

# Pennine Link

Magazine of the Huddersfield Canal Society



HUDDERSFIELD  
CANAL  
SOCIETY  
ASHTON-UNDER-LYNE HUDDERSFIELD

Issue 170 Summer 2010

# Huddersfield Canal Society Ltd

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**Bob Gough**    Administrator



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

# Pennine Link

## Issue 170

Looking down the Stockton Flight on the Grand Union Canal.



Kathy Barlow

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Cover: *Trying their luck at Manns Wharf - Bob Gough*



## Editorial

Well, would you believe it? Being an Englishman I am bound to comment on the weather again in my opening paragraph. After

the coldest winter for many years, which followed a very wet summer, we now have an extended dry spell. BW are already flagging up the possible water shortages and putting restrictions on some lock flights. Where we are on the Leeds Liverpool, lock usage is only allowed at certain periods of the day. It could be that our canal becomes the only open route across the Pennines, as it did a few years ago. Our Chairman's remarks mention the lower than hoped usage of the Narrow. Maybe having to use it to get back home will have an advantageous result.

I am always pleased to receive input from readers via letters or articles on their experiences, two of which appear in this issue. Due to space limitation, we sometime have to hold over articles for future issues. Please don't let this put you off if you have sent something in.

The letter from Dr. Brian Beagley remembering John Maynard underlines the foresight and determination John must have put into the campaign in the early years. I did not know John in those days and by the time I joined Council, John was taking a back seat. That does not alter my appreciation for his driving force in the restoration.

I have little time for people who commit acts of anti social behaviour. The random discarding of drinks bottles and food packaging to litter our environs gets me

very angry. The wanton destruction of anything, particularly our heritage, makes me furious. What sort of minds are we dealing with when the Hollinwood Canal aqueduct is wrecked again so soon after repair. Is it someone who does not want to see the canal reopened for some reason? The Rochdale suffered such a fate repeatedly at the hands of a local farmer. He was eventually jailed. Serious 'grown up' (too serious for youngsters), attacks were made on the Diggle flight during restoration. Fortunately these stopped. Could the Hollinwood damage have been done using a tractor or JCB, with a chain or something, from the road below? If they are ever caught and I was in charge, they would be rendered incapable of doing such ever again.

I endorse Neville's inducements to come along to the members events organised by Claire and Bob. Joan and I always thoroughly enjoy the Treasure Hunt, this year held in Stalybridge. It is such a good day out and since we are already life members, (the winners prize), coming first was not the target, just the pleasure of solving the clues. *(In the event, they did come first, but graciously passed the 'prize' on to second place. BG)*

Good luck to the Grantham Canal Society. The progress reported on the centre pages bodes well for full restoration.

The IWA National Rally promises to be a good event and we hope to be there on Itchy Feet, water levels and sea transit permitting. The next big event for HCS is the bi-centenary at Diggle. A lot of water has flowed through the tunnel since 1811.

Enjoy your summer on the waterways.

**Alwyn Ogborn**



## Chairman's Remarks

The Annual General Meeting of the Society was held at the Saddleworth Masonic Hall on 27<sup>th</sup> May. Council members Trevor

Ellis, Vincent Willey and Keith Sykes were re-elected as directors and it was announced that Patricia Bayley had been co-opted on to Council and would be eligible for election at next year's AGM. Director, Eric Crosland, announced his retirement from Council and I thank him for his support over the years. He will continue to be involved with the Society as part of Trevor Ellis' volunteer team.

At the end of the meeting it was interesting to hear a report from Society member Brian Badminton. He, together with his wife Susan and HCS Council members Keith Sykes and Trevor Ellis, had hosted local British Waterways' manager, David Baldacchino, on a trip on the canal aboard 'Invicta'. This narrow boat belonging to Brian and Susan has a vintage engine and has been used previously to test the level of fume emissions through the Standedge Tunnel.

The object of the present exercise was to indicate to David that all was not quite as it should be on the canal so far as boaters were concerned. It was said to have been a useful experience all round and it had been planned to meet up again the following day for further exploration.

We continue to be disappointed that so few narrow boat owners are taking advantage of the delights of our canal due, partially at least, to its reputation as a difficult waterway to

traverse. Hopefully the more the local management team learn of the snags from first hand experience the more motivated they will be to address and where possible, remedy the problems.

Our Family Fun Day held on Easter Sunday was a great success and pictures from this appeared in the last issue of Pennine Link. Thanks are due to our sponsors and partners who worked so hard in the planning and on the day which attracted over 200 visitors.

Plans are well in hand for the commemoration of the bicentenary of the opening of the canal in 2011. On 2<sup>nd</sup> – 4<sup>th</sup> April there will be celebrations at Tunnel End visitors' centre at Marsden organised by British Waterways and on Sunday 18<sup>th</sup> September we at HCS will be holding our own Festival at the tunnel end at Diggle. Once again, officers and councillors of Oldham MBC are being very supportive of our efforts and we are holding frequent planning meetings. The young members of the Oldham Theatre Workshop are also involved and we are hoping that they will play a leading role in our celebrations. British Waterways are planning to run boat trips into the tunnel from the Diggle end on the Day – this will be the first time that this has been arranged and it will be good for the local community to be able to take advantage of this unique experience.

Nearer to the present, Bob and Claire have organised some exciting activities each month for members. See page 13 for details. Please come along and enjoy these events with fellow members and friends!

**Neville Kenyon**

## Letter to the Editor

Dear Alwyn,

I was sad to read in Pennine Link Issue 169 of the passing of our First and Founding Chairman, John Maynard. I would like to add to Bob Dewey's tribute to him.

I joined the Huddersfield Canal Society around the time that the Ashton and Peak Forest Canals were restored. As Chairman of the Peak Forest Canal Society at the time, I was appointed, as much by courtesy as anything, as the first HCS Vice Chairman.

I have Issue 6 of Pennine Link in front of me (1975) as I write this, in which members write wondering if the HCS and the PFCS should amalgamate. This was not appropriate and the HCS, under John Maynard's guidance, progressed by appointing active PFCS members as west side HCS committee members. This generated a potential for HCS voluntary working party activities because it gave access to what Issue 9 (March 1976) calls "PFCS Mobile's equipment and experience" to help with rubbish clearance, towpath repairs and general landscaping work. PFCS Mobile was part of the organisation which grew into the Waterways Recovery Group which we know is so important in 21<sup>st</sup> century canal restoration.

John Maynard encouraged such activities and led the fight to stop the line of the canal being built over. But the Bates and Eldon sagas and Stalybridge and collapses in Standedge Tunnel (according to British Waterways) happened, of course. John was not to be daunted, despite it being obvious that the canal could not be restored by volunteers, but needed really big finance and professional engineers. And people said it would take forever to overcome the

prejudice and get the canal back to through navigation from Ashton to Huddersfield.

I remember drives across Saddleworth Moor from the west side to committee meetings held at John Maynard's house in Meltham and back in the dark after the discussions of matters like the aforementioned, as well as about how to oil the wheels which kept the organisation of the HCS running effectively administratively. John's vision for persevering for as long as it would take to get the canal restored is certainly the principle reason why the efforts of the 1970s and 1980s finally bore fruit.

The campaign gradually became one of persuading the Local Authorities of the benefits restoration would bring. John also saw the need to encourage feasibility studies concerned with raising big finance and looking at the engineering difficulties. Peter Freeman became Vice Chairman in 1978. I had to concentrate on my scientific career. With other changes too, the committee was then in better shape, still under John Maynard's Chairmanship, of course, to carry forward the campaign along more professional lines, which was certainly needed.

How wonderful it was that John Maynard was able to see the restoration completed. His vision and tenacity in those early phases of the campaign provided the momentum which eventually led to its success.

Thank you John. Your resolve and dogged efforts are an inspiration to those at work on the restoration projects of the present generation.

Yours sincerely,

**Dr Brian Beagley, Leicestershire**  
(Member 0038)

# IWA National Festival 2010 at Beale Park

Here is the Festival's e-magazine front page to tempt you out over the August Bank Holiday!

## BEALE PARK FESTIVAL TIMES

June 2010 (only 11 weeks to opening day ....)



### The story so far .....

*With over 450 visiting boats booked — a lovely riverside campsite — and exciting exhibitors — IWA's 2010 Beale Park Festival is promising to be an event to remember.*

On arriving you will see the **Heritage Wharf** in the distance — recreating the cargo carrying and loading days of yesteryear. With over 15 historic narrow boats berthed alongside the wharf, in the Beale Lake, and boat horse harnessing demonstrations, this will be a great centrepiece for the Festival.

At the front of the lake will be the glamorous, floating exhibition boats and nearby will be the fabulous visiting Dutch Barges, colourful bunting fluttering in the breeze, creating another great spectacle for visitors.



The lake will also host amazing events during the weekend with Adventure Dolphin offering "Come and try it" canoeing sessions (bring a towel !!), steam launches will be on show and clever demonstrations of how to launch and recover a 'Sea Otter' aluminium narrowboat.

On Saturday there will be displays by the Model Hovercraft Association, whilst on Sunday a great "sea battle" will be fought by the Portsmouth Model Boat Display Team (with pyrotechnics and sinkings!). Monday brings two much larger models in the form of a warship and a nuclear submarine. Youngsters of all ages will also be able to "have a go" courtesy of the Oxford Model Boat Club.

If you had ever wished you could 'walk on water' - well now you can. Climb inside a large floating ball on the lake and see how a hamster feels while you 'water zorb'. Great entertainment for you — and all the spectators !

### Have you booked yet? Don't miss .....

- \* Tom Kitchin — playing at the Folk Club guest night on Friday evening.
- \* "The Worst Summer Ever?" and "A Long Weekend" : Day Star Theatre perform on Saturday & Sunday afternoon
- \* The BBO Big Band sound on Saturday night
- \* Over 40 Classic cars and steam engines .....
- \* Medieval village and falconry
- \* "So you want to live on a boat?" presentations and others
- \* The Trends—originally formed in the 60's, they have appeared with Jet Harris, Johnny Kidd, Joe Brown and a host of other famous names. Rock the night away — on Monday night.



And that's just a small sample of all the great entertainment that's been lined up for our 2010 Festival.

**PS Don't forget the live music, dancing, tasty catering and Real Ale Bar plus all the retail therapy opportunities !**  
**PPS Great Savings with advance ticket purchases:** <https://www.iwashop.com/eccommerce/products.asp?cat=241>

### Thanks to our supporters:

Including Waterways World, of course, UK Boat Hire, River Canal Rescue, the Environment Agency, West Berkshire Council, **The Swan at Streatley**, Mastervolt, Calor, Didcot Steam Railway

IWA National Festival & Boat Show

28 — 30 August, 2010, Beale Park, Lower Basildon, RG8 9NH

Advance tickets, Boat and Campsite booking forms are all available from our website: [www.waterways.org.uk](http://www.waterways.org.uk)

### Pennine Link

Although well over half of the Huddersfield Narrow Canal is restored, in water and capable of taking boat traffic, only the length from Whitelands in Ashton, the west of the canal, (not Portland Basin as has been published), is connected to the National network. Since restoration of the first three locks in 1989 the Canal Society Promotions Group has been looking at ways of getting boats to use this length. The main stumbling block was, of course, the fact that with no winding hole, only boats of about 28 feet maximum could turn around.

With the re-building of Bayley Street bridge and re-excavation of Staley Wharf, this problem was removed. However, certain other works such as dredging and wash wall re-building further delayed exploiting the full potential of the canal into Stalybridge.

At last, in 1996, it looked as though 1997 would be the year to 'go for it' and the Promotions Group sanctioned a committee being set up for a boat rally at the end of May bank holiday. This was ratified by HCS Council and October saw a small committee formed and the rally under way. The main intention was to demonstrate what the wharf area could look like when full restoration is complete, the area being a likely place for overnight (or longer) mooring.

As a number of the committee pointed out, it was 1947 when the last boat was at the wharf, ie. fifty years. So it was decided to name the rally 'The Staley Wharf Golden Rally of Boats 47-97'. With a reasonable area of land around the wharf and the promise that it would all be levelled and tidied up by May, craft stalls and other traders were invited along.

All looked well up to February '97. Sixteen boats had booked in, traders had either booked or stated intention of doing so. Everything seemed in place and then - disaster! British Waterways closed Rose Hill cutting, just west of Marple Aqueduct, due to the retaining wall being in imminent danger of collapse. Since twelve of the sixteen boats were coming down from the Macclesfield summit level, it looked

like our dream of a wharf packed with boats was going to be dashed.

Without going into detail, the ensuing months were filled with nail-biting anxiety and frenetic activity. The projected re-opening date for Rose Hill was 21st June, just in time for the Ashton Festival. BW were very sympathetic and offered to pay for the Rochdale locks fee to get boats around the long way. This would convert a long weekend into a two week cruise. A non-starter! Next they offered to lift boats out of the water and transport by road. Owners did not seem too keen on this and with rumours of an early completion decided to wait and see. After almost three months of uncertainty we still did not know what the outcome would be, would we have a boat rally or a damp squib for our efforts?

In the event, under intense pressure from BW, boat passage was available on Friday 23rd May, the Friday before the rally. HOORAY! All praise to the contractors, some of whom I understand were on the edge of divorce proceedings due to not being home for weeks, they did a grand job and I hope our gratitude can be passed on to them, perhaps via this article. I have already thanked BW verbally, now it is also in writing, this was a commitment to their customers second to none. Our rally would have been a little pathetic and the IWA Cheshire Ring cruise the following weekend would have suffered without this effort. Thanks to all concerned.

So! The rally was on again. Boats started to arrive at Staley Wharf on Friday evening but another fly was about to settle in the ointment. Despite having liaised with BW Marple office for adequate water supply to bring the expected number of boats up the three locks, and being assured water would be there, it was not. Black mark BW, but far outweighed by the praise above. The water supply turned out to be rather pathetic and Saturday saw boats grounded for hours, pushing and pulling to get over the mud and other obstacles. This was just like the pioneering days of the IWA when rallies were held at the end of almost

Thoughts of the IWA National Festival and the Treasure Hunt in Stalybridge served to remind me of a particularly successful

rally of boats at Staley Wharf in 1997. Here is the account published in Pennine Link, Issue 122. Ed.

## Staley Wharf Rally of Boats

impossible navigations to prove it could be done and keep the waterway open. At the risk of sickening you, dear reader, there is more praise coming, this time for the boat crews. By sheer dogged persistence and determination, a grand total of twenty five boats made it to the rally site, only six boats having ducked out.

Success! Saturday afternoon saw boats starting to arrive and by Sunday the whole wharf area was a blaze of colour and activity. Various stalls did a steady trade, fairground rides plus 'fishing' and 'dart throwing' stalls proved popular and the miniature railway set up along IMI car park was a huge success. The weary train drivers were fed pots of tea 'on the hoof' to keep them going.

Afternoon entertainment on the rear patio of the Wharf Tavern was very kindly supported by Tameside MB. The Jed Hone Jazz Band played to an appreciative audience on Saturday afternoon and Carrbrook Brass Band performed a similar function on Sunday afternoon. Unfortunately, the Tommy Tameside play bus promised for Monday failed to turn up.

Several competitions had been organised with the narrowboat Emma Jane winning the 'best dressed boat' accolade plus a bottle of ten year old malt whiskey and a trophy donated by the landlord of the Barge Inn. (Many thanks for that). The canal quiz was won by the crew of Colliery Lass, another bottle of whiskey, and although there was no prize, many people had a go at the round Stalybridge treasure hunt 'just for fun'. The local chamber of trade had organised a junior shop window treasure hunt and the prizes for that were presented at the rally on the Monday.

All in all, after all the waiting and gnashing of teeth, the rally achieved what we wanted. The visiting public were impressed, the pubs did a roaring trade, the weather was very kind, warm and dry, and the boaters enjoyed a good rally. Typical comments from visitors were: *Best thing that's ever happened to Stalybridge, it should be twice a year. I've lived in Stalybridge all my life, I didn't know the wharf existed. That's what this town needs, a*

*good shake-up. It's about time some life was brought back into this area. etc.*

Although some pressure has been exerted to repeat the process, the committee were of the opinion that it should not be an annual event. Perhaps a follow-up event could be staged around the time through navigation is restored to the town. A number of sites along both east and west valleys would be ideal for one off boat rallies of this type and I, for one, am looking forward to being involved with such events.

Alwyn Ogborn

Chairman

Staley Wharf Golden Rally of Boats 47-97



Boats and Crowds - a successful Staley Wharf Golden Rally.  
Photos: A. Ogborn

# Hollinwood Canal Society

## Droylsden Marina in Use

The new Marina at the Droylsden end of the Hollinwood Canal is now in use and all the secure moorings have been rented out. The management of the marina is being carried out by Portland Basin Marina and enquiries about moorings should be made to 0161 330 3133. Secure overnight moorings for boaters doing the Cheshire Ring may be had for a small charge if space is available.

Construction of the homes and offices in the Droylsden Wharf scheme around the marina is currently on hold due to the recession, so there had been worries that the marina might sit disused for a while.





However, floating mooring pontoons were put in place by development owners Watkin Jones and Guy Holding of Portland Basin Marina installed power and water and made access to the pontoons secure. The marina offers boaters electrical power metered to every boat, water supply on the pontoon and secure lock-in access. Elsan disposal is available nearby at Fairfield Junction. Gas bottles can be supplied on the pontoon. The marina is close to frequent bus services, Droylsden Library, shops and a 24-hour Tesco superstore.

*Above: Boats moored at Droylsden Marina.  
Left: Secure access to the pontoon at the Marina*

### **Vandals Attack Valley Aqueduct**

Regular users of the Fairbottom Branch towpath that crosses Valley Aqueduct were dismayed to discover that vandals had attacked the stonework towards the end of 2009. Nearly half of the heavy coping stones had been dislodged and pushed over and a large section of the centre of the parapet wall had been smashed, with the stones crashing down onto the road below.

Oldham Council had acted promptly and put the stones into safe storage until the wall could be repaired. During December the Council then sent a team to carry out the repairs. Unbelievably, within a few days of the work being completed, most of the repaired section

had been wrecked again, along with a lot more stones. The area of damage extended further around the curve of the wall, and the parapet was demolished down to towpath level in places.

Daisy Nook Country Park rangers were very upset by this further damage, as the first repair had been costly. The fallen stones have once again been removed and the roadway under the aqueduct blocked off in case of loose stonework

falling. It is still not known how soon the parapet can be repaired or whether it would be possible to reinforce the wall in some way.

It remains a mystery how so much damage could be done without attracting attention. The towpath across the aqueduct is in constant use during the daytime with walkers, cyclist, dog owners and horse riders. At night time it is a long dark walk from the nearest areas

of housing. It also defies explanation why anyone would put so much effort into such mindless and pointless destruction of a historic structure.

**Martin Clark**



*Left: Valley Aqueduct*

*Below: Damaged parapet at Valley Aqueduct*



## Events 2010

### 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 Droylsden 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

*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

*Please book your place in advance.*

A group of international students visited the Canal one evening in June. A walk up the Diggle Flight and part of Boat Lane was organised by Dr Andrew Charlton on behalf

[http://www.youtube.com/watch?v=rCZuiDBtN9w&feature=player\\_embedded](http://www.youtube.com/watch?v=rCZuiDBtN9w&feature=player_embedded)

### Thursday 21st October

Canal Postcards

Trevor Ellis of the Canal Card Collectors Circle, will give a presentation on the history of postcards depicting views of the Huddersfield Narrow Canal.

**Venue:** Freemasons' Hall, Uppermill

**Time:** 7.00 - 9.00pm

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

## 2010 Treasure Hunt

This year's Treasure Hunt took place on the 13th June in and around the Canal at Stalybridge. 11 teams took part and the winners, Mr & Mrs Bradbury, are awarded Life Membership of the Canal Society. Thank you to all those who took part.

**Bob Gough**

*Hunt contenders assess the challenges ahead*



of the International Society, Manchester, with the Society's Bob Gough. Rather less than seasonal weather, but dry, and a very enjoyable walk, as you can see ...

# The Stamford Group



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



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# Grantham Canal Society Newsletter

Since October 2009, The Grantham Canal Society have been issuing an electronic newsletter 'Bridge' and the arrival of their

new trip boat, 'The Three Shires' was cause for a Special Edition which is reproduced here with kind permission. Ed.

Special Edition  
28th April 2010

## BRIDGE

### The Three Shires



#### **Grantham Canal News Sheet**

This special issue of the Electronic News Sheet is for **anyone** who would like to be updated on GCS activities and progress. If this is the first one you have received and you would like future monthly issues, please send an email to: [Membership@granthamcanal.com](mailto:Membership@granthamcanal.com) stating your name, confirming your e-mail address and indicating that you wish to receive the News Sheet. Future copies will not be sent without your permission. You do not have to be a member but please consider joining. Details on the "Contact Us" page on our website: [GranthamCanal.com](http://GranthamCanal.com)

### **The Three Shires is here!**

The first trip on the  
Grantham Canal  
with invited guests



Photo taken at  
Casthorpe Bridge  
by Mike Hallett

She arrived on schedule just before 1pm on Wednesday 28th April 2010 and after a delay whilst the correct length slings were obtained for the crane, The Three Shires was gently lowered into the Grantham Canal for the first time.

Centaury was there, along with our guests, visitors, radio reporter and TV cameraman and so, after removal of the protective window shutters and other gear that had been stowed inside for the journey north by road, invited guests boarded for the first trip from Denton to Woolsthorpe.

The launch featured on the East Midlands News before some of us had even left Woolsthorpe for our journey home!

Behind the Scenes - before the launch.



Mike Oliver & your Editor take The Three Shires & Dreamchaser from Lower Heyford to Enslow on the Oxford Canal.



With thanks to David, of Oxfordshire Narrowboat's, your Editor was allowed to sleep overnight on one of their superb hire boats. Not known for rising early but arriving before the allotted time slot, I found our boat had already been lifted onto the lorry. I was not the only one to be caught out! Our driver had arrived last and much to his surprise was loaded first. The picture, above right, shows the dayboat, Dreamchaser, which I had brought down from Lower Heyford, with The Three Shires the previous day, being lifted over the lorries en route to its new home.



Richard skilfully backs down the lane to Denton Slipway. Allsops crane arrives and The Three Shires is airborne again for the second time that day. The boat was launched in January so was quite "green" below the water line.



Most of our Guests and Visitors are watching the boat!



Now GCS has not one, but two boats on The Grantham Canal



Chairman, Mike Stone receives a generous donation from Brian White of Nottm. & Derby Branch IWA



Our special guests enjoying their trip.



Can we turn the radiator off in here please? (So we know the heating works!)



Centauri making room, and getting stuck in the silt!

Pictures courtesy of Peter Stone, Colin Bryan and Ian Wakefield.

The Grantham Canal Society is indebted to everyone who made the purchase of The Three Shires possible. In particular, our thanks to Lincolnshire County Council and Tony Wilkinson. Congratulations to Derek Bolton, who suggested the name, "The Three Shires".

*If you spot anything new or unusual on the Grantham, please contact the editor with photos if possible. I will try to answer any questions.*

The editor can be contacted at: [ian.wakefield@granthamcanal.com](mailto:ian.wakefield@granthamcanal.com)

*"Blessed is the person who is too busy to worry in the daytime and too sleepy to worry at night."*

LEO AIKMAN



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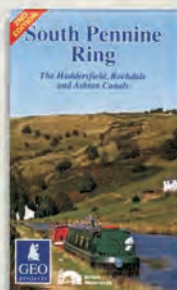


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## Jidoku 17

H			K				S	
		L		H	S	K	T	
					B		C	
							K	A
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G	L							
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	H				C			K

The grid represents British Waterways; and the nine letters are all canals within British Waterways. The initial letters featured being:  
 Trent & Mersey, Birmingham & Fazeley, Huddersfield Narrow, Leeds & Liverpool,  
 Grand Union, Stratford, Coventry, Kennet & Avon, Ashton.

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

*Solution on page 30*

# A Tale of Twelve Junctions

*Member Iain Spencer recounts his experiences on the Warwickshire Ring.*

## Day 1

We were taking a boat from Nuneaton way so this meant a bit of a car journey. It would have been a slightly shorter trip if there hadn't been road works on the M1, but never mind. We eventually got to the boat yard and met the rest of the crew. On the boat this time were Skipper, the Wife, Hugh, Brew, Barley, Magrew (names have been changed to protect the innocent). The Boat was 70ft and in excellent condition. After the usual tour of the boat they let us loose! (*below*)

It was a tad later than we really expected but off we went, the weather was good and the skipper enjoyed having the tiller in his hand. The holiday had begun!! We cruised past Marston Junction (1) and on to Hawkesbury Junction (2) into the Oxford Canal. The wife did a lovely turn, Skipper and Magrew gave her a round of applause. We were waiting at the stop



lock, (*above*), the gongoozlers seemed oblivious to this turn, but regulars would have seen all types of attempts and I suppose only liked those that ended in a bit of a mess. The canal to Hawkesbury had other turnings now long gone, the Griff Arm and the Arbury Canal, I presume those junctions had names but they escape my research as yet. Does any one know?

We had tea, then motored on to Ansty where we were met by friends.





## Day 2

These were the most comfortable beds in a canal boat that we have hired! However, we didn't have too long to get accustomed as Hugh was up with the larks. He is nearly two and woke up with "I went to Chester Zoo", Magrew who was sharing his berth was not impressed! Breakfast was had and off we went.

Skipper jumped ship and did the bridge at Stretton Stop. Describing it as a bridge is just giving it a bigger part than it really deserves! Just a glorified plank really!

(above) Then we went up the Hillmorton locks (below) after picking up a couple

more crew members. These locks are duplicated and a very nice flight of three. The junction for the day was Braunston (3). Skipper took the tiller and all was going well until a boat came in the other way and wouldn't just wait! Why do you always meet a boat on a curve, bridge hole or at another place where you don't really want to?

Moored under bridge 105 on the Grand Union, Skipper, Hugh and Brew decided to visit Shuckburgh in the hope of a pub, there wasn't one to be found but supplies were good back at the boat. We had missed the local fête, which was a pity as



they were having a 'dress the vegetable' competition! Our minds ran riot as we walked back to the boat. We had just sat down for dinner and then the heavens opened.

### Day 3

We were again awoken early with an account of a visit to Chester Zoo! After breakfast there was an early turn at Napton (4) and past all the marinas that seem to have sprung up since our Pearsons was edited (there are other guide books). The Broad locks were heavy and time-consuming after the narrows. Nobody seemed to be going our way so we kept on going! The weather was fantastic, plenty of locks to keep all the crew happy and a glorious day was had by all. We stopped for supplies from Lidl (there are other supermarkets) in Royal Leamington Spa. It has its own moorings so it was rude not to visit! The plan was then to motor on a bit and moor just before Warwick, by the aqueduct. It looked nice on Goggle Earth but the towpath had been upgraded and there was no where you could hammer in a mooring spike. Eventually moored opposite Kate Boats and we were instantly joined by another boat, and then two more within twenty minutes.

### Day 4

Skipper woke up to the sound of rain drumming on the top of the boat; this wasn't good as we had a great number of locks to do that day! Hugh woke up and gave his customary account of the visit to Chester Zoo. After breakfast, Skipper, Brew, and Magrew all opted for shorts, sandals and waterproofs while Barley went for the more conventional wet weather gear. The Wife was looking after Hugh and made an appearance later

when Magrew went in to warm up! The heating was turned on and the mooring was left behind. Budbrooke Junction (5) passed without any incident and the team went at the Hatton flight with gusto. Much hilarity was had, as we moved up the flight. When the steerers got too cold they went and did some locks.

The Hatton flight must be lovely on a nice day, plenty of locks and I guess that there would be plenty of gongoozlers, but nothing moving this day except us and the rain. Skipper nearly bought everyone an ice cream from the café near the top but managed to resist. Lunch was had at the top and then the Wife took over as the rest dried out and warmed up. We turned at Kingswood Junction (6) and a return to the narrow locks was fun, the rain had stopped but it was not very warm. Progress was good up the Lapworth flight until we got to the pounds between locks 7 & 8 and 7 & 6.

The locks are not aligned and when taking a full length boat out there wasn't much room especially when we met another boat in the pound (*below*). A chap coming the other way exclaimed "I've gone back far enough!" when we weren't even out of the lock! We moored up for the night near Bridge 31.





## Day 5

Hugh woke the boat with the usual account of a trip to a zoo; it does get rather tiresome after the fifth rendition! Today was our easy day so it started with only a warm up of four locks. Hugh invented a new game – polishing puddles – what you need is a twig with some leaves on and a muddy puddle, dip twig into puddle and spread liberally on the nearby legs. He was in an all in one waterproof; the wife wasn't as lucky and got very dirty!

Stopped for cakes at Illshaw Heath near a bakery which is recommended in Pearsons, it was worth the visit. The skipper was looking forward to working the lift bridge at Shirley. He likes to see how big the count of vehicles he can achieve, but it was not working and

had to be manually lifted up. Passing under the guillotine stop lock we turned right at Kings Norton Junction (7). We filled up with water in Gas Street but although it took an hour to fill the boat, we didn't have time to go round the Sea Life Centre. We moored up outside Legs Eleven and thought it quite funny when the outside lights came on. They were red and that's all I'm going to say about the place!

## Day 6

Day six started exactly the same as the others, with an account of a certain visit to a certain zoological garden! Setting off we went through Worcester Bar (8) into the BCN and then turned at Old Turn Junction (9) into the Birmingham and Fazeley (*above*). It was interesting to see how modern developments had used the

side ponds. One particular block of flats was built on stilts over it; I guess it would be rather strange to look out of your flat onto a boat going past!

We went on through Aston Junction (10) and down the Aston Locks. We stopped for water and had lunch at the Cuckoo Wharf. I know it is not a thing to do but there were mitigating circumstances, we left room in case anyone wanted to join us, it took nearly as long to fill with water as to make and eat lunch & Hugh had just watched his balloon go out of the door and we needed some distraction! Then we arrived at Salford Junction (11). The cruise got better and better, through the Minworth Locks (right) and on to the delightful Curdworth locks. Would have been even better before they built the M6 Toll Road! We moored by Kingsbury Water Park. Skipper and Brew were in charge of the BBQ and then, like at home, this brought the rain. How was it that a piece of charcoal in the middle of the BBQ didn't burn?

After dinner some of the crew wandered around the water park and took in the scenery.

## Day 7

Day seven started like all the rest, the trip to that Zoo!!! So breakfasted and off. Skipper jumped off to swivel the Drayton swivel bridge but it is left swivelled so ran up the footbridge! Turned in to the Coventry at Fazeley Junction (12) and all



was going well but the Cov' was quite busy. It wasn't too bad until we got to the Atherstone Locks, there are eleven locks and each one was taking at least 20 minutes to go through. They took a long time to fill, they seemed to have side ponds which weren't used, could these not put back into operation, I wondered, at all eleven? As the last one was entered, the heavens opened and within minutes, or could have been shorter, Skipper, Brew, Magrew and Barley were drenched to the skin.

Skipper then made a silly decision and opted for a cruise instead of eating and drying off. Got to the Anchor Inn, showered, dried off, ate and then slept. The pub looked good, but next time crew, next time!!

## Day 8

Of course the day started off with an account of a trip to a certain place! Packed up, cleaned the boat. Cruised for about half an hour, packed the cars and set off home. We all enjoyed the Warwickshire Ring, there are some lovely bits and Birmingham City Centre was kind to us again.

**Iain Spencer**

*All photos: Kathy Barlow*

*(Note: Numbers in brackets refer to the count of Junctions)*



*Mmm, Nice  
Trent & Mersey  
gearing!*



## From the Archives

### The Merger of the Huddersfield & Manchester Railway & Canal Co with the London & North-Western Railway

A number of items of HMRCC correspondence seem to have turned up recently; in addition to the accounts which were featured in the Summer 2009 Issue of Pennine Link, I have seen two more sets of accounts, including

one advertised on Ebay, and I recently managed to acquire a letter concerning the (then) proposed amalgamation between the HMRCC and the London & North-Western Railway, who were to own the canal between 1846 and 1923:-

#### HUDDERSFIELD AND MANCHESTER RAILWAY AND CANAL.

SIR,

I am instructed by the Board of Directors to inform you, that communications were recently made to the Chairman of this Company, on the part of the London and North Western Railway Company, with the view of forming a connexion between the two Companies : and the Directors, believing that if proper terms could be made the interests of the Shareholders in this Company would be materially advanced by the proposed alliance, consented to a negotiation which has terminated with the unanimous consent of the Directors in an agreement for a Lease (subject to the confirmation of the Proprietary) on the following terms, namely :—

FIRST.—A guaranteed Dividend on the Share capital at present authorised to be raised, equal to 7/10 of the Dividend paid by the London and North Western Company to their own Proprietary, from the time of the main Line being opened: the present rate of Interest (5 per Cent, per annum) on the amount paid up being continued to be paid.

SECOND.—This Company to participate in all future creations of Stock by the London and North Western Company and in all other benefits accruing to them.

In laying before the Shareholders the terms of this Provisional Agreement the Directors beg to assure them that the most anxious consideration was given to the proposals made to them before the agreement was entered into, and when it is considered that the confirmation of it will secure a full development of the advantages sought to be obtained by the construction of this Line, and that the proposed connexion with so important a company as the London and North Western, will open up new and extensive channels of communication, and will afford means of collecting Traffic to be brought upon this Line superior to those which could be provided by any other company, the Directors look with confidence for the approval of the step they have taken.

Similar Proposals having been simultaneously made to the Directors of the Leeds, Dewsbury and Manchester Railway Company for uniting that company with the London and North Western and accepted by them, the proposed arrangements, if confirmed by the

respective Proprietaries, will effect the object of Parliament in granting the two Lines, by forming one independent through Line for the accommodation of a most important District.

An Extraordinary Meeting of the Shareholders will be held at the GUILD HALL, in HUDDERSFIELD, on MONDAY, the 30th day of NOVEMBER, instant, at 12 o'Clock at Noon, for the consideration of this agreement, when your attendance is requested. Should you be unable to attend you will please to fill up and sign, and forward to me the enclosed Proxy, which may be filled up with the Name of the Chairman or Deputy Chairman, (or any one of the Directors or other Gentleman *to be present at the Meeting,*) and must be in my hands not later than 12 o'Clock on Saturday, the 28th instant.

I am, Sir,

Your obedient Servant,

**WILLIAM GILMER,**

SECRETARY.

*Huddersfield, Nov. 16th, 1846.*

It is easy to see that this would have been a very attractive offer to anyone with a memory of the original canal company,

which had taken thirty years to pay any kind of dividend on its shares!

**Trevor Ellis**

The Huddersfield Canal Committee had originally sent a delegation to meet the Manchester & Leeds Railway Company in October 1843 with a view "*to effect some arrangement between the two Companies*". However, financial considerations and the M&LR Company's failure to establish a branch to Huddersfield from its main line,

meant the 'arrangement' did not proceed and the Canal Company merged with the short-lived Huddersfield & Manchester Railway Company instead. (*The M&LR Company later became a major component of the Lancashire & Yorkshire Railway Company which itself became part of the London & North Western Railway Company.*)

**HUDDERSFIELD CANAL  
COMPANY**  
1794 - 1845

**HUDDERSFIELD &  
MANCHESTER  
RAILWAY COMPANY**  
1844 - 1845

**HUDDERSFIELD & MANCHESTER RAILWAY & CANAL COMPANY**  
1845 - 1846

**LONDON & NORTH WESTERN RAILWAY COMPANY**  
1846 - 1923

## Drifter No 2 and Slattocks Lockhouse

On May 1 2001, my wife Jean and I waited in lovely weather, in Huddersfield, to be one of the first three 'non dignitary' boats to pass through Lock 1E on the newly re-opened Huddersfield Narrow Canal. We were photographed by the Huddersfield Examiner and extremely pleased to find ourselves on the front page of the midday edition.

With mounting excitement we passed through the lock and very quickly settled upon an empty canal bed! (below) It was the next day before we were finally able to move and the trials and tribulations continued, taking us five days, instead of the casual day and a half, to reach the tunnel!

After successfully completing passage over the canal we headed towards London via the Trent and Mersey etc. and the Thames,



Huddersfield Examiner

returning north and wintering the boat at Uppermill.

By this time we had acquired the Lockhouse at Slattocks, on the Rochdale Canal, which was in a sorry and unmortgageable state after several years being empty. Many thousands of pounds and a couple of months later, we moved in, just in time for Christmas.

The canal and lock were outside our door, but sadly, not accessible by boat. But, all being well, that would change by July the following year. Indeed, again with mounting excitement we awaited entering the newly re-opened canal at Littleborough on July 1<sup>st</sup> 2002. Later that day, after an extremely wet passage, we arrived at our house, a momentous and joyful experience for us. It was even more so when, the following morning, we carried on towards Manchester;



Mike Hamilton

being the first boat to pass through our own lock (no. 54) for probably well over 50 years.

As part of our house renovation, the externally accessed canal workshop was knocked through to the main house and became our kitchen. An interesting, if not rather scary, point is that we managed to secure the lockkeeper's records from 1865, when the house was built, right up to 1932. These showed an average of four bodies a year pulled from the canal by the lockkeeper, with names and cause of death where known. I have read elsewhere that it was common practice to lay the bodies out in the workshop until transfer to the morgue. It is entirely possible that our kitchen has performed this sort of function many times over.

Incidentally, the canal was opened through from Slattocks, or Laneside as it was then known, into Manchester in 1804; the first lockhouse being a smaller, single storey affair. Another interesting fact is that a member of the Pollard family was the first lockkeeper to occupy this house and the family retained this connection until about 1990 when Jim Pollard, the last lockkeeper, finally vacated. Our acquisition in 2001 was the first and only ownership change since the Rochdale Canal Company acquired the land in 1804.

We feel very privileged to be custodians of a significant and interesting part of our canal heritage.

It is particularly rewarding, with all the flower baskets on the front wall in full bloom during the summer, to frequently hear comments like "look, our dream cottage" and see so many people photographing and painting the house.

In fact, for some time, the number 17 bus route featured our house on the bus interiors and we know of several paintings, one of which we have on our wall. Photographic competitions have been won with pictures of our house, including those of Huddersfield Canal Society and Springhill Hospice. Some years ago, the Springhill Hospice calendar featured our house and boat on its frontispiece and I understand some 7000 copies were sold with quite a lot going abroad.

This seemingly magnetic attraction to our property/boat continues; it is with great delight we see the scene pictured again in the current Middleton Guardian. I took the opportunity, whilst the snow was so thick, of securing my own selection of photos and an example is shown below.

Our planned excursions this year will include the Albert Dock, Liverpool, via the new canal link and on towards Carnforth on the Lancaster Canal, the Thames and Lechlade in the Cotswolds, the Oxford, Coventry, Trent and Mersey, Macclesfield, Huddersfield and Calder & Hebble Navigations! Quite a list to achieve, but we are lucky to be able to cruise the waterway network at our leisure.

**Mike Hamilton**

18th January 2010



Mike Hamilton

## 74 Club Members

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

B & S Badminton

J & C Sully

C Johnstone

INVICTA

LEICESTER

CORNWALL



## Navigated the Narrow and don't have a plaque?

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Postage & packing is £1.00 per plaque.

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

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74 Club Plaque  
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## Jidoku 17 Solution

H	T	B	K	C	A	L	S	G
C	A	L	G	H	S	K	T	B
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B	S	A	H	K	G	T	L	C
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K	G	C	S	T	H	B	A	L
L	B	S	A	G	K	C	H	T
A	H	T	L	B	C	S	G	K

# The Back Page

## HUDDERSFIELD CANAL SOCIETY welcomes the following new members

2792	Ms Susan Mortimer,	[REDACTED]
2793	Mr Andy Bialek,	[REDACTED]
2794	Mr Charles Dunn,	[REDACTED]
2795	Mr Barry Jones,	[REDACTED]
2796	Mr Ronald Organ,	[REDACTED]
2797	Mr & Mrs Peter & Jeannette Earley,	[REDACTED]
2798	Mrs Susan Booth,	[REDACTED]
2799	Mr Michael McHugh,	[REDACTED]
2800	Ms Anita Traynor,	[REDACTED]
2801	Mr Jon Barnes,	[REDACTED]

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### COPY DATE

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Dr Bob Gough



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