

# Pennine Link

Magazine of the Huddersfield Canal Society



Issue 167 Autumn 2009

# Huddersfield Canal Society Ltd

Registered in England No. 1498800 Registered Charity No. 510201

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

Office Hours: Monday - Thursday 08.30-16.30 Friday 08.30-13.30

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

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

**President - David Sumner MBE**

## Council Members

**Neville Kenyon**  
*Chairman*

Meadow Head, Tottington, Bury, Lancashire, BL8 3PP  
Tel: 01457 871800

**Trevor Ellis**  
*Vice-Chairman*

20 Batley Avenue, Marsh, Huddersfield, HD1 4NA  
Tel: 01484 534666

**Steve Picot**  
*Treasurer*

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

**John Fryer**  
*Company Secretary*

Ramsdens Solicitors LLP, Oakley House, 1 Hungerford Road, Edgerton, Huddersfield, HD3 3AL

**Andrea Fisher**  
*Boat Co-ordinator (East)*

53 Bayfield Close, Hade Edge, Huddersfield, HD9 2QX  
Tel: 01484 686136

**Alwyn Ogborn**  
*Editor Pennine Link*

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

**Jack Carr**  
*Council Member*

19 Sycamore Avenue, Euxton, Chorley, Lancashire, PR7 6JR  
Tel: 01257 265786

**Eric Crosland**  
*Council Member*

44 Marina Terrace, Golcar, Huddersfield, HD7 4RA  
Tel: 01484 659748

**Keith Noble**  
*Council Member*

The Dene, Triangle, Sowerby Bridge, West Yorkshire, HX6 3EA  
Tel: 01422 823562

**David Sumner**  
*President*

4 Whiteoak Close, Marple, Stockport, Cheshire SK6 6NT  
Tel: 0161 449 9084

**Keith Sykes**  
*Council Member*

1 Follingworth, Slaithwaite, West Yorkshire, HD7 5XD  
Tel: 01484 841519

**Vince Willey**  
*Council Member*

23 Regent Drive, Mossley, Ashton-u-Lyne, Lancs., OL5 9NZ  
Tel: 01457 871800

**Tony Zajac**  
*Council Member*

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

## 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 167

A new footbridge is lowered into position at Manchester Road, Droylsden spanning the line of the Hollinwood Branch Canal. The design has maintained navigational clearance for future canal restoration.



CMPTF

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Cover: Boats moored below Lock 22E, Slaithwaite with Globe Worsted's mill canalside. Martin Clark



## Editorial

I am sure that all canal enthusiasts will be alarmed at the cuts being made in the grant funding from the Government.

Keith mentions this in his Disconnected Jottings article and I have had permission to reproduce the opening speech at the National Festival by IWA Chairman, Clive Henderson, which was a rallying call loud and clear.

I urge everyone to support this campaign, known as SOS2010, in any and every way possible. (See pages 7 & 20).

Every now and then we get a vitriolic communication lambasting the 'state of the canal' and attitude of BW staff. Without going into detail, another one has popped up. Apart from being extremely disheartening to all the volunteers who worked hard to achieve re-opening, these letters are basically short-sighted and incorrect.

Short-sighted in so much as they don't look at what has been done, but at what still needs doing, which is well known and needs money. A commodity in decreasing supply. (See above). On the subject of BW staff, I don't see how anyone could legitimately complain.

I have been canal boating since 1956 and have seen a dramatic change in the attitude of said staff. In those days the canals were only just being saved from dereliction and total annihilation. Staff disgruntlement was understandable.

Over the years I have seen the slow but sure reversal of a lot of these trends,

all canal users are now customers and treated as such. I can honestly say that 99.9% of the staff we meet these days, (and we meet a lot), are friendly, helpful and courteous. Any other attitude must be reaction to received attitude.

I do have a criticism though. I get the impression that the engineers and designers have little or no actual navigating experience. This impression comes from some of the questionable alterations to canal structures such as changing the fantastic Leeds Liverpool lock paddle mechanisms. These were a wooden 'clough' which simply lifted up by a long handle. They were extremely easy to use and very controllable for water flow. They have been changed for the rack & pinion, windlass operated, type.

Enough of my little whinges. Overall a fantastic job is being done and I encourage BW staff to take holiday breaks or carry out inspections by narrowboat. It's a different world and far less stressful than city life.

Still on the subject of navigation, the number of well balanced positive feedback communications we get far outweigh the 'angry boater' tirades. Our 74 club, which can be joined by traversing the entire length of canal, (and entitles members to that desirable ornament – a brass plaque), elicits comments on boaters' experiences.

We have published the last batch on pages 28/29 with the general consensus of a worthwhile experience. HCS continues to press for improvements, but as I said above, money, money, money

is the elusive ingredient. Having said that, BW have an extensive lock gate replacement programme for this Winter. Mostly on the East side where a lot of leaks occur. We shall see next season if this improves water supply sufficiently to allow resources to be applied to dredging. Another urgently needed maintenance job.

2011 is the bi-centenary of the opening to through navigation of the Narrow Canal and suitable celebrations are being planned. Our Chairman has outlined the plans so far and as arrangements become fully planned and venues/stalls/entertainment etc. booked, announcements will be made. Something to look forward to, so watch this space.

We have some memoirs from one of the early campaigners of the fledgling HCS, Jean Buckley as was. Jean waved the flag with the sales stall at various venues whilst her husband Ron produced all sorts of things on paper such as plaque designs and Diggle cartoons.

The Diggles were mythical creatures who inhabited Standedge tunnel and who became sort of mascots of the Society. Giggle or groan, their exploits had a following and as you will gather from the strip cartoon across pages 26/27, they built the Diggle Hotel.

It is good to know that trip boats are as popular as ever, with Andrea Fisher and her team doing a sterling job with the Marsden Shuttle and Peter Ruffley with Still Waters. Anyone out there who would like to crew on these boats please note the requests for extra volunteers and contact the appropriate Admiral.

The appointment of our ex Project Director, Alan Stopher, to the IWAC is good news and I am sure that he has the good wishes of all HCS members. He certainly has mine. Well done Alan.

To those of you curious about the progress of Itch Feet, we had booked it into the IWA National at Red Hill on Soar on August Bank Holiday. Intending to be in the water by June/July, progress was such that if we had launched in time to get there, lots of jobs would need finishing off. Rather than rush things, we went in our narrowboat 'Auntie B' instead. That meant almost 4 weeks of no progress was tacked on to the time scale, plus the inevitable 'getting up to speed' period on our return. We do now have a target date for the waterway license application and thus the launch. We have booked in for the 2010 National at Beal Park on the Thames. I will not miss that target!

**Alwyn Ogborn**



*Women have no sense of direction  
Well, some men say that is so  
Our Kath never panics when she gets lost  
She just changes where she wanted to go*

*"Joan, how tall do penguins grow"  
She replied "Between two feet and one"  
Oh heck – you know what that means?  
I think I've just run over a nun"*

(Bernard Wrigley - Shorts for All Occasions)





## Chairman's Remarks

My last report commented on the early season closure of the canal at Slaithwaite.

The mid season appeared to be

relatively free of obstructions and we at the Transhipment Warehouse had the impression that the canal was busier with more boats than last year. Unfortunately disaster struck again in early September when the canal was closed due to serious leakage from a Lock (14E). British Waterways gave notice that the canal would be closed from 4<sup>th</sup> September until 13<sup>th</sup> November.

"Disaster" may sound too strong a word for the closure of a canal due to a leak. But if you are a boater on our canal having traversed Standedge Tunnel from west to east and aiming for Huddersfield, which is close to your home mooring, perhaps "disaster" is the *mot juste*. This now involves a trip back through the tunnel, back to the Ashton Canal in Manchester where it joins the Rochdale Canal (itself noted for regular closures) and round to Huddersfield after an additional minimum 10 days' journey.

Diversions on such a scale would hardly be necessary using any other means of internal transport and as a non-boater, I can only praise the incredible patience and stamina of the narrow-boating fraternity!

Planning is well under way for the celebrations of the bicentenary of the opening of the Huddersfield Narrow Canal in 2011. British Waterways are coordinating a special event at Tunnel End, Marsden for the April – the actual anniversary of the opening. We have agreed to support this festival although declined to take part in

the organisation or planning due to our other planned commitments during 2011.

We have been welcomed as sponsors for events during the Saddleworth Festival of Arts which takes place from Saturday June 4th to Sunday June 12th 2011. The Festival is held every four years and it is fortuitous that the next one coincides with our bicentenary year.

Our own Festival will be held on a Sunday in September yet to be confirmed as the date needs to be agreed with partner organisations. In the meantime, the first meeting of the steering group consisting of Oldham and Saddleworth Councillors and Council Officers together with our Society staff has agreed the venue. This is currently named the Diggle Tip! It is in fact a beautifully landscaped area very close to the Diggle Tunnel End and at the top of the Diggle Flight of Locks. It is the area where the debris from the railway tunnel excavation was tipped. Oldham MBC have organised the recent landscaping which now forms an ideal venue for our Festival.

Some exciting ideas for attractions are being investigated and we are indebted to Oldham Council for their support in planning this event. Their wide experience of involvement in the many festival-type activities held regularly in Saddleworth is of great help to us. They are also part organisers of the Rochdale Canal Festival which takes place annually within the Oldham MBC area.

We shall, of course, keep members abreast of developments as they occur. 2011 seems a long time away but we are determined to spend the intervening period in ensuring that the bicentenary is celebrated in the manner it deserves!

**Neville Kenyon**



## Disconnected Jottings

### Notes about the national waterway restoration scene

#### Chesterfield Canal

At the north-eastern limit of the canal already

restored in Derbyshire, work is well under way on building the new Staveley Northern Loop Road. When complete, before the end of the year, this will include three new canal bridges that will allow restoration of a further ½ mile of the canal. And the funding is in place to then build the proposed Staveley Town Basin.

To continue the canal beyond this new basin, the obstacle of a disused railway bridge over the canal has to be overcome. Although built with navigable headroom, many years of coal mining in the area caused the land and the railway to sink.

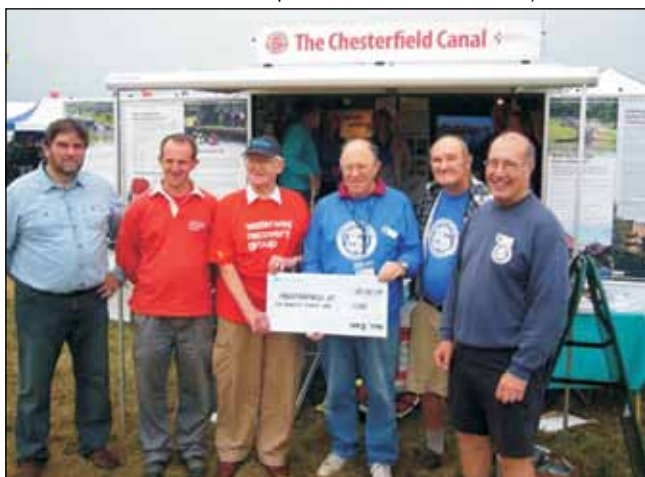
The level of the restored canal has been set by canal banks in the area that were previously raised to overcome the subsidence with the result that there will be insufficient clearance for the canal under the railway. Although the railway is not in use, the bridge cannot simply be abandoned because there are possible proposals that may see the railway in use again.

The plan is to lower the water level a little under the railway so that boats will lock down a shallow

lock, pass under the railway and then lock back up another shallow lock to regain the restored level. In most cases such an arrangement would require pumping of water but the canal here is at its lowest level in the Derbyshire section, with the locks beyond taking the canal uphill in both directions, so the insertion of two extra locks should cause no more water to be lost from the canal than was historically the case.

The Chesterfield Canal Trust has opened a fund towards the cost of constructing the first of the proposed new locks (Lock 5A, Staveley Town Lock) with money from the IWA Campaign Rally that was held earlier this year at Kiveton Park and a large donation from the Retford & Worksop Boat Club. Donations to the Fund can be made to David Fox, c/o The Chesterfield Canal Trust, The Old Parish Rooms, Church Street, Eckington, S21 4BH.

*Waterway Recovery Group present the Trust with a cheque for £500 towards Staveley Town Lock.*



Chesterfield Canal Trust

Talking of the Chesterfield, my friend Keith Ayling has resigned as Chairman of the Canal Trust, intending to spend more time on his boat. Keith had been the chairman since 1991.

During this time he saw the Trust through its formative years as a charitable company formed from the former canal society. Under his watch, ten miles of the canal including 31 locks have been restored with further significant restoration work currently under way in Staveley and Renishaw and plans for most of the missing nine miles. I suspect, however, that time will show that Keith's most significant achievement in its effect on the final restoration of the entire canal has probably been the creation of the Chesterfield Canal Partnership with the local authorities and British Waterways and the appointment of a full-time project officer to the partnership.

The Trust has appointed Robin Stonebridge as its new chair. He lives close to the route of the canal and for many years represented one of the canal's riparian wards on Rotherham District Council (from which he retired last year).

## **Droitwich Canals**

Forty-odd years ago, when I was working in the West Midlands, on several occasions I drove south on the major A449 road without having the slightest idea that somewhere between Kidderminster & Worcester I was driving over the course of the Droitwich Barge Canal which had been abandoned in 1939.

During the Second World War, Italian prisoners of war had strengthened the bridge carrying the road to carry

tank transporters by filling-in the arch and, later, a dual carriageway road had been built over that. Now that work is well under way on the major scheme to restore the Droitwich Barge Canal and the connecting Droitwich Junction Canal, a new tunnel under the A449 that will allow connection of the canals to the river Severn has been excavated. Finishing work to the tunnel and the abutment walls leading into it will soon be completed.

## **IWAC**

Amongst seven new members who have been appointed to the Inland Waterways Advisory Council from January 2010, is Alan Stopher, a retired Property Services Executive Director from Tameside Council. Those of you who were members of the Society when

*Preparing to cast the bridge at the A449 crossing of the Droitwich Barge Canal.*



*Droitwich Canals Trust*



the big push of the Millennium scheme restoration took place will remember that Alan was then the Project Director for the Huddersfield Canal Company, on which company your President and I were the Board Members representing the Society. Alan lives in Huddersfield and still has a keen interest in canals and their restoration.

### **Funding for Navigation Authorities**

The Inland Waterways Association's Head Office Bulletin for September reports that the Association is launching a campaign in defence of navigation authority budgets and Grant-in-Aid funding following the announcement of massive cuts to British Waterways Grant for 2010. The Bulletin says that, *'... a recent review by consultants KPMG estimated that British Waterways is underfunded by about £30m per annum just to keep its waterways in good condition and it currently has a backlog of some £200m in maintenance requirements. The situation is getting worse. In 2010/11 British Waterways is to be given nearly 17% less grant than this year (a reduction from £57.4m this year to £47.8m next year). In addition, the Environment Agency estimates that its maintenance backlog is about £30m. Its funding gap is worse per kilometre than British Waterways (£12,000/km compared to £8,200/km – 2007) and stands at £9.6m. But the expectation is that it too will receive reduced Government grant, exacerbating its financial shortfall.'*

After many years when the Government has provided inadequate funding for our waterways, cuts of the level intended are in my view outrageous and could lead to major problems because of inadequate maintenance. Possibly I am

cynical, but I can't get away from the notions that London-based politicians and the mandarins at the Treasury, never actually see the waterways (which they perceive as mainly provincial and therefore unimportant) and, despite all the evidence to the contrary, they have still not got away from their misguided impression that the waterways are of interest only to a small minority of people (who they ludicrously misconceive as being mainly well-off middle class boaters).

They have never been to Stalybridge or any other of the (mainly provincial) places that have been transformed by waterway investment, so the genuine benefits to communities as a whole are overlooked in this kind of immature thinking and the resulting crass kneejerk reactions by those in power who should represent us to take a wider view.

Most of us, I suspect, can think of billions of pounds of government expenditure that we would choose to save rather than yet again clobber the waterways for what is a relatively small amount in the wider scheme of things – but an amount that is a shockingly large percentage reduction of the total funding available and displays a wickedly irresponsible lack of concern for the need to keep the waterways safe.

The IWA's campaign to restore the cuts is called 'SOS 2010' (Save Our System 2010). I hope that it is supported by your Society and that it succeeds – without that, the recently restored canals such as the Huddersfield Narrow and the Rochdale could be very badly affected by resulting cuts.

**Keith Gibson**

# Out & About



Martin Clark

Portland Basin, Donkey Stone Wharf, Whitelands Tunnel and Outram's historic Stakes Aqueduct.

The Walk & Ride event was graced with glorious sunshine and a free bus service - engineering works had cancelled the trains - with Bob leading a walk along the towpath from Stalybridge to Greenfield. The party included Helen & Moira, who had

Recently, the Canal Society took part in the annual Heritage Open Days and Pennine Prospects Walk & Ride Festival events.

Our contribution to the Heritage event was a walk from Portland Basin, Ashton-u-Lyne to Stalybridge led by Bob Gough and assisted by Martin Clark. The eleven participants enjoyed good weather and notable sites along the route included:

travelled from Oxford for the weekend, visiting Haworth and joining the canal walk.

Both events were a great success, helped by the weather, and sure to be repeated in some form next year.

**HCS**

*Glorious sunshine for the Walk & Ride event. Walkers at Lock 12W, Scout; Helen & Moira are second and third from the right, respectively.*



J P Associates

## Jidoku 14

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

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*

## Eastern Notes & Other Bits

Straight in at the deep end, except there isn't one as the 'cut' is 10" down at the time of writing. However, as British Waterways could not run their tunnel trips, they kindly assisted us to run the 'Shuttle', which made a tidy £90 over the weekend of 12th/13th September. 'Thank you' to the lads for their assistance; it did serve to keep their boredom at bay and also gave them the chance to enjoy our little 'Shuttle'.

The weekend previous to that, fifteen of us took to the hills for a walk from Marsden to Diggle. The Yorkshire weather did its best to inhibit us with light rain about all the way over; what should have been a stunning vista was covered with a grey shroud. However, it didn't dampen spirits and we laughed and joked our way to our destination. We also had serious and informative moments from Dr Bob, as we always do on these jaunts (*just to make sure you don't enjoy yourselves too much, BG*), he's a mine of information. Many thanks Bob.

The aim of the walk was to enjoy a return trip through the Tunnel to Marsden courtesy of British Waterways' public through trip. I've never had the experience and was amazed by the whole trip.

I have to admit to having child-like ideas about what might live down there in all the nooks and crannies and how I really felt to be passing through the Earth. In addition, of course, the thought of what on earth must it have been like for the men who did the graft in such conditions.

Fred Carter was our guide and everything was explained and pointed out; he's obviously in his element and his enthusiasm infectious. He was especially accommodating in making a pre-arranged stop at one of the escape adits and treating the group to a visit into the adjacent inspection rail tunnel where the shadow vehicle runs. Many thanks Fred from everyone on board. Also Rachel and the rest of the support team – it was an excellent trip.

*Below: Somewhat bedraggled; taking shelter at Brun Clough on the Marsden to Diggle walk. Andrea in the naughty corner! Right: BW's boat enters Diggle portal for the return trip and the gates are closed behind us.*



Bob Cough



As the season draws to the latter end, I'm happy to say we've had another good year. We've done two extra days a week during the school holidays and a number of coach parties have used our service (coaches cannot get to Tunnel End and parties must disembark at the car park near the station).

Martin Clark



Bob Gough

We also have another four 'skippers' who have achieved their Certificates in Community Boat Management; congratulations: Patricia Bayley, Peter Smart, Iain Spencer and David Stubbs.

That should make next season easier to manage, but everyone has rallied round this year and I think our little boat's takings will be up again this time. Many thanks to everyone.

When we run our trips, we advertise the service with 'A' boards at Tunnel End and Marsden Station. They were in need of updating and had seen better days. Our Administrator, Bob, volunteered to produce new boards for us, incorporating a clock

face with moveable hands to timetable our trips. After much wrestling with the joinery in his attic, we are now the owners of some decidedly posh boards and ready for the new season.

I am hoping to run some social events over the Winter and if anyone has any ideas, please get in touch; I would really appreciate the input – 01484 686136.

Next year, the 'Community Spirit', which has accommodated all our training and belongs to the East Manchester Community Boats Association, is undertaking a round trip to Liverpool. Its aim is to raise funds by whatever means and give disabled and able-bodied groups alike, the opportunity to experience the day to day journey of a narrowboat.

They will be passing Standedge Tunnel and our Canal on the outward stretch, and will appreciate our help and know-how, as well as renewing acquaintances, as our skippers have all been through their hands!

More details of this trip in the Winter Edition.

**Andrea Fisher**

*Bob's new design for the 'A' boards advertising trips on the Marsden Shuttle. A sister design "TO MARSDEN STATION" is displayed at Tunnel End.*





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# Looking Back

All photos: Jean Beck Collection



## *Jean Beck (above) reminisces*

May 1974 was my first experience of 'canals' – we had been talking to a couple at a party somewhere who had enthused at length about a boat holiday they had just been on. Having two boys of 11 and 14, we thought it sounded a good idea and promptly booked a canal boat holiday on the Leeds Liverpool Canal (being canal virgins we had no idea that it would be rather 'hard' for beginners!). We fell in love with the whole canal thing and attended the inaugural meeting of the new Rochdale Canal Society, but having no car at the time, we found going to meetings in Rochdale rather difficult. We were then invited to a meeting of the Peak Forest Canal Society in Oldham by the late Arthur Horsby. There we met Peter Freeman who invited us to a meeting of the fledgling Huddersfield Canal Society somewhere in Mossley or Stalybridge. David Sumner was there that night as a new or recent member too. I quickly became a fervent supporter attending as many meetings as possible (cadging lifts off anyone with a car).

Quite early on in my membership, the post of sales officer became vacant, so I took on that position – not letting the lack of transport put me off! We had a small 'shop' in the recently restored cottages at Tunnel End (thanks mainly to the efforts of Dave Finnis). Those were the days when I had to get permission from our Treasurer to spend £20 or so on stock! At one time though we actually bought a quantity of 'rock' with "Standedge Tunnel" written through it!

Shortly afterwards I took on the position of West Side Chairman (with the help of retiring chairman Peter Freeman). In this role, I sometimes booked speakers to give talks and/or slide shows. Two episodes spring to mind – one slide show, at the Cross Keys in Uppermill, was given by a chap who was a courier on tourist trips to Russia; he had splendid slides, mainly of the beautiful railway stations in Russia, and gave us a wonderful talk. The other time, the speaker didn't arrive and we had a packed and expectant audience (*turned out he'd been taken ill that day and was in hospital*). A quick re-think was called for; luckily for me, Laurence Sullivan lived very near and was prevailed upon to rush home to bring his own slides and thereby save the



*Jean at Lock 16W  
Mossley, Oct 1980*





Ron & Jean Buckley, 1979

evening. It must have been a successful evening because Jack Carr came that night for the first time and has been coming ever since (all the way from Chorley!).

My long-suffering husband, Ron, was volunteered by me to do all kinds of things. He designed all the plaques and brochures for Tameside Canals Festivals, later called Ashton Canals Festivals, he painted



Jean with Peter Freeman, 1979

canalware for us to sell on our stall, moved 'Stan' (our first little HCS Trip Boat) around and a thousand and one other jobs required by a young and very active

canal society – even coming on our many 'pub crawls' to advertise the canal festival every year in Ashton. I don't remember who came up with the idea of wearing canal costume circa 1900 on our 'crawls', but it did cause quite a stir when we all went out, dressed so; especially when we had our lifesize Diggie mascot with us in his furry suit! We used to sell furry 'Diggles' – kindly knitted for us by generous members – they came in many colours and were very popular – I wonder if Diggles still live in Standedge Tunnel or has got too busy?

All in all, we spent a very happy and active 10 years or so in the Canal Society. I'm proud to say there's a photo of me in Tunnel End warehouse – stood in a lock chamber wearing a hard hat and carrying a pickaxe.

Yup – I even did that! Happy days.

**Jean Beck (née Buckley)**



Jean & Peter on the Sales stand

*ps. These are some of the good people around with us at the time:*

*David Sumner, Colin Chadwick, Graham and Hazel Maskell, Jean Wrigley, Alex Cripp, Peter Freeman, Les Winnard, Des Phillips, Dave Finnis, Keith Gibson, Sue Sykes, John Maynard, Bob Dewey, Trevor Ellis, Dave Milsom, Anne and Eric Crosland, and many others.*



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## Treasure Hunt 2009

This year's Treasure Hunt took place in and around Slaithwaite town centre and the Narrow Canal.

Another set of devious clues kept the entrants (seven teams this time) on their toes and in the end, three teams were equal first with 19 out of 20 correct answers.

A random draw gave the overall winners as Ben & Gina Taylor of Holmfirth, with Jon & Rebecca Gilbert, also of Holmfirth, as runners-up. Ben & Gina won £30 and Jon & Rebecca, £20 of vouchers for a meal at the Rose & Crown, Cop Hill, Slaithwaite.

Next year's Hunt will be in and around Stalybridge and then something really special for the bi-centenary in 2011!

**Bob Gough**



Bob Gough

*Patricia Bayley and Peter Smart work out their best 'hunt' route - adjourning to a local café proved to be the best strategy!*



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# Save Our System 2010

## IWA Chairman Launches SOS2010

IWA Chairman Clive Henderson launched a campaign to Save Our System at the opening of this year's National Festival, when he pointed out that reductions in grants for waterways' funding continued to be a major concern.

The SOS2010 campaign encourages everyone involved with waterways to make sure that wide publicity is given to the effect the grant cuts are having on their local river or canal, particularly where safety is concerned.

In his speech, Clive said, *"The National Festival, an event that moves around the country each year, showcases the waterways to a new audience each time. We were last here in Nottingham in 1974.*

*As I came through Leicester, I passed by Limekiln Lock in Abbey Park where there is a slate panel commemorating the 1967 National Festival held there. It perhaps gives a clue to the lasting benefits of a festival and demonstrates what we do today helps to preserve our 200 year old waterway heritage for future generations.*

*Yet waterways funding continues to be a*

*major concern. The Inland Waterways Association is alarmed at the depth of the cut in grant-in-aid for British Waterways for the next financial year (2010/11). It is being reduced from this year's available grant of £54.448m to just £47.848m, representing a reduction of over 16.7%.*

*We are concerned that the Environment Agency will receive similar treatment. IWA believes that the threat of under-investment in the waterways must be*

*Will a return to dereliction be our legacy for future generations?*



addressed by all stakeholders in the waterways – now!

Unless we stand up to this, we can expect more of the same. We must all defend our waterways system. Today we are launching our Save Our System 2010 (SOS2010) campaign.

We need to know how these cuts are affecting the system and do something about it before it is too late.

We are calling upon all IWA Branches and Regions to contact your colleagues in other waterway organisations and canal and waterway societies and trusts, to work together in partnership with them and the

local navigation authority managers, to identify issues of poor maintenance and slipping standards, especially those issues affecting safety. The collection of evidence about problems caused by under-funding locally will allow us to build the national picture so the no one can deny the effect of these cuts and so that the under-funding can be reversed”.

The aim of SOS2010 is to encourage all local waterways stakeholders – societies, trusts, boat hire companies, businesses, local community groups – to collaborate locally and to pursue local action, such as towpath events and communication with the local media, publicising the effect of the cuts on the quality of local waterways.

IWA has set up an internet link so that those interested in joining the campaign can do so via the IWA website:

[www.waterways.org.uk](http://www.waterways.org.uk)

We hope all of you who today see the benefits of the waterways through this event will join us in reminding Government that the waterways are already under-funded and have a maintenance backlog. They offer considerable public benefit. They need their Grant in Aid and more. Not a Cut in that Grant!

*Reproduced by kind permission of Gillian Bolt, Editor, Site newsletter for the IWA National Festival & Boat Show 2009*





# 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  
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.*

## Stoppages & Maintenance

A leak from a paddle culvert has closed the eastern half of the Huddersfield Narrow Canal from September until March. The leak, described by British Waterways as “serious”, has shut the east side of the canal at Ramsden Mill Lock 14E, Golcar, between Slaithwaite and Milnsbridge.

There have been problems here, with water leaking from the lock into the nearby Ramsden Mill, for around six years. Some grouting has taken place, but the leaks have re-appeared. Notices have asked boaters to leave the lock empty after use. Machinery has had to be removed from the workshop in the mill because of the flooding.



Martin Clark

Lock 14E, Golcar and the gates are chained to prevent access.

In early September water started to leak seriously into the mill from above the lock, believed to be from the ground paddle culvert. This continued even after the lock was emptied.

*cont'd over ...*



**The Bisserov Sisters**  
in concert

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

**Friday 30th October, 6.15-8.00pm**

Thomas Bourne Room  
Standedge Visitor Centre  
Tunnel End, Marsden HD7 6NQ

£5.00 on the door, open from 5.30pm



An employee of Trojan Plastics said that it sounded like a waterfall and once there was around two feet of water inside the building.

The pounds above and below the lock had to be drained by BW to prevent any further leakage. The canal bank has not actually breached and there is no visible damage to the canal. It is thought that water has seeped through stonework of the paddle culvert and created a cavity.

British Waterways investigated the source of the leak, in the hope that a temporary repair could be made so that the canal could be re-opened quickly. However it was found that this would not be possible and it was announced that the repairs would take around ten weeks.

Repairs to this lock, aimed at stopping the leak, had been due to be carried out as part of this winter's stoppage programme. As these are to be major works they will be carried out as scheduled, beginning in January and being completed by March. In the meantime the eastern half of the canal will remain closed to navigation.

There was a problem on the summit pound when it was found that there was a leak on the feed from Scammonden Reservoir to Lock 42E. Water levels had fallen on the summit level and BW had to stop the short boat trips into Standedge Tunnel. Yorkshire Water managed to locate and isolate the leak and the tunnel trips for passengers were resumed. However, because of the prolonged stoppage at Golcar, there



Martin Clark

*The pound above Lock 14E has been drained for investigation.*

is still no through tunnel passage for boaters.

This winter will also see the much needed replacement of gates at six locks between Slaithwaite and Marsden, which it is hoped will improve the problems boaters experience with low pounds in that area. The gates due to be replaced are the top and bottom gates at Locks 28E, 29E, 31E and 33E, and the top gates of Locks 40E and 42E.

Replacement of the difficult hydraulic tail gates at Lock 1W in Ashton is again pencilled in provisionally for January 2010. The gates, which will have crooked beams like the replacement gates at Lock 2W, were ready last Winter, but BW needs to take back a small piece of the land it leases to a garden centre, as the lock side is currently too narrow for the gate beam to swing. The legalities involved in altering the lease evidently take a great deal of time as BW warns that the work might not be carried out until 2010/11.

**Martin Clark**

# Hollinwood Canal Society

There is interesting news from the Hollinwood Canal - a new footbridge has been constructed over the line of the canal!

The footbridge has been put in place across the infilled canal at Droylsden, as part of the Metrolink installation for Greater Manchester Passenger Transport Executive.

It was known that the road needed to be widened over the existing Manchester Road Bridge in order to accommodate the tram tracks, and this had been a cause of concern for the Hollinwood Canal Society as there was the risk that the canal line might be obstructed.

However, the solution that was chosen was to widen the road by taking out the broad footpath on one side of the road.



*Delivery of the new footbridge.*

The footbridge has been constructed parallel to the road bridge to carry the new footway.

Tameside Council engineers had specified that the new footbridge should have at least the same headroom as the existing road bridge.

The Hollinwood Canal Society commends the far-sightedness of GMPTC and of Tameside Council for ensuring

that the Metrolink works have not created an additional obstacle to the restoration of the canal. Manchester Road Bridge is only a few yards from the Droylsden Wharf basin at the end of the short re-opened section of canal.

**Martin Clark**

*The new footbridge is in place with integral service ducting.*









**This is the story** of how the Diggle Hotel came into being. Newer members may not know that the Diggles lived in the Tunnel many years ago and had a thriving community. The Diggle Barrel Roll took place in 1984 and this story tells how it came about.

Original cartoon - Ronald Buckley Colourist - Bob Gough



Ronald Buckley

## 74 Club Members

We welcome the following intrepid boaters who have successfully navigated the Narrow and joined our Club.

D J Chamberlain	SHIRALEE
Mr & Mrs P Watts	ALICE
C & M Fox	YEKEPA
E & R Jervis	ADAGIO
B & D Fox with crew	BIMBLE
Mr & Mrs Francis-Flores	
J D Bird	LADY ANNE
J Hutchinson	AMYJANE
P Howland	PANDA JULIENNE
A Edwards	KHAYAMANZI

And here are their 'grass roots' comments:

*Unique experience, staff kind, helpful and professional. May all your hard work be appreciated by all users of the Huddersfield. C Fox*

*Very picturesque and interesting trip. Fred, the BW chaperone, an excellent guide. Would like to have been able to stay overnight at Diggle and come down the flight more leisurely on Saturday am. Some anti-vandal locks on the East (18, 19, 28 and 29) were very worn and only opened with difficulty. More mooring sites would be good – as the SUCS have provided on the Shroppie – eg. opposite Titanic Mill is a splendid location. Overall, the best Pennine crossing bar none. E&R Jervis*

*An absolutely fabulous trip – like no other we have done. BW were fantastic and were so helpful and friendly. Do appreciate your problems with water (or lack of it!) but it is such a shame that it is not more widely cruised. Think people are put off by the fact that it is not sanitised like the popular rings; it is hard*

*work and the paddle gear is a real voyage of discovery – you never know what the next one will be like! We will certainly recommend it to anyone who stands still long enough to listen. We are 60ft so we made it harder for ourselves (there were four of us) but it was still great fun. Thank you for making it possible. B&D Fox*

*A fantastic trip! wholly recommend it, though very hard work! (ideally boats need 4 people) The countryside was amazing. .... We received enormous help from BW staff, namely Andrew, Liam and Martin who helped a convoy of 3 boats down approx 20 locks after we had been through Standedge Tunnel because of water shortage. We would like to thank them again for their invaluable help, together with Fred Carter who saw us safely through the*





A Stophher

tunnel. Whilst we are sure the cost of maintaining this historic waterway is enormous and being aware of funding cutbacks throughout the waterways, we must add that we feel that unless some work is done in particular to maintain the paddle gear, boaters will abandon the S. Pennine Ring in favour of less back breaking routes – this would be such a shame after all the money that has been spent to restore this stunning and historic waterway. The water shortage

issues we suspect are less easy if not impossible to fix.

A Francis-Flores

A fantastic experience – thanks to all the hard work of those who made it possible and to BW staff who guided and helped. May we suggest that priority now be given to the water supply and locks between Slaithwaite and the Tunnel

– this seems to threaten the viability of the whole canal. J Bird

Went through the tunnel assisted by Colin, it was excellent, but due to a large shortage of water don't think we would do it again. Three days from Aspley to Marsden is hard work especially when you are not quite sure what you are hitting under your boat trying to get over cills. To reopen the canal has been fantastic and we do visit Tunnel End at Marsden a few times a year by car. The scenery is second to none. Keep up the good work. J&B Hutchinson

We enjoyed the experience of this trip, except that the canal needs more water (dredging). The BW guys were great when we needed their help. But this is a canal in need of a bit of TLC. P Howland

BW must be encouraged to stop their leaking locks to ensure a better water supply and therefore a more enjoyable transit on the flight. Tunnel experience was excellent and BW pilot superb. A Edwards



# Letter to the Editor & Jidoku Solution

Dear Alwyn,

Thank you for mentioning 'Still Waters', formerly 'Standedge Pioneer', the trip boat of Tameside Canal Boat Trust which runs from Portland Basin, Ashton-u-Lyne, in your Summer Editorial.

I would like to point out that although this boat is managed by the Trust, all Trustees and crew members are, for insurance purposes, required to be members of Huddersfield Canal Society. The crew wear HCS uniforms and we actively promote the Society in the talks we give to passengers and also hand out Society literature.

As Andrea Fisher said in her news report, 'Still Waters' now has three new Boatmasters; the boat's 47 seat capacity means our skippers must be trained and qualified to Boatmaster Tier 2 standard.



Peter Ruffley

A foaming of micro-cars at Portland Basin, 18/7/09

Ironically, I am finding our Public operation on Sundays increasingly difficult to crew; not so much a case of too many chiefs, just a paucity of volunteers. So, if there are any Society members, especially those on the Lancashire side of the 'hill', who would like to crew or steer a 70ft narrow boat, I would love to hear from you (0161 494 0532).

On a lighter note, we took 16 passengers, including two from Chirk, on behalf of HCS up to Hyde on the 26<sup>th</sup> of July *without problems* (!!!) and on the 18<sup>th</sup>, a party of micro-car drivers on a one hour trip. The drivers came from all over England, plus a family from Belgium, in their 'Bubble Cars'. They camped at Bord Hill, Flouch near Sheffield and spent the weekend visiting museums & railways in Lancashire, Yorkshire and Derbyshire. Coincidentally, two of our crew members are ex-bubble car drivers and I sold mine for £30 in 1968; an Isetta 3-wheel car now sells for £8,000!

Carry on flying the flag for HCS and all canals.

**Peter Ruffley**

Chairman, Tameside Canal Boat Trust

*Thanks for your letter Peter, your volunteer input is much appreciated. Ed*

## Solution to Jidoku 14

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

# The Back Page

## HUDDERSFIELD CANAL SOCIETY

welcomes the following new member

2787 Mr & Miss John & Sian McAloren, [REDACTED]

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Dr Bob Gough



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