

Pennine Link

Magazine of the Huddersfield Canal Society



Issue 169 Spring 2010

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

Pennine Link

Issue 169

British Waterways' Passenger Pod Tug is craned back into the Canal at Wool Road after the fleet was taken out for essential maintenance including welding and 'bottom blacking'.



Bob Cough

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Cover: The Delph Youth Band, conducted by Musical Director Chris Partington, entertain at the Canal Society's Family Fun Day held at the Brownhill Countryside Centre on Easter Sunday. Photo: John Brierley



Editorial

Welcome to the Spring edition of Pennine Link. A little belated due to the Winter weather having a lot to answer

for. Although the last issue was ready for distribution in December, the snows came as delivery was being organised and collection from the society office became a victim of the snow. By the time postage was made, our seasons greetings were well out of date. Ah well! I know that BW had to delay a number of winter stoppage programmes and I am sure everyone has tales of troubles to tell. We at HCS are just getting back into schedule with the magazine.

Not everything ground to a halt. Behind the scenes things such as boat painting and servicing, drawing up plans etc. for the coming season were going on. The boat crews kept active socially and we had a good day out March 7th down to The Globe, Dukinfield. See the article by Andrea Fisher on page 6. Thanks to Andrea and Peter Ruffley for organisation and Tony Zajac for the pictures.

It is very sad to report the death of one of the founder members and first chairman of the society, John Maynard. Another founder member, Bob Dewey, writes a fitting obituary on page 26. Condolences to his family and to the family of Keith Ayling, who also died recently.

The Canal Family Fun Day was well attended and other forthcoming society events are listed on page 30. Please support the organisation of these events, a lot of work goes into them. My personal favourite is the Treasure Hunt, but we may struggle to get to it this year.

Thanks to the marvels (or curses) of modern science, communication between Bob and myself for the production of this magazine is now done by e-mail. We are conducting a trial of offering members the choice to receive their Pennine Link by this method. See page 29 for details. E-mail is also the method for sending articles to me to include in future issues. I am always pleased to receive such and encourage participation. To the people who have sent me articles but don't see them in this Issue, do not despair. Due to space limitations they have been held over for the next Issue. All part of the catching up process after weather delays.

The 2010 Annual General Meeting is announced on page 24. Members' views are valid, so come along to agree/disagree with your Council and make your views felt.

I hope you all enjoy a good Spring/Summer season on our waterways.

Alwyn Ogborn

“One of the funny things about the Stock Market is that every time one person buys, another sells, and both think they are astute.” (and think they are both deserving of not inconsiderable bonuses)

WILLIAM FEATHER



Chairman's Annual Report 2009

I am pleased to report another successful year for the Society. Board meetings (termed "Council meetings") have continued to

take place bi-monthly with a consistently good attendance. Jack Carr, a long serving board member retired during the year after many years' service. We thank him for his work with the Society.

There have been no staff changes and Dr Bob Cough, our Administrator and Ms Clare Bebbington, our Marketing Officer continue to serve loyally and effectively. In addition to their normal routine, they have jointly organised a series of events throughout the year which have attracted various degrees of support.

Membership continues to hover around the 600 mark and we have continued to recruit new members throughout the year.

The purchase of the Transhipment Warehouse, our Society office, from British Waterways, was concluded relatively smoothly but the transaction inevitably left a considerable gap in our investments. Investment income was down by almost £5,000 during the year partly due to the requirement of funding for the purchase and partly to the economic downturn. Investment values have continued to improve in later months but the economic recession has had a lasting effect on the Society's resources.

The Huddersfield Narrow Canal has now been placed within the new British Waterways' Manchester and Pennine

Waterways unit. Once again our canal, both east and west of the Pennines, is under the direction of the same BW unit which also includes part of the Trent and Mersey, Macclesfield, Peak Forest, Manchester Bolton and Bury, and the Ashton canals. The relatively short length of the Huddersfield Broad canal remains with Yorkshire Waterways.

There are still problems being experienced in transit of the Standedge Tunnel. The tunnel has remained open to through traffic for only three days per week. Transit for boats under their own propulsion accompanied by a BW "chaperone" has become more common. Unfortunately the installation of a sophisticated communications system required for compliance with health and safety requirements has been delayed indefinitely. HCS has sympathy with the BW management who are suffering from government-imposed financial restraints but we continue to press for our own priorities on behalf of our members.

Our partners within the local authorities have continued to give us unstinted support. Towards the end of the year we were helped and encouraged extensively by Oldham Metro and Saddleworth Parish Councils in planning and funding a Family Fun Day at their Brownhill Visitors' Centre close to our office.

The year 2011 will mark the bicentenary of the opening of the canal to boats from Ashton under Lyne to Huddersfield and preparations are in hand to organise celebratory events during that year. Our Society is especially grateful to Oldham councillors and officers who have given

continued over ...

What a long winter it's been for everyone! It feels good to be looking forward to weekends outside in sunshine again, messing about on the 'Shuttle'.

She's had a service, stern gland re-done and a cosmetic job on the bow lettering. Ronnie Rose has tended to her throughout the winter and made sure she was turned over (engine wise) and generally in good shape.

Thanks Ronnie, and also for all sorts of snippets of information regarding the canal and how things were progressing with the new arrangements at BW.

March 7th saw about 30 of us gathered at Portland Basin for a joint get-together down to Dukinfield on the Tameside Canal Boat Trust's 'Still Waters'.

We were very fortunate with the weather and also how little we picked up on the notorious prop of the tug. Good to see so many faces, many I've not seen for a while; much good natured banter about



A good turnout for the Still Waters trip

each others county of origin, I have deep seated beliefs about which is best!

I've spent part of the winter helping to crew 'Community Spirit', where most of our crew did their training, and have dipped in and out of their training days just to 'keep up to speed'.

You know about the trip they are doing to Liverpool, as I've covered it to a degree in previous letters, well, I can now let you know the dates they will need our help.

Leaving Portland Basin on the 8th of May, they work their way to Diggle to come thro' t' tunnel on Monday the 10th, staying overnight at Tunnel End,

continued from page 5

us so much of their time in attending meetings and working on our behalf behind the scenes.

Our magazine, Pennine Link has continued to be distributed on a quarterly basis. Thanks are due to Bob Gough for his desk-top publishing skills and to Alwyn Ogborn our Editor.

The Marsden Shuttle, our taxi boat service from Marsden railway station to the Visitors' Centre at Tunnel End on the Yorkshire side has continued to operate

during weekends and bank holidays throughout the season. Our thanks go to organiser, Andrea Fisher and her team of willing volunteers.

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

Neville Kenyon
Chairman



Alan Morton acting as 'ice-breaker' on the bow of Still Waters

taking advantage of Bev and Gary's accommodation and the *al fresco* appeal of their boat!

There will be a get-together and meal that evening at the pub for anyone who is interested, but I will need to know numbers before hand, PLEASE get in touch and let me know, 07837162942, thanks.

On Tuesday the 11th they will be going down thro' the locks to Huddersfield and this is where they will need our help the most. It will also give us the opportunity to do some 'locking' practise, again, let me know if you would like to help.

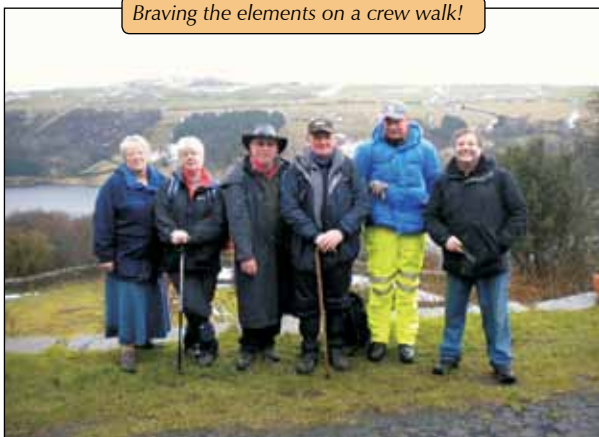
That m'dears is about everything. Looking forward to you being in touch with

regard to any of the opportunities I have mentioned, as well as your availability for shifts running the 'Shuttle'.

One last thing, many thanks to Peter Ruffley for his organisation and free use of 'Still Waters'; 'twas a good day out.

Andrea Fisher

Braving the elements on a crew walk!



"Everything is changing. People are taking the comedians seriously and the politicians as a joke."

WILL RODGERS



Volunteers

As I mentioned in my review of 2009, on the poorer days and with the colder, damper weather we turned our attention to the

saplings on the West side, which had not had the regular attacks that those on the East have suffered. At that time we were fighting the stretch from Grove Road up to Lock 9W, where the well-intentioned local authority advice when this was being dredged was to leave a metre each side undredged. We eventually finished the stretch, having spent a good couple of days blessing them for including the towpath side in this advice. The rest of

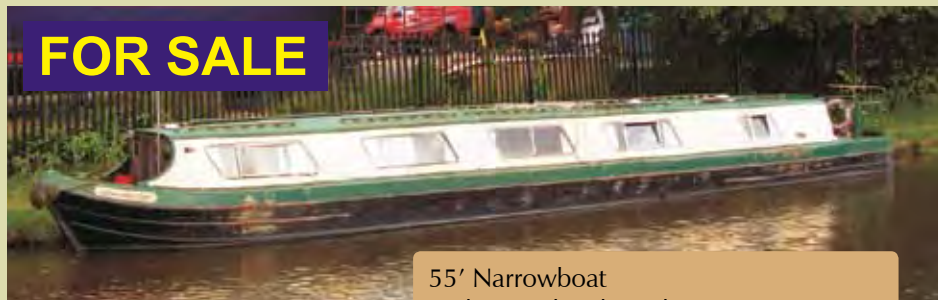
the west side was soon complete and we moved to the East, where we have, so far, reached Lock 12E in Milnsbridge, working down. The rest will be a Summer job for the poorer days.

The next task is oiling and greasing paddle gear, and at the time of writing we have completed most of the manual gear on the west side. April, hopefully, should see this task complete, before we move into the painting season.

This year's Summer task is to paint the Marsden flight, down as far as Sparth. Anyone with time to spare on Mondays or Fridays can give me a call on the number inside the front cover.

Trevor Ellis

FOR SALE



Engine: Lister SR3 Engine & gearbox completely re-built 2008, now effectively brand new.

New steel bottom fitted 2006.

2Kw pure sine wave inverter. 12v 850 a/h cabin battery. 240v domestic fridge, Ellis gas fired central heating via radiators. Vailant domestic water heater, shower, flush toilet (dump through into tank), with on-board macerator pump out system. (All you need is a drain up to 100ft. away). Gas oven with high-level grill. Two single bunks that convert into a double. Loose furniture in the saloon.

55' Narrowboat

**Built 1974 by Shropshire Union Cruisers
Steel hull, GRP cabin top. Cruiser style**

A much-loved boat that will be sorely missed. Reason for sale: moved on to a wide beam Dutch barge as permanent residence.

Asking price: £12,000
(reasonable offers considered)

Contact Alwyn: 07973 269639

Walking the Length

Photos: Keith Sykes

Council member Keith Sykes reports on the state of the Huddersfield Narrow Canal - East side.

On 11th March 2010, in anticipation of the scheduled re-opening to through traffic of the Huddersfield Narrow Canal on March 26th, my wife, Margaret, and I did our annual towpath walk on the 'east side' of the canal, joining it at Longroyd Bridge. Gradually as we made our way west towards Marsden, improvements were found.

Towards Huddersfield, the towpath is severed in two places by the Sellers and the Bates' 'tunnels', though it had been reported in the Huddersfield Daily Examiner that the "Waterfront" development of the Sellers site was to receive initial funding of £6 million to allow work to commence. This will incorporate the opening up of Seller's 'tunnel' and extend the towpath through to Chapel Hill – a bit of good news.

At Longroyd Bridge we found that Lock 4E had stop planks above its top gate with very low water levels in the pound above. Disappointment from the start, although we later found that whilst not a scheduled stoppage, the planks were there to allow the replacement of the sill.

Further problems were seen in the pound above the aqueduct where it was noticed that whilst water was coming into the pound from the by-wash at Lock 6E, it was not going round the by-wash at 5E. Enquiries later revealed that leakage in the aqueduct immediately above Lock 4E had been scheduled to be repaired in an earlier year's winter stoppage programme, but had never been completed.

At Lock 14E, where a serious breach in the ground paddle culvert had caused a stoppage of through navigation in the late summer of 2009, some 6 months later, the lock was still surrounded by fencing and the work incomplete (*below*) the work being carried out by BW's contractors, May Gurney.



At the moorings in Slaithwaite, the external taps at both water points had been stolen. These are now to be replaced by BW.

Work on repairing the mechanisms on the guillotine lock, 24E, had been completed, but all the scaffolding and fencing still needed to be dismantled. It was reported that whilst it was now easier to lift the guillotine (with many winds of the windlass), dropping it down had become harder. Hopefully, with use, the situation will ease.

Where is the good news? Not for a bit yet, for whilst the top and bottom gates of Lock 28E had been scheduled for replacement during the winter stoppage, this work will not be carried out due to delays in work at other locks caused by the severe winter weather.

Lock 29E - some good news (and bad). Both the top and bottom gates have been replaced. However, the pound above, between Locks 29E and 30E, was low in water and it was found that the leakage that has plagued this pound since the re-opening in 2001, still continues; losing water into the adjacent lower field towards the west end and through stonework at the top of Lock 29E.

Lock 31E - the replacement of the top and bottom gates was ongoing, being carried out by a large number of BW staff from the Yorkshire region's Calder and Hebble section. (The HNC now being in the Manchester and Pennine region.)



British Waterways staff working to replace the lock gates at Lock 31E, Lingards Wood



Lock 33E - the replacement of the top and bottom gates has been completed and only tidying work still needed to be done.

Lock 40E - the replacement of the top gate has been carried out by BW staff from Tunnel End, Marsden. The hydraulic gear, installed Kirklees/West Yorkshire Councils in 1985 under the direction of BW, has now been replaced by traditional ground paddle gear.



Above: 'Tradition' re-instated at Lock 40E
Below: Lock identification making things easier

Lock 42E, the summit lock at Marsden Railway Station, has had its top gate replaced, although to my recollection this had a new gate installed at the time of restoration in 2001. The top beam now carries a distinctive "42E" stencilled in black and white paint.



Finally we arrived at Tunnel End where we found that changes were afoot for the new 2010 tunnel season. BW were to retain five members of staff at Tunnel End to run the Tunnel passage three times a week and the monthly hikers' Saturday trip. Contact BW's Red Bull, Kidsgrove offices – tel. 01782 785703 for details.

All maintenance staff for the entire length of the HNC were now to be based at BW's Grove Road, Millbrook depot, a situation that takes us back to the re-opening in May 2001.

However all was not doom and gloom, the re-opening on Friday 26th March was still on schedule and in preparation a "towpath tidy" was taking place with painting and gardening at Tunnel End.

The edges of stonework on both sides of the length outside Tunnel End Cottages have been painted white. All the railings there were being repainted black, the work being carried out by staff and volunteers, including Sue Day of the Horseboating and Huddersfield Canal Societies, who was involved in tidying the gardens and planters.

Keith and Margaret Sykes
Slaithwaite

Postscript

By 31st March, all the works in progress 3 weeks earlier had been completed and the Huddersfield Narrow Canal was OPEN!

On Monday 29th March, Bob Gough, at the canal society's Wool Road offices, saw the first narrowboat of the season,

"Waterlily", entering the bottom of the Diggle Flight, heading east.

Two days later I met the boat in Slaithwaite and received good reports of its progress "over the top". No damage in Standedge Tunnel as they steered their own boat through, with guidance from BW, and their only complaint - a few stiff paddles on the lock gearing as they approached Slaithwaite, with much praise for the countryside through which they had travelled.

I then visited Lock 14E, in advance of "Waterlily" arriving, to find BW area engineer Heather and John from BW's Grove Road Maintenance depot checking the lock after contractors had finalised the repair to the ground paddle and BW had replaced the gates. After filling and emptying it several times, they pronounced it fit for use.

Heather also confirmed that the sill work at Lock 4E, Longroyd Bridge, had been completed.

So all was ready for through passage and I passed the news on to "Waterlily" as it came down through Lock 17E at Lowestwood.

News had also reached me that two boats going west had overnighted in Milnsbridge.

So, hopefully, it's 'all go' without too many problems for the Huddersfield Narrow (and Broad) in 2010 in its new Manchester and Pennine Waterways region.

Keith W Sykes

*There is a notice in a Manchester shop window: "Watch batteries fitted here"
Sounds like a really boring pastime to me ...*

A P OGBORN

The Horseboating Society - 2010

Sue Day, Chair of the Horseboating Society writes:

A horsedrawn boat journey on the Huddersfield Narrow Canal in April & May

Horseboating with 'Maria', Britain's oldest wooden narrowboat built in 1854, from Guidebridge on the Ashton Canal, then along the Huddersfield Narrow Canal to Huddersfield, and return.

A return journey of a total of 45 miles, 148 lock passages, legging small tunnels and also Britain's longest canal tunnel, Standedge Tunnel (3 ¼ miles).

Legging Standedge Tunnel will take place on two event days:

Sunday April 25

Diggle to Tunnel End, Marsden
In the Tunnel from about 1.00-3.30/4pm
Event - St George and the Dragon

Bank Holiday Monday May 3

Tunnel End, Marsden to Diggle
In the Tunnel from 1-4pm
Event - Horses at Work at Standedge

The Horseboating itinerary

Thursday April 22

*Guide Bridge to Lock 8w, Heyrod,
Huddersfield Narrow Canal*

Friday April 24

*Lock 8w Heyrod to Lock 21w Uppermill,
Saddleworth Museum*

Saturday – no boating

Sunday April 25

*Saddleworth Museum, Uppermill to Diggle
then legging through Standedge Tunnel to
Tunnel End, Marsden Also, a guided walk for
the public with the boathorse over the Tunnel
top, 1-3pm.*

Sunday evening April 25

*'Maria' on display,
moored at Tunnel End, Marsden*

Monday April 26

Tunnel End, Marsden to West Slaithwaite

Tuesday April 27

West Slaithwaite to Slaithwaite centre

Wednesday April 28

Slaithwaite to Huddersfield

Thursday April 29

Huddersfield to West Slaithwaite

Friday April 30

West Slaithwaite to Tunnel End, Marsden

Saturday/Sunday May 1 and 2

'Maria' moored at Tunnel End, Marsden

Bank Holiday Monday May 3

*Legging through Standedge Tunnel, 1-4 pm.
Also, a guided walk for the public with the
boathorse over the tunnel top, 2-4pm.
Horseboating down the Diggle Flight to
Uppermill, Saddleworth Museum.*

Tuesday May 4 or Thursday May 6

*Uppermill to Guide Bridge on the
Ashton Canal*

New Horseboating Society members and crew are always welcome.

Horseboating training is provided on journeys and on occasional training days. For further information:

www.horseboating.org.uk

or contact Sue Day:

sueday_horse@yahoo.co.uk

01457-834863, 07711-121-056

Editor's note: Apologies the late notice of these events, however, the Horseboating Society requested to have them included to illustrate the scope of their activities.

THE HORSEBOATING SOCIETY LEGGING EVENTS

St George And The Dragon At Standedge

SUNDAY APRIL 25, 2010

10.30am - Horseboat at Brownhill Countryside Centre, Dobcross

See the horse-drawn boat work up through the Diggle flight of locks

1pm - A guided walk: start at the Diggle portal of Standedge Tunnel

Follow the boathorse along Boat Lane, over Standedge, to Tunnel End while the boat is legged through Standedge Tunnel below you. 4 miles.

Or, in the event of bad weather:

1pm - A storytelling walk: start opposite the Railway pub in Marsden

Join the walk to the Standedge Visitor Centre at Tunnel End, hearing tales as you go about the tunnel and dragons and others.....

2pm - Maypole dancing & Morris dancing by Thieving Magpies

Family activities with a St George and the Dragon theme.

3pm - Display of firespinning and firebreathing

3.30pm - Arrival of Dragon Boat (with 2 barrels of beer!)

Cheer on St George. Boo the bad, bad dragon. St. George will slay the dragon to rescue all the villagers.

Horses At Work At Standedge In 1810

MONDAY MAY 3, 2010 (Bank Holiday)

What was actually happening at Standedge in 1810, two hundred years ago? Boats had no tunnel yet to use, so their cargoes were unloaded, and packhorses and wagon horses took the loads overland, over Standedge Moor and the Pennine ridge. Below these horses at work, the tunnel was still being dug out, worked from several shafts down to the canal level. In Dec. 1810, the first boat went through.

'Maria' will be legged through the tunnel on April 25 and it will return on May 3 from Tunnel End to Diggle on Bank Holiday Monday. On that day, the tradition of parading a working horse on the May Holiday will be observed. After a long Pennine winter, a horse will nearly be in its sleek summer coat. At Tunnel End, visitors will be able to see how a horse was worked as a packhorse, waggon horse, or boat horse. A 4 mile guided walk will follow the boathorse over Standedge, to Diggle, then 'Maria' will be horsedrawn to Uppermill.

11am -1pm - Meet a pack horse, waggon horse, and boat horse.

1pm 'Maria' legged through tunnel. Guided walk with boat horse.



Horseboating Society

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



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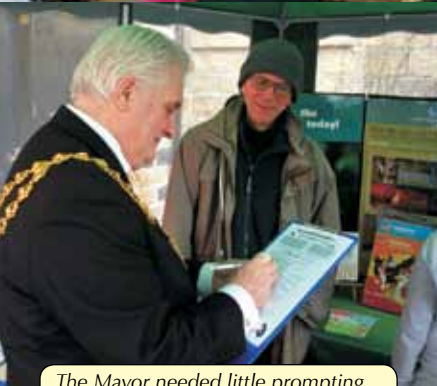
For a special occasion or simply a great day out with family or friends, hiring one of our self drive day boats is an ideal solution.

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

Canal Family Fun Day at Uppermill



Eleanor Sykes (OMBC) and Trevor Ellis (Society vice-Chairman) welcome Olham Mayor, Councillor McArdle and Mayoress, Councillor Knox.



The Mayor needed little prompting to enter the Duck Race!



Doug Murray (Brownhill Countryside Centre) launches the Ducks ...

The Society held its first Canal Family Fun Day at Brownhill Countryside Centre on Easter Sunday, 4th of April. The event was free of charge and pleasant weather brought in the crowds. Special thanks go to Eleanor Sykes (OMBC) and the staff at the Centre for the overall success of the Fun Day and it has given great encouragement to the Society for the bicentenary event planned at the Diggle Tunnel Tip site for September 2011.

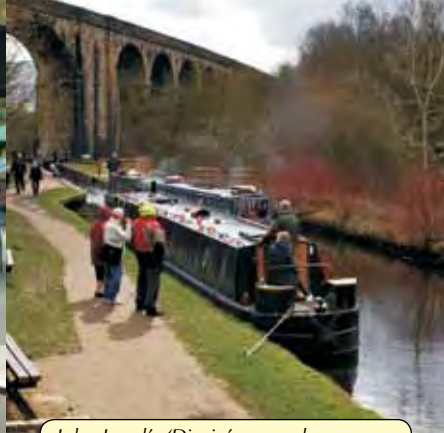
Oldham Play Action Group keep the children happy with art and craft activities and, of course, face-painting was a great hit!

All photos: John Brierley





Delph Youth Band entertain an appreciative audience.



John Lund's 'Dizzie' moored-up as a 'show boat' giving a taste of life afloat.



Eleanor is poised to 'scoop' the winning Duck from the Tame ...



Chairman Neville Kenyon presents the first prize to the Crolla family.



Left: In the Centre, the Women's Institute cake stall does a roaring trade. Above: The Wood Bodger demonstrates his craft.



Supported in partnership by:



Funding for the event was made available through the South Pennines LEADER programme (Rural Development Programme for England), which is jointly funded by Defra and the European Union, and is managed by Yorkshire Forward in the Yorkshire and Humber region.



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



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

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

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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

Life Afloat on Itchy Feet

All photos: A Ogborn

As threatened in the last issue, here is the finalé of the story of DB1, 'The Launch'.

Although there was still quite a lot of internal fitting to finish, I had decided that this could be done whilst on board. So, a launch date of 25th November was fixed. The crane and transport people had been a couple of times previously to plan the lift and moving of the boat to the launch site on the Bridgewater at Monton. 8am was the scheduled time for the crane to arrive and the day before all loose items within the boat were fastened down, cupboard doors clamped shut and everything made as safe as possible for the lift. The following morning, after ablutions and breakfast, the wheelhouse was taken down to its lowest level to make the load as low as possible and the boat vacated. BBC Radio Manchester had been contacted previously to see if there was any interest, this spread out to BBC news North West Tonight. The NWT reporter, Alison Wood, turned up just after 7 o'clock and her camera lady came not long after. They were very interested in the whole process, the building of the boat, our plans to live on board and stayed with us until the boat was in the water – mid afternoon.

The crane and wagon arrived to time as promised and set up for the 1st lift. The projected weight of the boat at this stage was 23 tonnes. With a 50 tonne crane, only a limited reach of the jib was possible, so 2 close up lifts had been planned to move the load in stages to where a lift onto the wagon would be within reach. The 1st lift was a heart stopping moment. (Photo 1)

A loud crack was heard, which I put down to one of the barks of timber, which had been used as a base, breaking away from the tar-based paint the underside was coated with. Moving back a few yards and re-positioning the crane made for lift 2, another move back. The 3rd lift and site for the crane was to be in position to lift directly onto the wagon, which had been backed in and the body extended to it's full length. (I understand it is known as a 'trombone' wagon) Well chained down, heart stopping moment No. 2 came as the whole rumbled out of the yard and up the road, destination Monton. (Photos 2-3)

At Monton two cranes were in attendance. The weight involved and reach required to put it in the water were too much for the single crane that did the yard lifts. Slings and lifting to swing the boat round between the two cranes and out over the water was a piece of choreographic skill to be admired. The 3rd heart stopping moment. (Photos 4-9)

Safely in the water, albeit somewhat stern heavy, I went to settle up with the crane owner boss. He informed me that the actual weight was 24 tonnes, almost





2



5



3



6

beyond his lift limits. He also told me he'd had 3 sleepless nights worrying about the job. It was a job extremely well done and I thanked him very much. Now came phase 2, moving to an overnight mooring.

First job, wind up the wheelhouse and set off for Worsley. With the pronounced stern heavy trim, I found I couldn't see very well over the bows. Fun, fun, fun as Joan moved from one side gunwale to the other to guide me the short



4



7



8



9

distance to our first mooring. A whole lot of ballast would be needed to bring the trim into line. Over the coming few weeks, this would be achieved, approx. 3 tonnes crammed into every nook & cranny in the bows. Once the trim was balanced out, visibility and steering became much better and we were able to move safely. The transition to life afloat saw us overcome a number of teething

problems, some rather taxing but which were not obvious prior to launching. These did not stop us staying for several days at Worsley, Boothstown, Lymm and wintering out at Castlefield (below), enjoying areas we have not previously visited in central Manchester.

Life afloat is good.

Alwyn & Joan Ogborn



Then & Now ...



Original landscaping work taking place at Roaches Lock (15W) in 1974 after the chamber had been infilled and capped and restoration of the Canal to through navigation was a distant dream for a fledgling Society. Today, the hillside is well wooded and come the Summer months, the estate on the horizon is largely hidden from view.



Huddersfield Examiner

Martin Clark

Notice of the 2010 AGM

HUDDERSFIELD CANAL SOCIETY LIMITED

Notice is hereby given that the Thirtieth Annual General Meeting of the above named Company will be held at the Masonic Hall, Uppermill on Thursday the 27th day of May, 2010 at 7.30p.m. to transact the following business:

1. To approve the Minutes of the 2009 Annual General Meeting.
2. To receive and adopt the Accounts for the Company for the year ending 31st December 2009 together with the Report of the Council of Management and of the Auditors thereon.
3. To elect Nairne Son & Green as Auditors and to authorise the Council of Management to fix their remuneration.
4. To re-elect Mr. T. Ellis as a member of
The Council of Management retiring by rotation.
5. To re-elect Mr. K. W. Sykes as a member of
The Council of Management retiring by rotation.
6. To re-elect Mr. V. Willey as a member of
The Council of Management retiring by rotation.
7. To consider any other nominations.
8. Any other business.

DATED the Eighteenth Day of April 2010

By Order of the Council

J. M. Fryer, Company Secretary

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

Parking is available at the rear of the building.

74 Club Members

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

| | |
|--------------------|----------------|
| D G Robinson | SURREY |
| R D Campbell | MARIAH |
| L Goddard (USA) | SUSSEX |
| M Goddard (USA) | SUSSEX |
| M Blackstone | SUPERPENG |
| D Harrison & C Kay | SAFFRON |
| Mr & Mrs Bowell | NORTHUMBERLAND |

Here are a selection of comments boaters made on their application form:

"What a lovely canal! A most memorable trip, one I had long wanted to make and which I never thought I would. I give my heartfelt thanks to the HCS (for never giving up), to BW & Everyone else (for realising the apparently impossible) and for making my personal dream come true. Brilliant!"

D Robinson



"Once through the 'urban' mile at each end, this is a stunningly beautiful canal. Thank you for your efforts in the past and keep pushing BW in the future. Better lock gates near the summit would help greatly with the water issues."

R Campbell

"Wonderful trip! Thank you."

Goddard family

"Although you are clearly struggling with restricted resources, the Huddersfield was not the worst maintained canal on the South Pennine Ring!"

Mr & Mrs Bowell

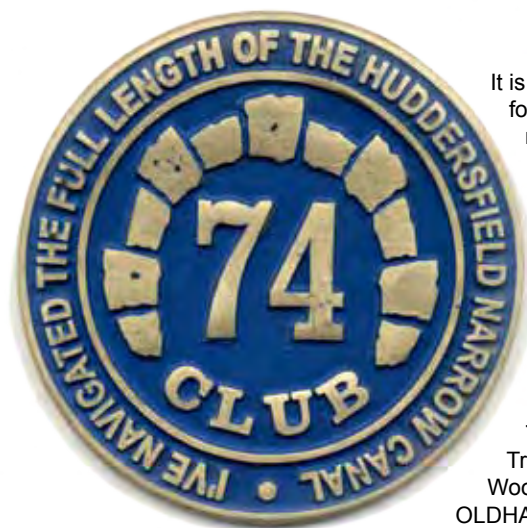
Navigated the Narrow and don't have a plaque?

It is available at £5.00 for Society members, £8.00 for non-members and £4.00 for non-members who join the Canal Society at the time of applying.
Postage & packing is £1.00 per plaque.

Application form can be downloaded from:
<http://www.huddersfieldcanal.com/society/74club.htm>

Or simply send a cheque payable to 'Huddersfield Canal Society' with a covering note to:

74 Club Plaque
Transhipment Warehouse
Wool Road, Dobcross
OLDHAM, OL3 5QR



Obituary - John Maynard 1921-2010

*Founder Society Secretary,
Bob Dewey, writes:*

It was with great sadness that I learnt of John Maynard's death early in the new year. It seems a very long time ago when I was first introduced to him in 1973 and indeed, I suppose it is a long time ago and much water has flowed under many bridges.

I first met him through the good offices of the late Margaret Sinfield who brought together John and Ralph Kirkham two stalwarts of the waterway movement in West Yorkshire and myself a complete novice in this area. After we had agreed to form HCS, it was first suggested that I became Chairman but John wisely suggested that I should be secretary and he would be Chair. And so it was to be for the first twelve years of the Society.

They were hard times initially and I will remember the first letter from BW telling me that there was no question of re-opening the Huddersfield Narrow Canal. I asked John whether that meant we should pack up. I don't remember precisely his answer but we very soon agreed that we too felt there was no question about it either. So the campaign began. Many of the early committee meetings were held in John's study, as was much of the early production of Pennine Link on the Society's faithful duplicator.

But as well as a quiet leader, John had skills as an electrical engineer and when the Society bought a miniature

narrow boat with a doubtful engine, he acquired the motors and control system from an electric forklift truck and fitted them instead. As "Stan" the boat saw valuable service on several sections of the canal to give people a chance to actually cruise on the canal. John was always there to assist if anything went wrong but unlike outboards Stan almost invariably started at the turn of the switch and was, of course, silent in operation.

John had many other interests and made some excellent films of the canal and I hope they are safely stored in the archives. At the other end of the spectrum he was into interplanetary travel but so far as I know never left the earth's atmosphere.

When he died at 89 years of age he was still very interested in the Society and I know he took great pride in being part of the team which made the impossible restoration possible. Thank you John for your energy and enthusiasm which brought my mad dream to fruition.

Bob Dewey

John Maynard (left) with David Sumner (centre) and Bob Dewey (right) at the Church Inn, Uppermill, on the occasion of the Society's 25th anniversary in April 1999



HCS Archive

PENNINE LINK

boats

First of all may I thank all the people who have written to me with names for our second and third boats. I hope they will accept this as an acknowledgement and thank you for the suggestions. I now have about twenty to choose from and have decided to have a vote on them at the AGM; more of an opinion pole than a mandate, the final choice will be decided by the council.

Stan was stripped of all moveable fittings, including the motor, and moored at Marsden for the winter. Well wrapped up in her normal canvas cover and a large polythene sheet, the sheet was stolen and she was broken into. Remoored and with the canvas replaced just before Christmas the police reported that she was sunk at her moorings. Over the holidays we managed to pump her out — with the pump from the lock restoration — and secured her again. She has now been moved to a mooring under the road bridge where she is now out of the worst of the weather and ungetatable, except with waders. It is hoped to refit her (wasn't I glad the motor had been removed — it has been overhauled and painted) in March ready for running trips again at Easter.

No.2 Again due to weather and being outside, little work has been done; apart from a second coat of paint.

No.3 The Christmas raffle raised approx. £330 which has been put into the boat-fund but as yet no firm decision has been made as to when a boat will be purchased.

Many thanks go to Mr Sagar of Sagar Marine for all the work he has given us to date designing boat No.3 for us.

John Maynard



Photo: Sunken Stan by Robert Carter

Obituary - Keith Ayling

I must make a sad return to the pages of *Pennine Link* to report the death of my friend Keith Ayling.

For eighteen years he chaired the Chesterfield Canal Society (which became the Canal Trust during that time). I first met Keith when he was representing the Chesterfield at Northern Canals Association events. Throughout the many years that I chaired the Association it was inevitable that I formed opinions about the various societies and trusts in the Midlands and the North of the country and about the abilities of their leaders, opinions that I mainly kept to myself. One of those opinions that I am happy to share, however, is that I very quickly realised that Keith Ayling was one of the genuine stars of the waterway restoration movement. He had an inspirational leadership ability and charm and a knack of seeing what mattered to others and to collaborate with them.

The Chesterfield Canal Society that he took over as chairman was a small band of enthusiastic volunteers with a seemingly impossible idea. The Trust, whose chairmanship he passed on to Robin Stonebridge last year, is a professional body with a large membership and a clearly defined vision of the way forward in partnership with the riparian local authorities. A simple measure of Keith's success could be that he inherited a canal with 16 navigable locks. There are now fifty-one and an extra eleven miles of navigable water. But, more important, perhaps, is that the Trust now has coherent and achievable plans for the complete



Keith Ayling

restoration of navigation all the way to a new terminal basin at Chesterfield. A vital step towards the end of Keith's period of office was the appointment of Geraint Coles as the partnership's full-time development manager.

Over a period of years, Keith and I had a regular, if infrequent, walk along parts of the Chesterfield or the Huddersfield Canals

with an increasingly long stop for lunch. Our last trip shortly before Christmas was so affected by the weather that it ended up simply with my wife Kath and me meeting Keith for lunch. We knew about his health issues but Keith was in good spirits and it was a shock to hear of his death. I am so very sorry that he will not see the completion of the restoration of the canal that he did so much for.

Keith Gibson

FREE BACK COPIES

Member George Woodhead writes:

I have back copies of *Pennine Link* available to whoever wishes to collect them. I have a full set, minus Issues 1-9, 11-23, 27-30, 32, 35, 37, 39-45, 50-51, 53, 57, 60-63, 67, 69, 71, 91 and 128.

If anyone, especially newer members, are interested. please contact me:

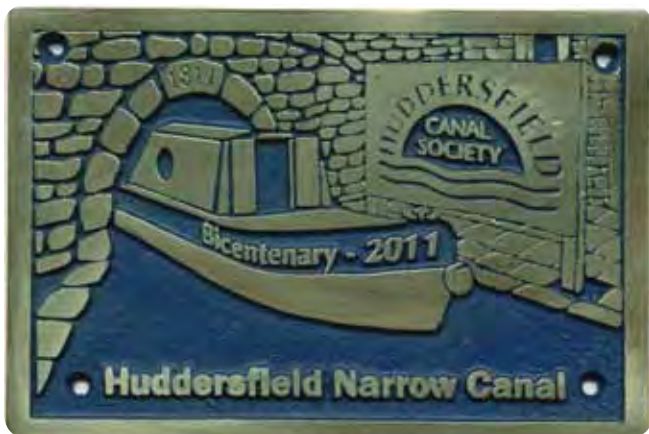
george.woodhead@which.net

Home address is near Huddersfield; if they have not been collected a month after receiving this Issue, I will need to recycle them at my local tip; very sad.

Bicentenary Plaque

To mark next year's bicentenary of the Huddersfield Narrow Canal, the Society commissioned a limited number of commemorative brass plaques to be cast and are pleased to say they are now available.

Each plaque costs £10, with FREE postage and packing, and can be ordered by sending your remittance, with a delivery address, to:



Actual size - 75mm x 113mm

Bicentenary Plaque
Transshipment Warehouse
Wool Road, Dobcross
Oldham, OL3 5QR

Please make cheques payable to:

'Huddersfield Canal Society'

KEEPING IN TOUCH

The Editor, Alwyn Ogborn writes:

We are aware that the quarterly production of our magazine can result in short-notice for events or 'old news'. The widespread use of E-Mail gives a great opportunity for the Society to inform its members between editions. Our current list represents only 10% of the membership.

If you would like to be added to the list, simply send an E-Mail to:

claire@huddersfieldcanal.com

and she will do the rest.

While we are on the subject, the Society is investigating the pros & cons of offering members the option of receiving Pennine Link by E-mail rather than by post.

If any members would like to receive the magazine in this format (*sent as a pdf attachment of about 3-4MB, Broadband connection is required*), please send your E-mail address to Bob at the HCS office:

bob@huddersfieldcanal.com

If there is sufficient interest in this we will put it into action for future issues.

Editor

"What do you mean we don't communicate? Just yesterday I emailed you a reply to the Voicemail message you left on my mobile."

Adapted from THE WALL STREET JOURNAL

Events 2010 & Jidoku Solution

Sunday 2nd & Monday 3rd May

Craft & Gift fair at Standedge

Two days of great crafts and gifts on sale by local craftspeople at the Visitor Centre. The Society's 'Marsden Shuttle' will be running a Water Taxi service over the weekend and Holiday Monday.

Venue: Standedge Visitor Centre, Marsden

Time: 10am - 5.00pm

Free Admission

Sunday 13th June

Treasure Hunt, Stalybridge

The Canal Society's Administrator, Bob Gough, has agreed to continue the annual tradition of a Treasure Hunt, this time in and around Stalybridge Town Centre.

Venue: Meet at Lock 14W, Caroline St.

Time: From 11.00am to collect your map

Saturday 17th July

Boat Trip aboard 'Still Waters'

A trip on the Tameside Canal Boat Trust's boat 'Still Waters' along the Manchester & Ashton Canal to Droydsden Marina. 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 4hr trip may have to be varied.

Cost: £2.50 per person

Venue: Portland Basin Museum

Time: 10am - 2.00pm

Numbers are limited, so please book in advance.

Thursday 9th September

Huddersfield Canal Society Open Day

The Transhipment Warehouse, Wool Road will be open to the general public as part of the 'Heritage Open Day 2010' events.

Time: 11.00am - 4.00pm

Sunday 12th September

Heritage walk with Cllr. Mike Buckley

'Heritage Champion' Mike Buckley will be leading a walk from the Wool Road car park up to Diggle, returning via Holly Road and Running Hill, looking at the area's rich heritage and historical features.

Venue: Meet at the Wool Road car park

Time: 1.30 - 4.30pm

Thursday 23rd September

'One thing leads to Another'

As part of the South Pennine Walk & Ride Festival, Society Administrator, Bob Gough, will give an 'interactive' presentation about the Huddersfield Narrow Canal focusing on the Canal Company Minute Book.

Venue: Transhipment Warehouse

Time: 7.00 - 9.00pm

Numbers are strictly limited, so early booking is advisable.

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

Please consider these events and show your support of the organisers

Solution to Jidoku 16

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The Back Page

HUDDERSFIELD CANAL SOCIETY

welcomes the following new members

2790 Mr Ben Watts, [REDACTED]

2791 Worsley Cruising Club, [REDACTED]

MEMBERSHIP RATES

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

COPY DATE

Articles, letters and comments
for *Issue 170* of Pennine Link
should reach the Editor at
Transshipment Warehouse,
Wool Rd, Dobcross, OL3 5QR
by **28th May 2010**

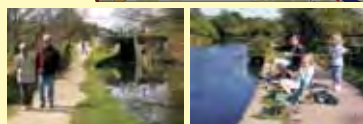
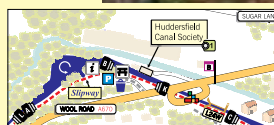
ADVERTISING RATES

| Page | Per Issue | Per Year |
|-------------|-----------|----------|
| Qtr | £12.50 | £50.00 |
| Half | £25.00 | £100.00 |
| Full | £50.00 | £200.00 |

HUDDERSFIELD NARROW CANAL

A Towpath Guide

Dr Bob Gough



Foreword by Robin Evans

Full colour, A5-sized, pictorial guide to the Huddersfield Narrow Canal. 90 pages, over 500 colour photographs and 36 detailed maps.

£4.99 plus £1.50 p+p (ISBN 978-0-9514270-1-9)

*Available from the Canal Society Office.
Please make cheques payable to 'Huddersfield Canal Society'*

