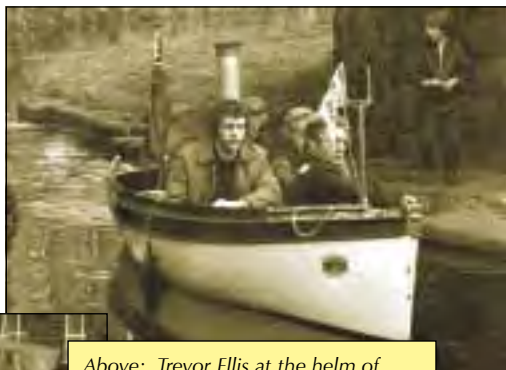
Our Narrowboats *Mary* and *Alice* are available throughout the year and will accommodate up to 10 people. Hire cost from £90 per day.

# Looking Back

*Alwyn considers the significance of the first trip boats on the Narrow.*

The restoration of the Huddersfield Narrow Canal has had it's ups & downs since the start, oscillating between euphoria at a breakthrough to despair at rejected schemes and all points in-between. It is widely thought that a major catalyst to kick-start 'official' interest from local councillors' etc., in the benefits that a restored canal could bring, was the introduction of boat trips along the Uppermill section. A notion with which I fully agree.

Affectionately known as Benji, this boat had bows at both ends and was propelled by a water jet system via a swivelling spout beneath the boat. This was supposed to rotate 360° to both



David Finnis



J Mitchell

Above: Trevor Ellis at the helm of 'Option', the first pleasure boat on the Narrow for over 30 years.

Left: 'Stan No 1' at Marsden. David Summer at the helm during filming by ITV at a Tunnel End Festival.

change direction of travel and steer the boat through the water. Not a roaring success, but still served after a fashion.

The first reported boat on the canal was on the top pound at Marsden, Saturday 6<sup>th</sup> October 1979. Next came Stan. A tiny 6 seat electric powered boat used at various locations.

Linked to the raising of the public awareness of the restoration effort is the input of many of the many enthusiasts beavering away on various projects. The memories of Brian Badminton were published recently. Another such enthusiast whose efforts are tied in with the trip boat operation is Harold Neild who operated the first full length boat at Uppermill, the Benjamin Outram.

At the time, Harold lived at 3, Grosvenor Square, by the bank of the canal just north of the Museum. Apparently the house had an unusual style of construction, suggesting some sort of warehouse or tool storage depot possibly for the canal company during the original engineering works. From this location he was near to, and a volunteer on, the restoration of Dungebooth lock and had seen Stan going up and down the short stretch. Harold's personal situation at the time led him into the trip boat business, which was quite successful as far as canal publicity was concerned, (but not financially).



After the restoration of Dungebooth lock work started on the next uphill, Lime Kiln lock. Both locks were officially re-opened on Saturday 26<sup>th</sup> May 1984. (See 'Looking Back' item in Issue 164) The completion of these 2 locks meant that winding space was available at Wool Road as well as the Museum wharf.

A full length boat could be turned and the 'backwards/forwards' feature of Benji could ultimately be dispensed with. To this end Harold bought the Pennine Moonraker, a vast improvement from all angles!



Brian Worsnip

Above: 'Benjamin Outram' being craned in at Uppermill.  
Left: On the move again, 'Benji' is craned in above Lock 42E, Marsden.



HCS Archive

The Moonraker was eventually sold to John Bradbury who ran it until health reasons forced him to stop. It is still operating, but now under the ownership of John Lund.

It was during a trip to London in 1998 that Harold fancied swapping his Northern Grosvenor Square address for the same in the capital. The slight snag was that selling his house to move would require three of four noughts onto his sale price for a cupboard under the stairs. He decided against it and still lives in Uppermill. (Not at Grosvenor Sq. though).

After finishing at Uppermill, Benji was moved to Marsden for a while and then sold on. (Or given away, I'm not sure) The Marsden Shuttle now operates on that stretch ably run by Andrea Fisher.

An awful lot has happened since those first pioneering days of Stan etc.

**Alwyn Ogborn**

*Harold Nield at the other Grosvenor Square*



H Nield Collection



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



## Bird Box 2009



The good news ...

Significant activity feathering the nest and getting ready to coordinate with plenty of grubs feeding on the newly emerged tree leaves and the bad news ...

The internal camera chose this moment to give up the ghost and fail completely.

Little activity has been seen externally and possibly the box has, once again, been abandoned.



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# 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 two categories for entries, with an overall winner, 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 A' 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 - Huddersfield Narrow Canal  
B - Other UK Waterways  
plus an Overall Winning Photograph

## **SEND YOUR ENTRIES TO:**

*(max. 5 prints per category)*

Photographic Competition  
Huddersfield Canal Society  
Transhipment Warehouse  
Wool Road, Dobcross,  
Oldham, OL3 5QR

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

# The Canal Accounts for 1847

While visiting a recent postcard fair, I was offered a copy of the Balance Sheet of Income and Expenditure for the Huddersfield and Manchester Railway and Canal Company to 31<sup>st</sup> December 1847. These accounts were for a half year and were to be submitted to a meeting held at Huddersfield Station on 25<sup>th</sup> February 1848.

In order to try to relate these to the happenings on the canal, I first checked Hadfield's "Canals of the British Isles", from where it appears that the accounts are only three years after the H.M.R.C. Company was formed. He also says that the whole undertaking was vested in the London & North Western Railway in 1847, suggesting they may even be the final separate accounts. However, there are a number of discrepancies between the accounts and Hadfield, which led to me checking Stanley Chadwick's "All Stations to Manchester", though the same numerical discrepancies appear there. From that account it is also not entirely clear when the L.& N.W.R. took over full management – possibly not until the line was completed from descriptions of a Directors' celebration of the opening of the whole line on 13<sup>th</sup> July 1849.

There is no single valuation for the Narrow Canal in the accounts, though there is a figure for Sir John Ramsden's Canal. The Narrow was paid for by an exchange of shares as part of the amalgamation, while the Broad Canal was purchased separately from the Trustees of Sir John Ramsden. Thus the accounts show "5551 (5552 in Hadfield/Chadwick) shares at £30 per share given to canal proprietors in commutation",

totalling £166,530 (*around £12,989,340 today, based on an internet site which quotes £100 in 1847 as being equivalent to £7,800 at current prices*) plus "Money payment to proprietors of 620 canal shares (687 in Hadfield/Chadwick), at a rate of £25 per share" totalling £15,200 (*equivalent around £1,185,600*), which would value the Narrow at £181,730 (*around £14,174,940 today*) (£183,730 according to Hadfield).

The accounts show the amount paid for Sir John Ramsden's Canal in the period covered by the accounts as being £45, 912 1s 9d (*around £3,581,156*). Hadfield quotes a price of £46,560 and suggests it was bought in 1845, whereas according to Chadwick, the transaction was to take place a year after the Huddersfield and Manchester Railway and Canal Act of 21<sup>st</sup> July 1845 – the accounts suggest that payment may have been later still and there is some mention that the authorised capital of the Company had to be increased, which may have caused delay. It is possible that some of the discrepancies in the shares may be due to the total liability appearing in the minutes, while the accounts show actual payments made for shares, though this still would not explain the Broad Canal discrepancy, on what was a straight cash purchase.

The railway side of the business at this time is noticeably smaller than the canal – income from "Coaching" £2,478 17s 6½d (*approx. £193,362*), "Parcels and Mails" £141 9s 6½d (*approx. £11,037*), "Merchandise" £117 11s 10d (£9,173). Total income was £2,757 12s 1d. (*equivalent to £215,093*). The reason



for this is that the railway had only recently opened from Huddersfield to Cooper Bridge on 2<sup>nd</sup> August 1847 and it would be nearly two years before the line to Manchester opened. According to Chadwick, quoting from the minutes of the meeting in the February, 121,801 passengers had been carried since the opening.

The Narrow Canal account shows "Dues" as £3,015 13s 7½d out of a total income figure of £4,218 16s 4¼d (*equivalent to £329,066*). The Broad Canal had income of £1,345 6s 3d (*£104,933*). Among the items of expenditure for the two canals are those shown below.

It is interesting to note that the Tunnel accounted for around a quarter of the repair costs on the Narrow. The higher cost of "sludging" on the Broad is presumably down to the fact that it receives its water from the river. The figures for lock-keepers on the Broad suggest that as many as four may have been employed, given a wage of around 13s or 14s per week paid on a comparable canal at that period and that these accounts only cover six months. (Two lock cottages are known, though that at Lock 1 is double.) The figure of

£531 7s 7d for the Narrow would give a figure of around 30, which seems high, but that would give two people to every 5 locks or so, comparable to the Broad.

Both canals show a profit at this stage and clearly the railway had not made any significant impact on their freight traffic by replacing them as carriers, with most of its business being in the "coaching" trade. Work in Standedge Tunnel must have had some effect on the through traffic on the Narrow Canal but it is difficult to tell how much from Chadwick's account. He does mention that, in the Summer of 1846, work was mainly on the shafts and approach cuttings, but from the fact that the railway tunnel was to be completed by January 1849, there must have been some effect in this period from the 40 boats mentioned as being engaged in moving spoil out of the tunnel. However, the lack of any alternative would certainly not have given the Company the luxury of closing the canal tunnel as happened with the building of the final tunnel in the 1890's.

**Trevor Ellis**

Narrow Canal			Broad Canal	
<i>Item</i>	<i>Cost</i>	<i>Equivalent</i>	<i>Cost</i>	<i>Equivalent</i>
Repairs to canal	£877 5 6½d	(£68,429)	£161 1s 6d	(£12,566)
Repairs to tunnel	£300 1s 1d	(£23,400)		
"Sludging"	£92 14s 5d	(£7,230)	£191 19s 0d	(£14,976)
Lock-keepers	£531 7s 7d	(£41,449)	£72 1s 0d	(£5,616)
Salaries	£348 6s 6d	(£27,167)	£137 13s 10d	(£10,741)
Reservoirs	£95 13s 8d	(£7,465)		

# 

## 

To be submitted to Half-Yearly Meeting, to be held in the Board Room, at the Station in Huddersfield, on the 25th February, 1848.

### 

Dr.		CAPITAL ACCOUNT.						Cr.	
		Balance to Date June, 1847.		From First Dividend May 1848, 1847.		Totals.			
		£.	s. d.	£.	s. d.	£.	s. d.		
To Amount of £20 per share on "paid up" shares		100,540	0 0	...	...	100,540	0 0	By Law charges, including the expenses of obtaining the act, traffic taking, surveying notices on owners and occupiers of land, and expenses of witnesses and	
Deposit of £2 per share on "unpaid" shares		68,970	0 0			68,970	0 0		

## 

HUDDERSFIELD CANAL.												
Dr.		FROM 30th JUNE, 1847, TO 31st DECEMBER, 1847.								Cr.		
		£.	s.	d.	£.	s.	d.			£.	s.	d.
To Cash in bank 30th June, 1847		579	7	10				By Repairs of Canal		577	5	64
Do. do. for dividend		22	18	0				Do. Buildings		12	12	0
Do. in secretary's hands		93	18	8				Do. Bridges		6	10	0
					997	2	10	Do. Tunnel		950	1	1
Draw					3,015	18	71	Sludging		22	14	5
Boats received					101	7	4			1,289	3	04
Do. Wakefield warehouse					1	16	2	Lock-keepers		531	7	7
Materials sold					19	7	3	Reservoirs		16	13	8
Interest allowed by Bank					15	3	11	Interest		288	17	104
Fines and Damages					8	5	0	Salaries		948	5	6
								Boats paid		329	18	11
								Do. Ashton warehouse		17	15	7



## 3,500 Miles to Peterborough - Part III

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

At coffee time we moored above Lakefield Lock (No. 26) and walked into a "genuine" English cafe, the Devonshire Tea Rooms. After choosing four teas from a selection of fifty and scones -yes they were twice the size of our home baked variety- we paid the twenty dollar bill left this Canadian Bettys and meandered around this pleasant town.

On Queen Street it possesses a very enterprising organic food counter, knitting patterns/ wool shop and a local interest book shop all rolled into one. The other shops in this Victorian board and batten clapperboard style properties include a small fish and chip shop, a winemaking store and a real estate brokers called Bowes and Cocks, contact Judy Ball, sales representative - I kid you

*Capt. Diana takes the wheel and judges the right moment to put her foot down!*



*You could almost believe you were in Canada!*

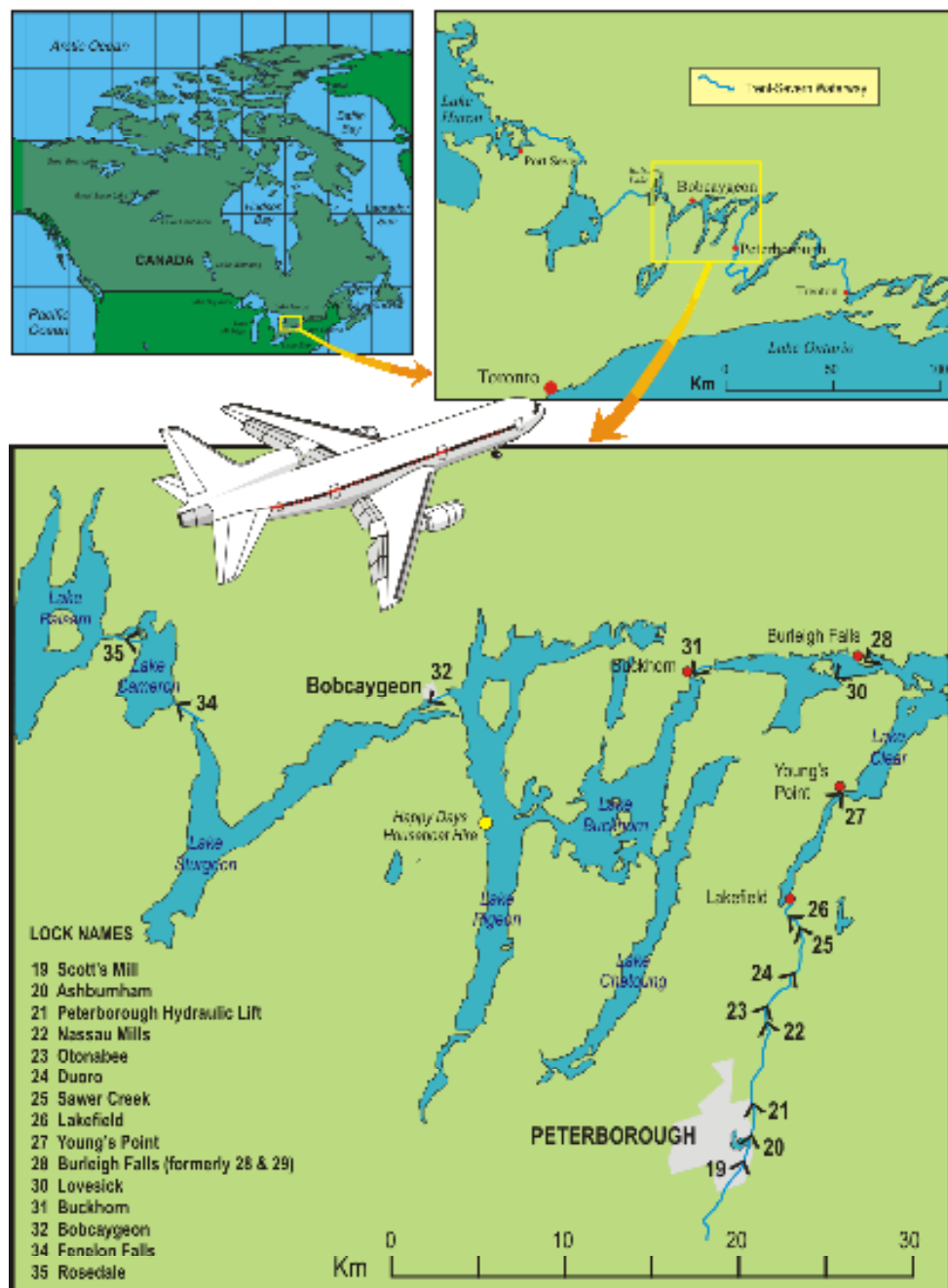
not. Lakefield also boasts a master canoe builder, Walter Walker, the only surviving builder in a town once famous for cedar strip canoes built on a 'pioneer' mould.

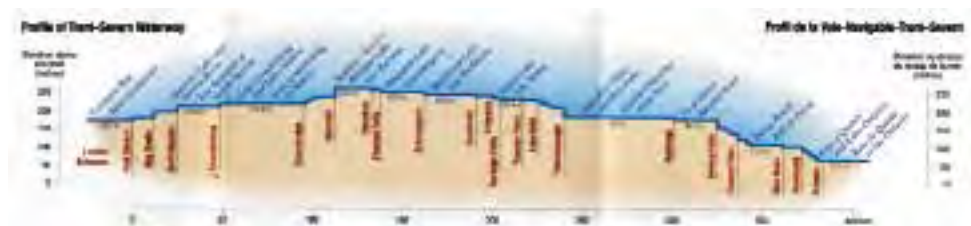
Leaving this delightful town after high noon I felt as though Gary Cooper could have made an appearance and an old native American woman driving a battered Chevy was our last connection with civilisation until we reached Burleigh Island Lodge Hotel.

At Burleigh Falls three hours later for pre-prandial drinks on the hotel terrace.

The country here is delightfully wooded with dozens of islands in Lovesick Lake including Wolf Island a five hundred acre Park which is home to bears and raccoons. As we passed through Young's lock again on the way to Burleigh the lock lady offered to buy us the famous ice cream while her colleague locked us through. We noticed Zebra Mussels on the lock walls. Whilst they clarify the water they are deemed a real nuisance attaching themselves like barnacles to ships' bottoms, blocking vents and spoilt fishing by over-cleaning the water.

# Location Maps of the Trent - Severn Waterway, Central Ontario





The next morning we awoke at 6.00 after a very cold night. There was a mist on the lake but the sun had burnt it away by the time Ralph was up, washing his shirts and smalls in the lake.

We watched cormorants eyeing up the fish from an old fir tree and a pair of Guillemots resting on a green channel buoy near where Ralph lost one of his newly washed socks. On into Buckhorn Lake, which is not deep, we cruised at 1,900 rpm (5mph) past Ospreys and Curve Island to arrive at our base for another fill of gas before arriving at Bobcaygeon at 4.00pm for a village tour. Ralph and I visited the local library on Canal Street and the site of Mr Boyd's house whilst Diana and Careen hyperventilated again in the shoe store - Bigleys. MM Boyd founded his lumber company here in Bobcaygeon and his empire eventually extended across Canada. The museum was closed but the helpful librarian related his story to us and promised to open it up in the morning if we had the time.

It was 175 years ago that work began here on the first lock on the Trent Severn Waterway. It took 87 years before the boat Irene completed the first full passage from Trenton to Port Severn.

The waterway was originally conceived as a secure military route that followed a centuries old trail for the transport of lumber and later prairie wheat for export. This first lock, which was constructed in 1833, rebuilt in 1855, then twice again in 1922 and 1969 to its present position and dimensions of 134 x 33 feet wide with a lift of 6 feet. Early navigation conflicted with the operation of the lumber mill and the growing trade in lumber that passed through Bobcaygeon so the sawmill and grist mill were relocated.

By 1876 the settlement, meaning shallow

rapids, had 1,000 inhabitants and was incorporated as a village.

The following day began with a fourteen mile lock free cruise to Fenelon Falls, up the 24 foot rise, now a single lock, and onto the summit at Balsam Lake, 840 feet above sea level. On the way we navigated Deweys Island lock no. 35 where we had a short walk alongside the Trent canal edged into the lake, saw a seaplane land in front of us and then went back down lock 35 and returned to Fenelon Falls. We moored above the lock shared a beer with a couple from Lake Simcoe who, in between jobs, were



*Wash Day!*



*Still carrying on the timber trade, Handley Lumber, Helen Street, Fenelon Falls*

aiming for Trenton. It was a warm and pleasant afternoon, so after a meander around this working lumber town and another beer in a restaurant overlooking the lock I wandered off to find the old railway station, now an art gallery. The station was closed after 106 years under various groupings when CN Railways abandoned this line in 1982. I then ambled into a Chrysler garage opposite the station and the proprietor began complaining about the lack of business. On the forecourt was a Malibu, a family sized 2.3litre automatic saloon, leather upholstery, air conditioning etc brand new for 28,000 Canadian dollars or 26,000 if you ask for discount. At 1.90 dollars to the pound, what a price!

Our last night on board was celebrated with another BBQ made by Ralph. It was the first night that heating was not required. We were first out of the

*Heavy going at Fenelon Falls*



lock at 9.05 soon after the lockkeepers arrived; they were now operating their autumn timetable. Back into Sturgeon Lake which is known for large villas by the Point - "Millionaires row" and two cormorants took

off in front of us as if to lead the way home and we arrived at Happy Days at 1.00pm - bang on time.

There is a book published by The National Geographical Society which lists 500 journeys of a lifetime. The Trent Severn Waterway is included. We only cruised the central section, but this waterway lets you get to know the real Canada. After this, where next? Ralph is over in Glasgow in May 2009 for his late mother's stone setting ceremony so we have booked a week on the Forth and Clyde and Union Canals. Perhaps another year we shall travel 140 miles by water to Peterborough UK.

**David Sumner**

*Photos: D Sumner collection*

*Some statistics:*

*We had travelled 122 miles in 41 hours including 27 locks and two passages of the Peterborough Lift Lock and consumed 298 litres of gas. From Happy Days on Lake Pigeon we descended 190 feet to Peterborough and ascended 224 feet to Balsam Lake which apart from the upper Mississippi is the highest navigable waterway in the World. For more information on this waterway:*

*[info@happydayshouseboats.com](mailto:info@happydayshouseboats.com)*

*[www.pc.gc.ca/trent](http://www.pc.gc.ca/trent)*

*A Respectable Ditch  
History of the Trent Severn Waterway 1833- 1920  
by James T Angus*



# Canadian Waterways Addendum



As I mentioned in my last editorial, Joan and I had booked to go on a holiday in Canada to stay with our friends Maurice and Celia. Celia wrote about the history and construction of the Rideau canal last Issue. We were taken to see these locks and around where Celia grew up and also to the other end at Ottawa, needless to say, taking a great many pictures.

The flight of locks at Kingston had a small interpretation museum at the top which had a video of the history etc. The start of this video was a view of the Bingley 5 rise staircase in the UK. The inspiration for lock flights on this canal. I noticed another similarity. Picture 1 shows one of the locks – with a train going over the top. Does Lime Kiln in Uppermill come to mind?

Tied up to the jetty at the bottom of the flight was a fairly large Ocean going cruiser. (2) Chatting to the lady on board she told us they had come over from Bermuda for a week or several. Whilst we were there, a much smaller cruiser started down from the top. (3 & 4)

At the Northern end in Ottawa the canal scuttles down a staircase flight of 8 locks into the Ottawa River. Quite spectacular and in my parallel of the UK waterways,



3



7



4



8

reminded me of Neptune's Staircase at the Fort William end of the Caledonian. (5 & 6)

The Sumners Canadian travels included Peterborough lift lock. A most impressive structure, once again based on UK designs up-graded and expanded to suit the waterway requirements. (7 & 8)

The Welland canal allows ships to bypass Niagara falls between lakes Erie and Ontario. A giant ship is shown entering & leaving lock No. 3 of this waterway. (9 & 10)



9



10

**Alwyn & Joan Ogborn**

# Events 2009 & Jidoku Solution

Trevor Ellis helping man the Society's stall at the Local History Day at Huddersfield University (16/5/09).

Visitor numbers were, apparently, down on the event last year, but we managed to sell nine Towpath Guides and other merchandise, as well as making some interesting contacts in the Heritage field.

**Bob Gough**



Bob Gough

## FORTHCOMING EVENTS

### Sunday 26th July

Boat Trip - Still Waters

Boat trip on-board Tameside Canal Boat Trust's Still Waters along the Peak Forest Canal. There will be no refreshments on board, so don't forget your packed lunch!

Please note: Due to the unpredictable conditions on the canal, the planned 3hr trip may have to be extended or reduced.

**Cost:** £2.50 per person

**Venue:** Portland Basin Museum

**Time:** 10.00am - 1.00pm

Numbers are strictly limited, so early booking is advisable.

Solution to Jidoku 13

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

### 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.

# The Back Page

## HUDDERSFIELD CANAL SOCIETY

welcomes the following new members

2781 Mr Mike McCann,  
2782 Mr Ron Adrian,  
2783 Mr Keith Glover,  
2784 Mr Andy Tidy,  
2785 Mr Derek Pyrah,  
2786 Mr & Mrs G MacLean,

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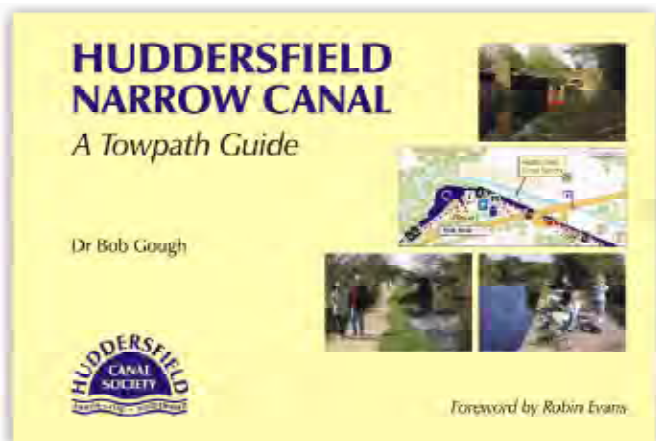
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