

Pennine Link

Magazine of the Huddersfield Canal Society



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 171

Stuart (no surname given) emailed us this dramatic picture he took during a trip through Standedge Tunnel.



Stuart

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Editorial

Doesn't time fly when you are having fun, or so the saying goes. In my last Editorial I was flagging up threatened water shortages, these came true, the

Leeds Liverpool being closed from Wigan to Gargrave. Unfortunately, I have no positive feedback of increased traffic on the Narrow, but I do have a couple of letters expressing surprise at not seeing many boats on their visit to the canal. Have people just not bothered venturing far for fear of getting stranded? In the event, the closure of the L & L did prevent us getting over to the East with the intention of going to the IWA National at Beale Park. (Wide beam, Rochdale closed weeks before, no other route).

The Society is very hopeful that the proposed Huddersfield Waterfront Quarter development will not be scuppered by spending cuts and will go ahead as planned. Our 'as of now' report on page 20 and the astute forward planning and negotiations reported in the 'looking back' on page 21 hold out the prospect of an attractive waterside venue.

On the publicity front, Waterways World gave the Canal an excellent write-up recently (page 27) and a booklet Joan and I picked up whilst visiting a daughter in London has self explanatory publicity, see page 28. The booklet is Scenic Britain by Train, produced by The Association of Community Rail Partnerships and promotes recommended rail journeys throughout the country. 25 such journeys are described in the issue we picked up. There are many parallels between canal and railway history. Invented and developed for the bulk fast

movement of goods and people, the latter taking over from the former and itself being overshadowed by roads, both have suffered from decline and subsequent revival. (I have a vision of sometime in the future there being groups of road enthusiasts getting together to remove the grass & weeds from disused motorways).

Our intrepid boat officer, Andrea Fisher, reports on the fund raising voyage of Community Spirit, an altruistic effort by a waterway loving and dedicated team of people. Zig-zagging across the country the trip took many weeks. This is just part 1 on page 8. Watch this space.

Hotel boats on the Narrow! As far as I know, another first. Somewhat disappointing for the owners in not achieving their goal, although they seem impressed by the scenery to date. Let's hope that the proposed re-visit in the future is more successful.

Time to start sorting out your best pictures for our 2010 photographic competition; or maybe go out and take a few more with Autumn tints. Don't forget the closing date in November. My camera has been busy during and after the launch of Itchy Feet. We spent 8 days down the Liverpool Waterfront Link, which we thoroughly enjoyed. Here is just one image of us at our mooring (below).

Happy waterways.

Alwyn Ogborn



Itchy Feet at Liverpool waterfront

Alwyn Ogborn

Chairman's Remarks



The Summer months on the Canal have attracted many contrasting comments from user groups. Most boaters have

found it an interesting and worthwhile canal to navigate. There have been the usual complaints by some who evidently expected the canal to be in A1 condition throughout its whole length. We all need to remind ourselves that this is a “restored” canal and there are inevitable blemishes – it is not exactly brand spanking new, being almost 200 years old – and that’s part of what makes it a challenging and exciting experience.

There have inevitably been some justified complaints which the British Waterways management team do their best to deal with as sympathetically as their bureaucratic structure will allow. There are some very difficult funding issues which are extremely unlikely to be resolved during the present economic squeeze. In fact, we expect things to get even more difficult as breaches become ever more expensive to fix and funding sources come under even greater pressure.

A universal complaint, however, is that there are so few boats using the canal which has various ramifications: the canal often appears dead without any activity which fact begs the question as to whether the tens of millions spent on its restoration were justified.

This is a kind of vicious circle. The more awkward the canal navigation is reported to be, the fewer boaters will be prepared to take the risk – and so on.

Recently, chairman of Inland Waterways Association, West Riding Branch, Elaine Scott and her colleagues invited the new Member of Parliament for Colne Valley, Jason McCartney, to visit the Canal. This he duly did and spent a morning at Tunnel End Marsden meeting IWA and HCS members together with BW staff. The group travelled from the car park to the visitors’ centre in the Marsden Shuttle. The meeting was useful in that it allowed us to discuss all aspects of the canal within a representative group and the MP was given a frank and honest run down on the workings of the waterway with a summary of the inherent problems. Mr McCartney gave his politician’s promise to do all in his power to help.

The transfer of BW from nationalised industry to “Third Sector” organisation is the hot topic and is likely to be so until a firm decision has been made – and then, long after that! The belief is that as a charity rather than the offshoot of a government department, a greater proportion of the population will be persuaded of the importance of the waterways and to support them financially. Watch this space!

Neville Kenyon



Jason McCartney MP (3rd from left) at Marsden with Elaine Scott (IWA) and representatives from HCS



HCS Volunteers

As I mentioned in the Spring Edition, our next task was oiling and greasing paddle gear, which we completed shortly thereafter.

The only problem

we have is that the “environmentally friendly” oil we are using doesn’t last long and we could really do with oiling everything every couple of months. With the present numbers of volunteers and frequency of working, that would leave us little time to do anything else on the Canal, so some of the gearing is well overdue for doing again.

This year’s “something else” is to paint the Marsden flight, down as far as Sparth. At the time of writing (end of August), we have almost completed down to Lock 36E, so it really depends on what sort of Autumn we have. The difficulty that we tend to have is that anything under trees tends to stay damp for most of the day later in the year, so Lock 34E in particular is likely to be a problem.

We have picked up a couple of new volunteers recently and anyone else with time to spare on Fridays who feels like getting involved, please give me a call on the number inside the front cover.

Trevor Ellis



Trevor Ellis

Above: New volunteer Barry Jones paints the paddle gear at Lock 38E ...

Above Right: ... meanwhile, Eric Crosland gives the footbridge some attention ...

Below Right: ... and Laurence Sullivan takes care of the Lock ladder.

Below: All very scenic, but Lock 34E is overhung by trees, retaining the damp.



Bob Cough



Trevor Ellis



Trevor Ellis

'Greetings' from Further East

Marsden Shuttle co-ordinator Andrea Fisher begins her tale of 'Community Spirit's fundraising cruise from Portland Basin to Liverpool and back.

As promised earlier in the year, an account of 'The Big Adventure'!

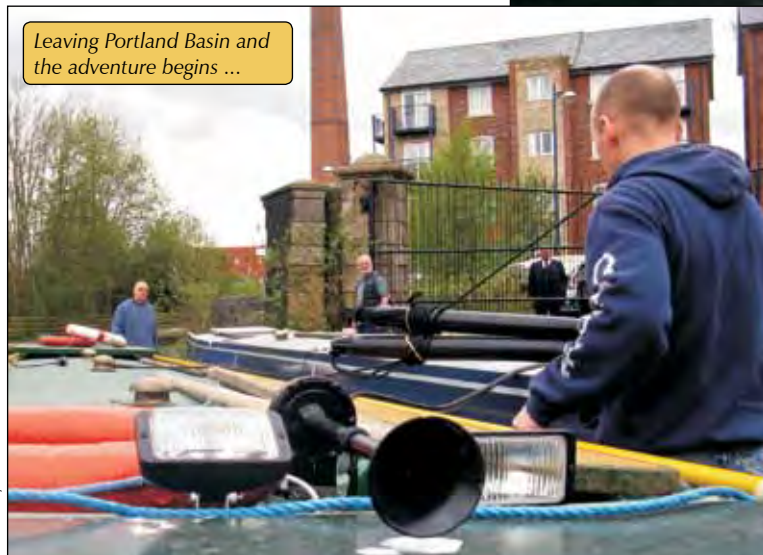
In fact a hard working one, which left me in fine shape physically and mentally! (However, fellow shipmates could well be thinking otherwise).

Down to business chaps. Really good send off from Portland Basin and a nine man crew of sturdy lads and two capable lasses, namely myself and Gwen Walker.

Mike Levy



Leaving Portland Basin and the adventure begins ...



Mike Levy

First port of call was our trusty Transshipment Warehouse. A good mooring for two nights, some on the bank in tents and some in the luxury of Community Spirit's floor! However, it worked well. Really pretty as all the Spring flowers were showing through (May 10th) but quite cool too and said boat has no heating. You could see

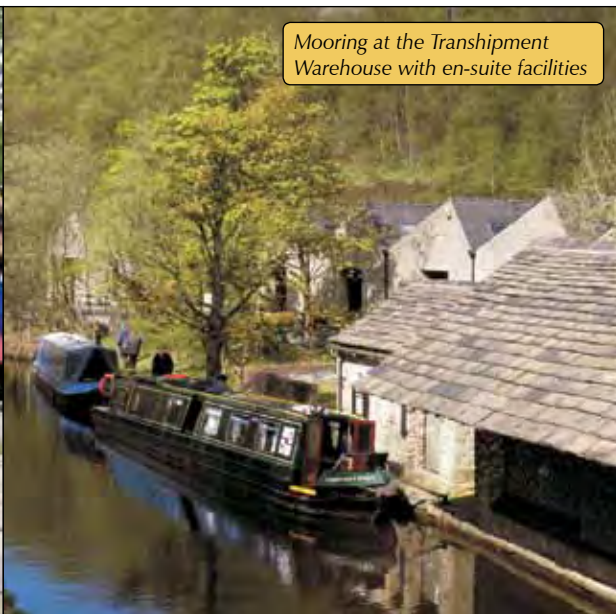
the heat rising from the resting bodies, much like a coco shed.

BW were on form in escorting us up to the Diggle Portal (well, they undid the padlock at Lock 24W) but in the usual mizzling atmosphere of

the Pennines we did meet up with the 'Tunnel Lads' – familiar faces from our home patch. A couple of us walked over t' top assuring ourselves that all would go well thro' the Tunnel – only one navigation light bust and a little turbulence, thanks to Keith's deft handling of the boat (some disagreement about that from scurvy crew).

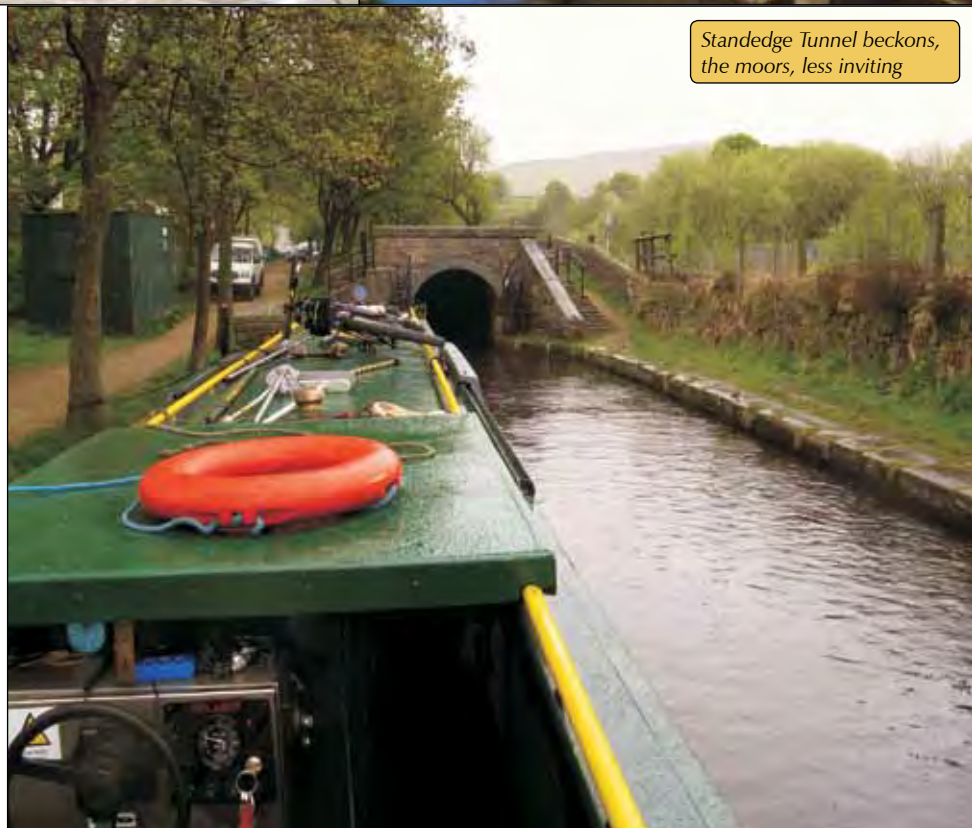


The motley crew assemble for a 'sending off' picture



Mooring at the Transhipment Warehouse with en-suite facilities

Andrea Fisher



Standedge Tunnel beckons, the moors, less inviting

Mike Levy



Ronnie Rose (centre) at Lingards Wood pondering the shanty lyrics 'Heave the Balance Beam, O!'

mush-ing us all onward and downward on a brilliant sunny morning. We struggled our way to Slawit, running out of water and punting and pulling ourselves like a finely honed machine ('well oiled' might have been an advantage, Ed) The water situation was due to an errant boater leaving paddles open overnight – ah, 'twas ever thus!

May 10th – All gathered at Tunnel End Inn where we had booked the flat from Gary & Bev, so everyone got food, ale and, best of all, steaming showers.

May 11th – Ronnie Rose was on site by 7.30am cracking his windlass and

Ronnie left us at Linthwaite after doing all he could for us, sharing his expertise and wealth of local knowledge, not to mention keeping all of us on our toes. Many thanks Ronnie, we all appreciate all you did, and continue to do with the Shuttle.

Aspley Basin, Huddersfield, and relief at hand ...



First Class accomodation on-board
- Community 'Spirit' indeed



Andrea Fisher

mooring at Shepley Bridge. It was a sheer joy to be moving unencumbered by obstacles, water beneath us and the sun shining. The downside was that we had to say 'goodbye' to Paul Leeman who had to leave us to get back to earning a crust. Also, later the same day, Trevor and Keith had to return to the real world. We had all worked so well together over the first five days of the trip and had such fun, obstacles notwithstanding; it was hard to lose the three of them.

That night was the coldest May night since 1967 and two of the crew were on the bank; one very well equipped, the other a beginner (and 'ender' as it turned out) to the joys of camping. He appeared, frozen, wide eyed and desperate for a 'brew' from the shambolic remains of his tent, never to frequent the canal bank again, sharing the relative luxury of the

After spending an enforced night moored at Linthwaite (Linfit) due to pointing work on a breach situation by BW, we resumed our journey to Aspley Basin and the great metropolis of Huddersfield. This was hampered by a lack of water, grounding behind the University, and the headgate of Lock 1E leaking more water into the chamber than was going out – yes, the paddles were closed.

I never thought that 'pump out facilities ahead' would gladden my spirits, but I assure you that was a very welcome sign on reaching Aspley Basin!!

Once on the Broad, we had an uneventful, steady glide to our overnight

boat's floor. Well done Simon! Capt. Oates would have been proud of you!!

Onward, then, through pretty banks of wild flowers, lock gates covered with liverworts and mosses, and lots of baby geese, ducks, Coots, Moorhens and Swans. Power stations loomed on the canal/river and we made good progress; mooring at Castleford, where Nicholson promised showers (singular though) and indeed we drew lots for position in line to enjoy the hot water.

Onward to Goole, with water, wide channels, a stiff breeze, endless sky and Community Spirit ploughing steadily

'Sobriety' moored up at Goole



Andrea Fisher

along. This section gave us time to do a little housekeeping, review shopping requirements, look for what had gone missing when the chaos of six of us all woke up of a morning and waited for the kettle to boil and the bathroom to be vacated! All great fun.

Reaching Goole was very nostalgic for Gwen (Walker). She had trained for her Boatmaster qualification on 'Sobriety' which was moored almost alongside us.

She, and a group of women, had some marvellous and funny days training in large, busy waters. They all deservedly got their 'Tickets' in this working environment – a great contrast to the Shuttle's almost backwater situation in the Yorkshire countryside.

The hospitality we received over those two days was second to none. A pretty area of varied interest with museum, café, working barges, nature reserve

The preserved 'Tom Pudding' coal boat hoist at Goole



Andrea Fisher



Safely at Clarence Dock, Leeds; almost restores your faith in artist's impressions

Andrea Fisher

walks and the friendliest club house and bar I've ever been in. Nothing, it seemed, was too much trouble for anyone. Electrics hooked up and a free tour of the docks. Lifts into town when victuals and shopping was needed. Thanks especially to John Millar who went bravely in search of a laundry and came back triumphant with clean gear.

After a good day out on Community Spirit with Gwen and her friends (a 'do' Gwen had arranged which also served to swell the charity's coffers) we got ourselves back to work stations and prepared the boat for departure.

Back to Castleford for showers and then another boat 'hero' arrived in the shape of Terry Lomas, HCS's trainer. He had taken a keen interest in our trip and he, his wife, Maureen, along with 'Socks', their canalboat cats, (*Presumably 'Left' and 'Right'! Ed. In fact the other one is called Mavie*) had done the Leeds-Liverpool in 2009, so he was a mine of information before, during and after

our own trip. Over the next two days, he brought sandwiches, operated Locks in advance, liased with Lock keepers, took us for provisions, advised on pubs and moorings, showed us the facilities and elusive pump-out at Leeds and took Community Spirit into Clarence Dock in fine shape. Thank you Terry and Maureen from all of us.

Andrea Fisher

To be continued ...



Andrea Fisher

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Hotel Boat on the Narrow

All photos: John Brierley

Pair emerging from High Street Bridge, Uppermill



Hanna Rees-Jones of Bywater Hotel Boat Cruises writes:

Dear Alwyn,

It was with great anticipation that we arrived on The Huddersfield as the first hotelboats to brave the canal for quite some time. One member of crew even commented on the similarity of boating the Southern Stratford in the days when it was far from easy and the uncertainty that should you actually make it one way, would you then make it back.

We were very pleasantly surprised to find that the expected water issues on the canal were of no problem despite the dour situations in other parts of the North. Aside from the expected rocking and rolling and poling on scours and sediment filled pounds the only significant problem was the one we came across on our first day on the canal at Lock 3. A broken paddle had slowly drained the pound overnight and it was about 18 inches down when we got there at about 10.30am. Having worked our boats through and got stuck above, we sent an experienced professional boater ahead to assess the water situation in the pounds at Salybridge up to the next long pound. Being given the signal that the long pound above Lock 7 was well over weir and in fact feeding the overflow into the river, we began sending water down to us at pound 3 to enable us to

navigate towards Salybridge. In order to prevent a boat moored in the pound above Lock 6 (Tesco's pound)

being grounded, the pound below Lock 6 was drained to the point where a number of shopping trolleys became easily visible. This shouldn't have been an issue as we knew water was available to fill the pound over the weir of Lock 6. Unfortunately, having reported the broken paddle at Lock 3 to BW 2 workmen arrived, closed all paddles and instructed us to go no further. They would not allow us to continue, despite the fact that we would miss our Standedge booking and would be forced to rearrange our cruise accordingly. They told us the canal would likely be closed for 2 days till water levels recovered.

As it was, all the pounds were back on weir by 11pm that night and we were actually able to set off again the next morning. In the meantime our crew fished out 21 shopping trolleys from the pound above Lock 4, one pushchair, a bike and a chair. We requested that Tesco's remove the shopping trolleys (some of which we were told were 6 years old and others had been missing for 3 years).



Uppermill idyll



Galley slaves!



Following the delay causing us to miss our tunnel transit, I contacted the manager at Redbull (not Jeff Smith as he was on holiday at the time) and requested that we be allowed to climb the Diggle flight twice in order to give the 2 cruisers' of guests

we had on board as much of the canal as was possible from Stalybridge, which would make do as our new turn-round location instead of Huddersfield. I was passed on to Ian Moody who was very helpful and gained special permission for the flight to be unlocked for us on 2 days when it would not normally be open, and for us to climb the flight only and to return back down it, rather than go through the tunnel.

This arrangement meant that we were able to show our guests the beautiful scenery of the canal and the experience of the Locks rather than sitting outside the tunnel for 2 days and doing our turn-round in Marsden which would have been the alternative. We arranged for both sets of guests to be transported to the Visitor centre at Marsden and to take the trip into the tunnel from there. Not quite a trip in the first traditional motor and butty pair to be self steered through the tunnel since it's reopening, but the guests were very understanding and glad



Bow hauling into Lock 21W

we were doing as much as possible to give them the most we could.

Bywater Hotel Boats would very much like to return to the canal in the future, perhaps 2012. Although the condition of the canal is far from perfect, we are confident that although it is hard work for the crew and guests, we can get over most problems using the skills we have gained in the years we have operated a hotelboat pair. We much appreciated co-operation from the team supervisor in having the Diggle flight opened for us and were only too happy to take both boats up and down the same section twice in order to fulfil our commitment to the guests that had booked to see The Huddersfield Canal, even if it didn't include the east side and the tunnel.

Hotelboats are just about the last working boats on the canal network who ply their trade and must keep to a schedule. It's not always easy keeping standards up for guests when the boating gets tough but the challenge of new waterways and new routes is something we find particularly interesting and hotelboats have always traditionally, been pioneering in their routes, being some of the very early leisure users on the canals, some 60 years ago. Neglected and run down canals such as The Huddersfield Narrow Canal are in somewhat of a difficult situation. The more boats that use them, the more wear and tear on the Locks, structure and water supply and eventual maintenance issues, however they need more boats to use them in order to ensure their continued maintenance for years to come so that boats and hotelboats of future years can enjoy the wonderful experiences they have to offer.

Hannah Rees-Jones



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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

The Waterfront Quarter, Huddersfield

The Winter 2007 edition of Pennine Link (page 40) reported on the exciting proposals to develop the Sellers Engineers site in Huddersfield as The Waterfront Quarter featuring a new campus for Kirklees College.

The scheme was of particular significance as the restored canal currently runs through a tunnel under the site and the development proposals involved opening up the 'cut and cover' tunnel and bringing the canal back to open navigation. Additionally, towpath access would be established through to Chapel Hill, extending from the dead end currently encountered when walking from Longroyd Bridge.

As with all major development schemes, there were significant land ownership issues to resolve and it appeared very little was happening on-site. However, giant cranes sprung up with their usual rapidity this Spring and work started in earnest.

This activity prompted Council member Keith Noble to enquire of Kirklees Council their current intentions for the Canal element of the development.

Peter Steniulis, Principal Development Manager of the Regeneration and Economic Development Service, Kirklees Council, responded:

"The works to the canal are to be carried by the Council. As part of a series of land transactions at Waterfront Quarter, we have bought a former wharf area from BWB and sold it to the College, acquired from Sellers International Ltd the line of the canal through the site which we have sold to BWB, and have agreed to carry out works to the canal under licence from BWB, between 1 October 2011 and 30 March 2012. The canal works include taking the 'lid'

off the channel, relocating the Lock to the Chapel Hill end of the site to raise the water level through the site, building a vehicular/pedestrian bridge, and constructing a passing place of two boat lengths. The Council also plans to complete the towpath between Longroyd Bridge and Chapel Hill by the date the College opens (September 2012)".

Of concern, is the possibility of a significant funding element from the agency Yorkshire Forward being deferred. The July Edition of Towpath Talk gave front page space to the news under a "Cash Cuts hit Canal Scheme" headline. The Examiner Weekly News similarly: "Regeneration Scheme Hit by £1.3m Cash Halt", though moderated the news believing the College Campus development would not be affected.

Yorkshire Forward is set to be abolished as part of the cost-cutting measures by the coalition government and a number of schemes in the North West will be affected. It remains to be seen where its proposed successor body - the Local Enterprise Partnership - will concentrate its resources.

However, Kirklees Council appear committed to the canal element and we can be optimistic about the extended towpath access and open navigation.

Of course, a little further downstream, canal restoration involved another tunnelled section - this time underneath Bates & Company buildings. Provision for such a scheme represented one of the Canal Society's early lobbying successes and our 'Looking Back' feature, transcribed opposite, gives Bob Dewey's summary of the negotiations involved. They did indeed " ... protect the canal for the future."

Bob Gough

Looking Back - Issue 19 November 1977

THE BATES SAGA (continued)

Since the last issue of 'PL' a great deal has happened and those of you who answered my letter and wrote to Kirklees will have realised this. However, before I relate the full tale, a number of newer members will perhaps appreciate a precis of the history.

In the early 1960's when the canal was neglected and unloved, Bates & Company purchased the section of canal to the west of Queen Street South, Huddersfield. They obtained planning permission to fill it in and to erect a small building. The majority of the site was left undeveloped and remains so to this day.

In March 1976 Bates applied for permission to build over the remainder of the site and, despite much opposition by this and other Societies, permission was granted in late 1976. Naturally this was a terrible blow to the Society. We kept our fingers crossed that the firm was just trying to defeat the canal restoration. A subsequent meeting with Mr G Bates and his architect did not give us the answer. Still, nothing happened and as time passed we felt easier. An application by Eldons who bought the next piece of canal was lodged and after a massive objection was refused. The case for the Society was stated in 'A New Canal for Huddersfield' which showed that despite the Bates approval, the canal could be restored by moving Lock 2 from the east side of Queen Street South, to the west of Bates site and tunnelling under the new building.

In August 1977, Bates lodged a revised scheme with the Council and members were asked to object to it. The letter was sent out in rather a hurry so it will perhaps be useful to explain that the revised scheme for the development reduces phase II from three to one storey. Phase III remains the same. It is phase II which is most contentious as it is wider and stretches over the whole width of the canal line. The buildings are to be used for processes in the textile trade.

To our surprise, the revised scheme was refused planning permission - surprise because the previous approval was still valid and will remain so for four years yet.

Following the refusal, Bates went back to Kirklees Council and offered to amend his scheme to allow the tunnel under the new building. An application was made for this and the Society asked if they still objected. Although this now protected the line, we continued to object in the hope that a twelve feet strip (8ft channel + towpath) could be protected at ground level. This would greatly reduce the restoration cost. Kirklees put this to Bates but he was quite adamant that he would not agree to this as it would obstruct his access. Unfortunately, we had no time to contact our members again to explain our position but many thanks to those of you who rung us up. The Chairman and I have spent much time in the last week discussing this with Kirklees officers and the planning committee chairman and with Bates himself.

Much thought went into our decision to withdraw our objection subject to the tunnel being safeguarded by strengthening floors and foundations. It was clear that if we did not do so we ran a very great danger of the earlier scheme being progressed with no canal protection.

By the time you read this, those who wrote to Kirklees will know of the outcome. To them, I express grateful thanks. They have helped us to protect the canal for the future.

Robert Dewey.

Boatiful 'Still Waters'

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!

Cost: £2.50 per person

Venue: Portland Basin Museum

Time: 10am - 2.00pm

Please book in advance.

Members will recall this event advertised in the Summer edition of Pennine Link. Over the past few years, the trip had enjoyed varying success, but demand had never warranted anything more than a 'one-off' event.

Whether two column inches in a local paper or the economic climate favouring a bargain day out was the cause, this year has proved remarkable.

The 47 seats were 'sold out' by midday Monday morning, the first week after advertising, and the Tameside Canal

Boat Trust, who own 'Still Waters', were encouraged to plan a series of further trips:

31st July - Sold out in two days

21st August - Sold out

11th September - The last trip for this year which is half full at the time of writing and likely to be fully booked.

The initial euphoria was tempered by a number of 'no-shows' for the 17th July, including a party of 11, but the full four hour cruise went ahead without incident.

The 31st July was full to capacity with 47 passengers enjoying the cruise along the Ashton Canal; the 21st August trip again suffered from a number of 'no shows'.

Society volunteers skipper and crew the boat and regularly offer trips for the public on Sundays and Bank holidays during the cruising season.

Below: Volunteer skipper Alan Morton manoeuvres 'Still Waters' across the basin.



Bob Cough



Bob Gough

Above: Passengers board 'Still Waters' at the Museum quay.
Right: Heading for Droylsden Marina along the Ashton Canal.

Their usual route is from Portland Basin, under ASDA tunnel, to Donkey Stone Wharf and back. This has become increasingly difficult of late with that bane of navigation, the shopping trolley, and other rubbish.

In common with other major supermarkets, ASDA do not have coin-operated trolleys at the Stalybridge superstore, and so there is little incentive to treat them other than a disposable item. Representations to ASDA and BW are being made!

Bob Gough



Bob Gough



Alan Morton

Right: Trust Chairman Peter Ruffley with the morning's haul of trolleys from the canal.

Hollinwood Canal Society



Martin Clark assembles the first group of walkers

Ian Bradbury

Canal Heritage Day

Not only an English pre-occupation, but often a deciding factor in the success of any event, the weather was kind and helped to ensure a successful Heritage Day for the Hollinwood Canal Society at the Daisy Nook Country Park.

A series of guided walks, led by Martin Clark, were particularly popular, with at least forty participants. The walks revealed a hidden canal history, so much a part of the Park, yet unfamiliar to many visitors, despite them having known the area for years.

Visitors came into the John Howarth Visitor Centre throughout the day to view displays from the Hollinwood and Rochdale Canal Societies and Waterway Recover Group. Volunteers from each organisation were on hand to discuss their projects and answer questions.

A continuous slideshow of old photos of the canal engendered reminiscences from those with memories of Daisy Nook in their youth. The views of the pavillions at Crime lake, the boathouse and boating on the lake were especially nostalgic for many.

Bob Gough, 'moonlighting' from the other HCS, was ably assisted by Sue Bradbury in supervising the childrens' activities. Canal themed colouring sheets were on offer together with paper plates which could be decorated in a traditional 'Canal Art' style. Gifts of personalised origami sail boats were folded to order; a tricky narrowboat was on display, but he threw in the folded towel at that!

Plenty of positive comments from the visiting public were received during the day and the volunteers from all the organisations felt it very worthwhile.

Artists in the making - children enjoying colouring in canal pictures and decorating paper plates



Ian Bradbury

As part of Oldham Countryside Service's improvements to Daisy Nook Country Park, a children's play area has been constructed in the shape of a boat.

Constructed mostly of wood, the boat has already been nicknamed by a number of visitors as "Noah's Ark"!

A wooden walkway crosses a pond-dipping area in front of the boat, with a wall representing a pair of Lock gates.

Canal pedants have pointed out that the "boat" represents a wide beamed vessel, rather than a narrow boat such as would have been seen on the Hollinwood

Noah's Ark on the Hollinwood Canal!



Martin Clark

Canal. However, the Society is delighted that the design of this superb play area reflects the important role boats played in the history of the Daisy Nook area.

Martin Clark

Photographic Competition

*** CASH PRIZES ***

Organiser Alwyn Ogborn writes:

The Huddersfield Canal Society is once again running its annual Photographic Competition. Open to all ages, the competition has two categories for entries, with an overall winner, and a panel of judges will decide the winners. There are generous cash prizes to be won!

Don't forget the closing date!

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

THE CATEGORIES

A - Huddersfield Narrow Canal
B - Other UK Waterways
plus an Overall Winning Photograph

THE CASH PRIZES

Overall Winner - £50
Category Winners - £30
Category Runners-up - £20

THE CLOSING DATE

Friday 19th November 2010

THE RULES

The competition is open to everyone - members and non-members alike. There is no entry fee!

Enter prints only, Black & White or Colour, sized between 6x4" to a maximum of 8x6". You may enter up to 5 prints per category.

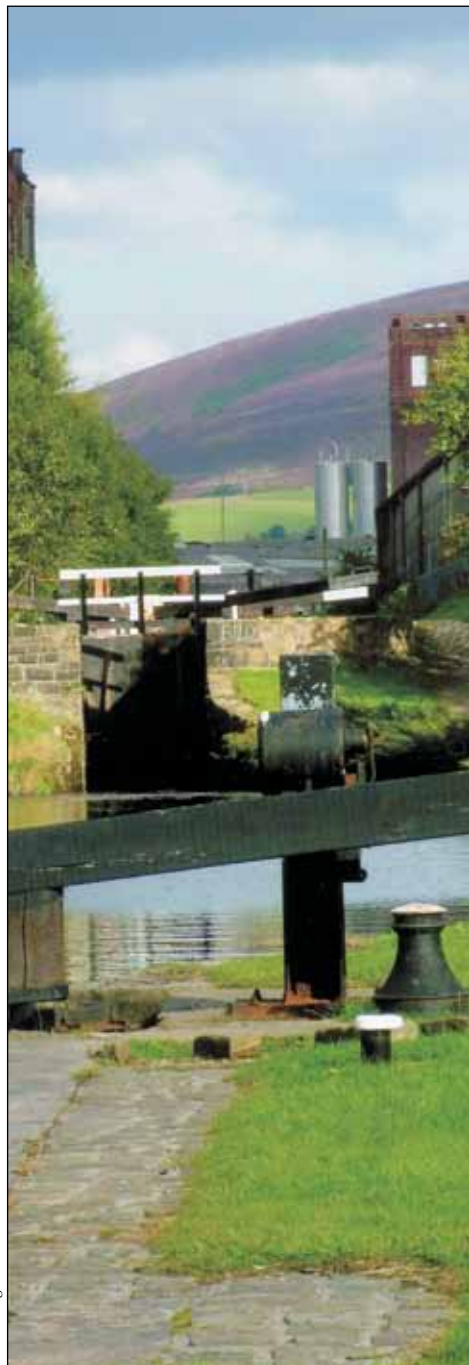
Entrants agree their pictures may be used by the Society for promotional purposes.

SEND YOUR ENTRIES TO:

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

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

Unmissable Narrow



Julian Morgan

As if we needed convincing ...

Waterways World (September 2011) published its list of the '50 Unmissable Waterway Experiences'. Pontcysyllte Aqueduct was put first but its picture formed the title page and the text detracted from its pre-eminence.

That left the Huddersfield Narrow apparently heading the list. The writer admitted the Narrow's occasional and inherent difficulties but left the reader in no doubt that boaters should get stuck in and 'you'll never forget it'.

Furthermore Standedge gets a separate mention and the magazine's readers are encouraged to make the passage either in their own boat or take advantage of a public through trip, on the first Saturday of the month, and walk back over the top.

Second to the HNC comes the Hatton Flight described as 'heart stopping'. A very apt description for us as a few years ago when my wife and I negotiated it, she had a heart attack on the boat at the bottom and had to have a bypass operation before they would let her go home.

Continuing on a personal note, having written the design specification for Tuel Tunnel Lock, I was gratified to see it had an entry too, describing it as 'an unnerving experience'.

After 40 years cruising I thought that I'd done just about as much as there is to do on our waterways but, even after stretching a point or two, I find I've still missed some 15 of the 50 unmissables. Having admitted that, I'll bet the jumbo cod & chips at Lapworth isn't a patch on Ma Pollards' haddock at Walsden! If I'd written the list myself I could easily have scored 100%.

Keith Noble

HUDDERSFIELD - MANCHESTER VICTORIA LINE

The line that goes through the Pennines!



Tunnel End on Huddersfield Narrow Canal

of the longest on the rail network, at over 3 miles.

The railway from Huddersfield to Manchester offers spectacular views of the Pennines, historic mills and weavers' settlements. Beginning at the impressive Grade 1 Listed Huddersfield Station, the line snakes its way along the Colne Valley, once the centre of the West Riding worsted trade, and on through the villages of Slaithwaite and Marsden Leaving Marsden the line turns through 90 degrees and plunges into Standedge Tunnel, one

The line emerges in Lancashire at Greenfield, bordering the Peak District National Park, an area of outstanding natural beauty. The line then meanders down hill to Stalybridge, the home of an extremely popular Station Buffet - and then on to Ashton under Lyne. Here it joins the Caldervale Line, and continues its descent into Manchester Victoria Station in the heart of the city.

Things to see along the line

Slaithwaite offers a range of village shops and cafes, and there are many great walks, particularly along the Huddersfield Narrow Canal. Marsden provides an opportunity to take a walk along the canal towpath to Standedge Tunnel and Visitor Centre, where guided boat trips into the highest, longest and deepest canal tunnel in Britain are available from April to October.

Marsden Jazz Festival is a yearly event held in Autumn. Further to the many walks available at Greenfield, the Saddleworth area offers far more than moors! The Brownhill Countryside Centre, located in Dobcross is well worth a visit. Saddleworth has a large number of annual customs and traditions, many of which are held during Whitsuntide. These include Brass Band contests and 'beer walks'.

Mossley is an ideal place to start a walk up into the hills or to Dovestone Reservoir.

Stalybridge has its celebrated Station Buffet but there is plenty to see in the town, including a revived town square with the re-opened canal as the centrepiece.

Ashton-under-Lyne is home to the Portland Basin Museum, which is housed within a restored nineteenth century Ashton Canal Warehouse, which is signposted from the town centre.

The Rail Ale Trail is a very popular activity, recently promoted by Oz Clarke and James May. For further information on the trail, contact the South Pennines Rail Partnership. Northern Rail's South Pennines Day Ranger ticket can be used for the Rail Ale Trail, as it allows you to hop on and off the line as you wish.

Over 150 years ago, many lines of the developing Rail network followed the routes of established canals. The early locomotives were not keen on climbing steep gradients, so followed the land contours, much as the waterways did. The Huddersfield Narrow was a good example of this 'parallel' development; the three railway tunnels under Standedge exploiting the canal for their construction. This extract, from the Association of Community Rail Partnerships' booklet, highlights this close relationship. (Reproduced by kind permission). **A Ogborn**

FURTHER INFORMATION

Northern Rail T: 0845 00 00 125
www.northernrail.org
 Standedge Tunnel Visitor Centre
www.standedge.co.uk
 Saddleworth Bands Festival
www.whitfridaybrassbands.saddleworth.org
 Marsden Jazz Festival
www.marsdenjazzfestival.com

TOURIST INFORMATION CENTRES

Huddersfield T: 01484 223200
 Manchester T: 0871 222 8223

COMMUNITY RAIL PARTNERSHIP

The South Pennines Rail Partnership covers the railway lines from Huddersfield to Manchester Victoria, Huddersfield to Sheffield, and Bradford to Manchester Victoria. For information regarding the work of the partnership please contact the Community Rail Officer on T: 07912 753817, or at southpenninesrail@googlemail.com



Huddersfield Station



Huddersfield Canal - Uppermill



Dove St near Gr



THE PENISTONE LINE

Huddersfield to Sheffield



Penistone Viaduct: photo Brian Barnsley

Huddersfield is a town full of Victorian architecture and has the third highest number of listed buildings of any town or city in the UK. An immediate testimony to the splendour of buildings is the Huddersfield Station façade itself, a Grade I listed building which has been noted by some as second only to St Pancras.

Upon leaving Huddersfield Station the train emerges from the Huddersfield Tunnel on a high viaduct carrying the line over the River Colne and restored Huddersfield Narrow Canal. There follows a succession of spectacular viaducts, tunnels and woodland with far reaching views of the Pennine Hills.

Penistone is approached across the 29 arch Penistone Viaduct. The line then turns due east passing through one of the single bore Oxspring Tunnels before descending to the busy town of Barnsley with its remarkable coal mining heritage and then on to the region's largest indoor shopping centre, Meadowhall. The train terminates at the award winning, restored Midland Railway station in the heart of the thriving City of Sheffield.

Things to see and do along the line

Every station on the line is a gateway to stunning scenery and attractive walks. There are excellent shops, galleries and markets in Huddersfield, Barnsley and Sheffield.

The Penistone Line links Huddersfield and Sheffield via Penistone and Barnsley, passing through attractive Pennine landscape and typical rural West Riding settlements. The impressive remains of Yorkshire's textile and coal mining heritage can be easily accessed from the line, as well as art galleries, museums and bustling towns.

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Easter Gate, Marsden



FURTHER INFORMATION

www.penline.co.uk
email: musictrain@btinternet.com
southpenninesrail@googlemail.com
Northern Rail T: 0845 00 00 125
www.northernrail.org
The Honley Show
www.honleyshow.co.uk
The Penistone Paramount
www.penistoneparamount.co.uk
Elsecar Heritage Centre
www.elsecar-heritage-centre.co.uk

TOURIST INFORMATION

Sheffield T: 0114 221 1900

Barnsley T: 01226 206757

Huddersfield T: 01484 22320

THE PENISTONE LINE

PARTNERSHIP

The Penistone Line Partnership, representing local interests, is a long-time supporter of services on the route and provides a wide range of events including guided walks, music trains, supports station adoption and publishes a free pub guide to the line.

Honley is a large village situated on the banks of the River Holme in the Holme Valley. The annual Honley Show takes place in June, offering a great day out for the family with marquees, exhibitors and stallholders. Honley Station also provides easy access to Holmfirth, which provides further opportunities for attractive walks as well as hosting annual events such as the Holmfirth Festival of Folk and Holmfirth Food and Drink Festival.

Penistone has a superb art nouveau cinema, 'The Paramount', which has been showing films since 1915. As well as the latest in big film entertainment, there is a packed programme of live productions.

Elsecar features the Elsecar Heritage Centre, a living history centre which contains the only Newcomen steam engine in the world to have remained in its original location. Craft workshops, a monthly antiques fair, and many other special events are held at the Centre. There is also a nature reserve, a public park with a bandstand, children's playground, refreshment room and a pitch and putt golf course.

74 Club Members

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

D Plant	CORNWALL
L Waude	VERANO
T Lenten	Y-NOT
D Brabner	TOTTLEWORTH
Mrs B Day	MEANDRINE
Mrs K Davis	OLD HENRY
T Shellshear	MOONSTONE



Jidoku 18 Solution

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



Navigated the Narrow and don't have a plaque?

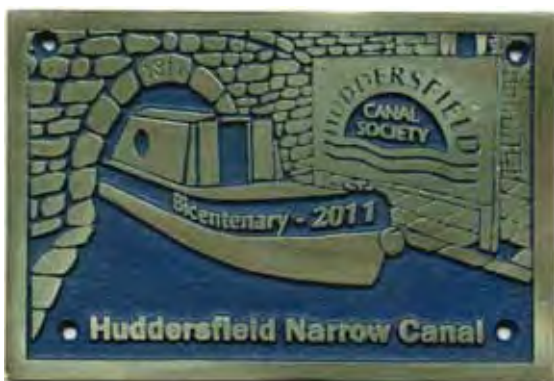
It is available at £5.00 for Society members, £8.00 for non-members and £4.00 for non-members who join the Canal Society at the time of applying. Postage & packing is £1.00 per plaque.

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

And why not add a Bicentenary Plaque to your collection?



£10 each with FREE postage & packing.
Cheques made payable to:
'Huddersfield Canal Society'
Available from the Society Office.

The Back Page

HUDDERSFIELD CANAL SOCIETY welcomes the following new members

2802 Mr Ian Marson, [REDACTED]
2803 Mr Graham Birch, [REDACTED]
2804 Mr Gary Ashton, [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 172* of *Pennine Link*
should reach the Editor at
Transshipment Warehouse,
Wool Rd, Dobcross, OL3 5QR
by **12th November 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 online (www.huddersfieldcanal.com) or from the Canal Society Office.
Please make cheques payable to 'Huddersfield Canal Society'*

