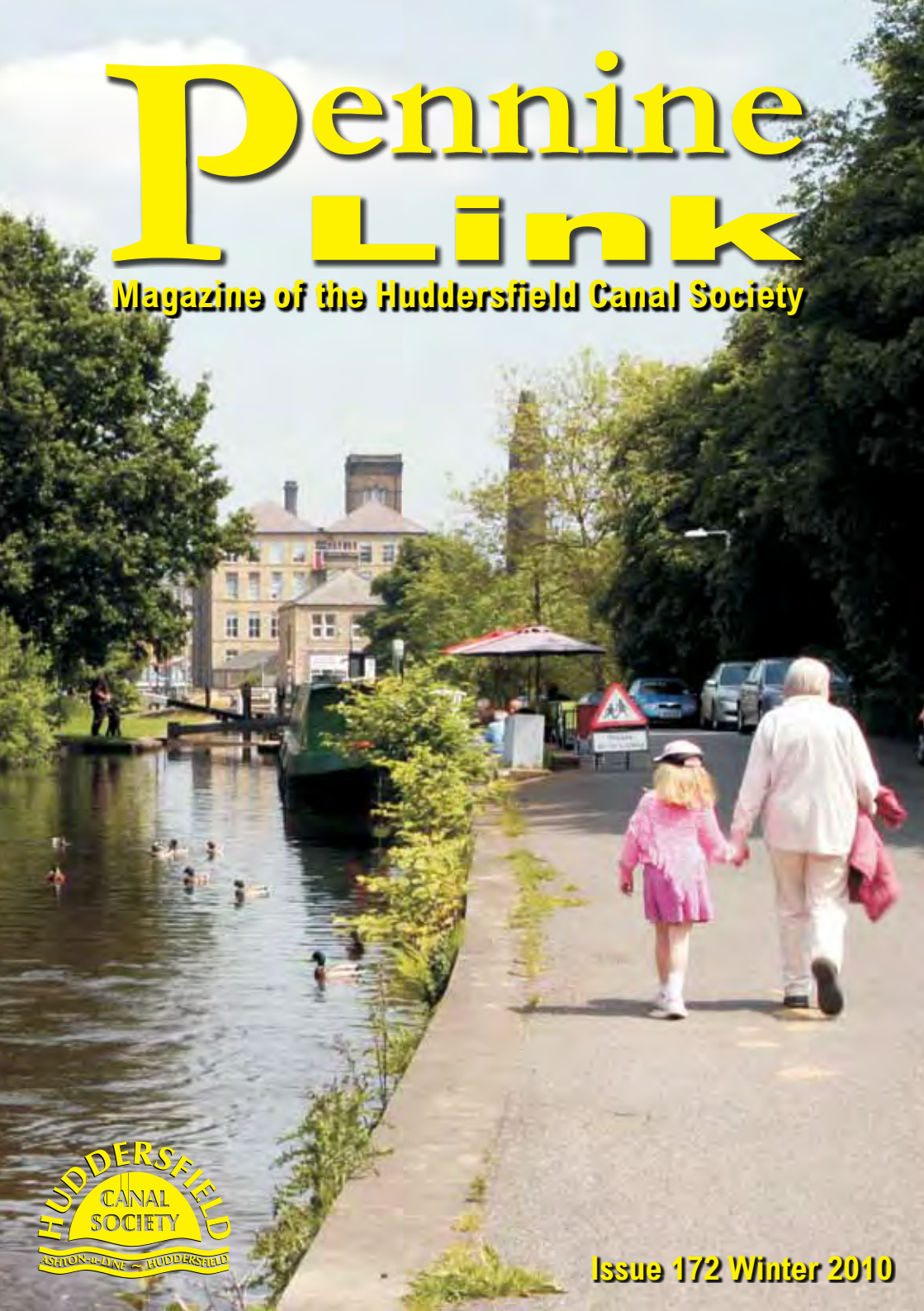


# Pennine Link

**Magazine of the Huddersfield Canal Society**



# Huddersfield Canal Society Ltd

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

# Pennine Link

Issue 172

The Canal Society Offices at Uppermill  
enter into the spirit of the season!



Bob Cough

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Cover: Canalside, Slaithwaite; boating and strolling in warmer times. Photo: Alan Crosby





## Editorial

Major things are afoot with the BW structure.

No doubt readers will be aware of the government announced change to BW from being a

public body to become a charity by 2012. For myself, being engineering orientated rather than financial, I am not fully conversant with the projected advantages of this move.

In his Chairman's Remarks, Neville sets out very clearly the reasoning and possible advantages behind the move, but the dust will need to settle completely before the full picture is known. All the pundits predict a big improvement in waterway management, lets hope they are right.

As usual, the photographic competition was difficult to judge. Some very good images had to be put on one side in the selection process, so if you are not one of the winners, please don't be put off trying again. The winning selection is reproduced in this issue with the remarks of 'Judge 1' on page 20.

2011 is the bi-centenary of the completion and opening of Standedge tunnel and HCS do not intend to let the date pass without celebration. Details of a boat gathering at Diggle next September can be found on page 28. Other 'spin-off' smaller events are on the cards. Please watch these pages for information and come along to enjoy yourselves and support the efforts of the organising team.

The review by Ken Wright of the new book by Keith Gibson & David Finnis has whetted my appetite

to get a copy. I have every expectation of being fascinated at it's content. Copies available from the office.

Thanks to the people who have written in to me and to other contributors. Trevor Ellis writes of something I knew nothing about re. pleasure cruising and Andrea continues with the story of their epic voyage of adventure on the community boat. The state of the canal has come in for some stinging criticism in the past. David Baldacchino of BW answers some of the criticisms and indicates that they are very aware of the problems and have as much desire to correct them as we do, but I need not repeat the reason for slow progress. (Charity status to the rescue???). I do have another, longish letter from Mrs. A M Scott, but not the space to print it in this issue and have held it over.

From myself and all the HCS Council I wish readers a very Merry Christmas and Happy New Year.

We are presently frozen in (for the past 10 days) at Crooke, Leeds Liverpool canal west of Wigan (*below*). Nice and warm and snug inside though.

**Alwyn Ogborn**



Joan Ogborn



## Chairman's Remarks

In my column for the autumn issue of Pennine Link, I mentioned that British Waterways was moving towards a different

form of organisational structure. It has for years had the reputation as the oldest remaining nationalised industry. Older members will recall the stigma that was once associated with nationalisation and the passionate debates over their eventual demise or privatisation. Governments of different hues at one time based their core philosophies on nationalisation versus private industry as the most effective way of guaranteeing the greater efficiency of our UK economy.

Those days are long past and the demise of our manufacturing industry has left our economy benefiting primarily from a service industry infrastructure.

A significant operator within the service industry is, of course, British Waterways which has been nationalised since 1948.

BW is not a large operation by today's standards. It employs just under 2,000 people – a fraction of the numbers employed by a typical local authority, but it has a disproportionate amount of liabilities – both financial and physical.

It relies on central government for 38% of its total funding of £190million with 54% from "commercial income" and the remaining 8% from third party contributors – such as canal societies and kindred voluntary groups.

Since its inception, DEFRA - Department for Environment, Food and Rural Affairs

has been the government department responsible for BW. This department has a chequered reputation (remember its handling of foot and mouth disease in 2001?) and for many its prioritising seems to have become increasingly remote from waterways. Interestingly, the Environment Agency is currently responsible for rivers and "flowing" waterways and there remain some rivers and canals in private ownership.

Because of reduced funding from DEFRA year on year, the BW board have, since 2003, been working on a plan to change its status from a nationalised operation to a charity. This is indeed something of a step into the unknown. The theory is that as a charity, it will capture the imagination of members of the public who will flock to support it in the same way that other charities such as the National Trust and the RNLI receive huge financial and volunteer support from private citizens.

This transformation is scheduled to take place with effect from April 2012.

There are still plenty of unanswered questions: will BW and the EA combine within this mutualisation project? How does BW propose to galvanise the communities to support our canal system? The National Trust has lots of interesting properties to visit, the RNLI deals with bravery and human lives. What is the core selling point of the proposed BW charity?

How will mutualisation help to reduce BW's pension deficit of almost £100 million? Will the new operation be happy to continue paying its directors

*continued over ...*

# British Waterways' Season

Photos: BW

*Waterway Manager David Baldachino writes:*

Wow....has a year really gone by since the Manchester and Pennine Waterway

was formed and the Huddersfield Narrow Canal came to us?!? What a year too.....Arctic...Drought...more Arctic! It all affects what we work on.



*A chilly start on the Locks!*

Throughout the summer we really focussed on areas of work to improve our water management - most of the lock gates have been boarded, sealing work done in pounds and improvements at Diggle Reservoir. We are in a much better position for the coming year. The continuing focus on lock gate renewals is critical too (8E, 17E, 26E and 27E this winter) but challenging in the snow.

and board members a total of £1.75m in remuneration plus generous pension contributions? Just how independent of government aid will the new organisation be?

BW's property portfolio is valued at just under £400 million which is presumably capable of realising substantial increased income. It would be difficult to increase licence fees for boaters and anglers by any significant amount so the principle providers of additional income must be members of the public.

We at HCS realise the difficulty of recruiting new members these days at an annual subscription as low as £9! Let's hope that the planners or dreamers at BW are on the right course with this radical repositioning of its structure.

Societies such as ours rely heavily on BW to guarantee the infrastructure of the canal system. We are quick to bring problems to their attention but at the same time we are sympathetic with their government funding problems. By moving into a totally new concept for them BW are risking undermining much of the work that has been achieved over the past 30 years.

It is too early, with the facts known to us at present, to offer our complete support to this project, but let's hope for an outcome in which our waterways gain a high public profile and that revenues will rise to meet the ever increasing costs involved in waterway restoration and maintenance. We will continue to watch this space!

**Neville Kenyon**

As we start our business planning I just hope that we can afford to continue the levels of gate replacement done recently as too many of the gates are deteriorating.

There is still much to do and I know that we won't have been able to address many of the problems that you may feel are urgent. The old challenges of minimal water supply haven't gone away and won't, but we feel that we've learned some lessons too and want to work with customers so that the waterway runs more smoothly. We will shortly be posting new navigation notes to try and help here and I would welcome your feedback!

Life would have been a lot harder too but for the efforts of the Society in delivering parts of our maintenance and assisting boats during the drought. I am told that our working together has been better than in the past, certainly my team really welcome the contribution and I want to thank everyone involved for their part in this. I want this to grow. We have a number of opportunities to get involved more at Standedge Visitor Centre; helping out at events, in the café on busy days or helping with school and group visits enthusing people about the canal and tunnel! We are also planning

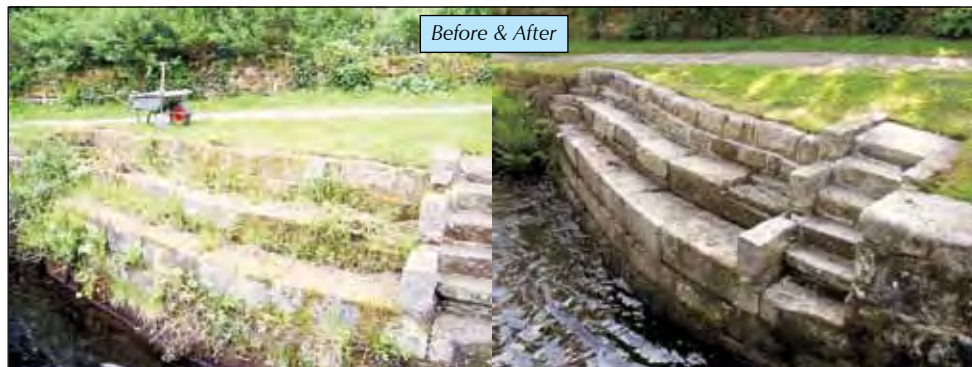
a monthly work party day at Standedge Visitor Centre - look out for more details on the Standedge web-site:  
[www.standedge.co.uk](http://www.standedge.co.uk)

Standedge had a great year too. Despite the economy, visitor numbers held their own, bucking the national trend. Income levels have stayed up too, a tremendous achievement. By next season we will have renewed the boat electrical systems to improve reliability - a real headache this year and vital for customers. The fantastic Halloween week at the end of the season was a great way to finish the year.

Looking ahead, the tunnel bicentenary is nearly on us. It's going to be great to celebrate the fantastic achievement of the tunnel's construction. The exciting work to open up the Sellers tunnel will make a huge difference too. Growing our working relations beyond the current level will be tremendous - there is just so much we can achieve together and delivering the improvements planned for the Visitor Centre, to create a place where people just want to keep coming back, will be fun!

Finally, thanks for your support this year and have a great Christmas.

**David Baldacchino**





## 'Greetings' from Further East - Part II

*Andrea Fisher continues her account of Community Spirit's big adventure ...*

Having arrived at Clarence Dock, our little band was about to change. We were losing Mike McCann, Mike Levy (many thanks for all the videos) and John Miller, only Mike McCann would return, but when you've worked alongside each other, it's sad to lose them. However, we welcomed back Keith (military chap you know) and Trevor, essential brew maker, always on the ball to roust us in the mornings.

We assessed stores, washing etc. and made ready to leave the next day. Slight hiccup with water at Office Lock, but breakfast was easier to cook as we weren't underway!

We made really good progress, countryside was getting ever greener, and I'm pleased to say, warmer. We found gas and a Lidl in Shepley, nice moorings, good food, and we were looking forward to the Bingley Five Rise. We were escorted very diligently up the locks. Gwen and I on the water, the 'lads' doing the graft, under the overly zealous eye of the waterman. I can say he was very informative and instructed me well (novice that I was at that point). The lads could have had an issue and that's all I'll say; apart from how good the ice-cream was on getting to the top.

Good journey to Skipton, really warm. Bluebells and woodland were a picture, an area away from the madding crowd; I loved it. Skipton was very busy, but we managed all the services and even did touristy bits. Sadly Trevor and Gwen took the train home, which left Simon, Keith and me to run the trusty boat, though we could really spread out when it came to bedtime.

East Marton was our next overnight and what a peaceful backwater that was,



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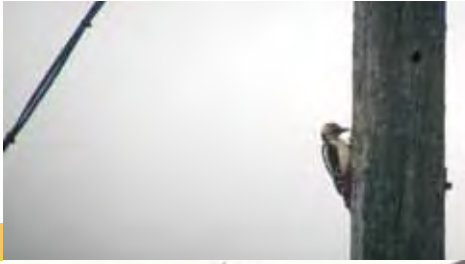
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complete with tea rooms and pub. Our next port of call was Foulridge where we had time to relax while we waited for our next recruit, Jim Strudwick, a relative newcomer to our crew, but as a doughty Scot, he settled in and remained a welcomed fixture (his gift of Glenfiddich helped no end!). I was elected helmsman for the Foulridge and was a little daunted as it is a long tunnel, but either by luck or good management, I acquitted myself well.

Colne Top Lock was our base that night. We had quite a walk to find food and



4



- 1 - Relaxing scene, ship's dog Claus on watch.
- 2 - After the Bingley Five
- 3 - Bluebell wood on the way to Skipton
- 4 - East Marton and some woodpeckers will go to any lengths to get high speed broadband
- 5 - Rosegrove, excellent services before Hapton
- 6 - Trevor at one of the numerous swing-bridges

All Photos: Andrea Fisher

5



6



have to admit we had a taxi back; four passengers and Simon's pushbike - £4.00; couldn't believe it!

The next morning, due to a shortage of water, we shared locks with a lone boater and his dog. It was quite amazing to watch him at work; he had obviously done it for a long time, he just never put a foot wrong (*the boater was pretty adept as well, Ed*).

We were heading for Hapton Marina where we were to pick up an autistic group. Beforehand, we had all kinds of irritating glitches and had to back-track to pump out and get showers. Eventually our group arrived and we took them down to Clayton le Morland. Everyone enjoyed the trip despite the weather turning cool

and wet. Autistic groups use the boat on a regular basis when we're at Portland Basin, so it was good to be able to accommodate them en-route.

Quite a long hard day followed as we made our way to a mooring half way down the locks at Blackburn, where I declined the offer of looking for a pub and stayed home alone and had a girlie night in.

**Andrea Fisher**

*To be continued ...*

A little news from home is that I'm going to organise a get-together in the New Year. I'm thinking along the lines of a walk to The Great Western for those that feel inclined and those that don't can meet us up there. Until then, hope you all stay fit and well and have a Peaceful and Enjoyable time.

**Andrea**



*What a Duck! Andrea felt this unusual duck was worth a picture and indeed, it deserves a caption of its own. Spotted near Fairfield Marina on the Ashton Canal, it is a Ringed Teal (*Callonetta leucophrys*) and assuming it hasn't 'escaped' from captivity, it would be more at home in the forests of South America! In birding terms, a very, very good bird to see. **BG***

# 2010 IWA National Festival & Boat Show

*"What a lovely Festival"* was the way one visiting IWA member put it. The Beale Park site looked at its best in the sunshine – with visiting dutch barges on the lake as well as the exhibition and historic craft. However, this time there was a full programme of lake entertainment as well with pink Water Zorbing balls contrasting with demonstrations by model boats and warships! In between there were rescues by the Newfoundland Dogs, the replica Thames shallop being rowed by a team of twelve and parades by the historic craft visiting for the weekend – including 'L'Orage', one of the original Dunkirk Little Ships.

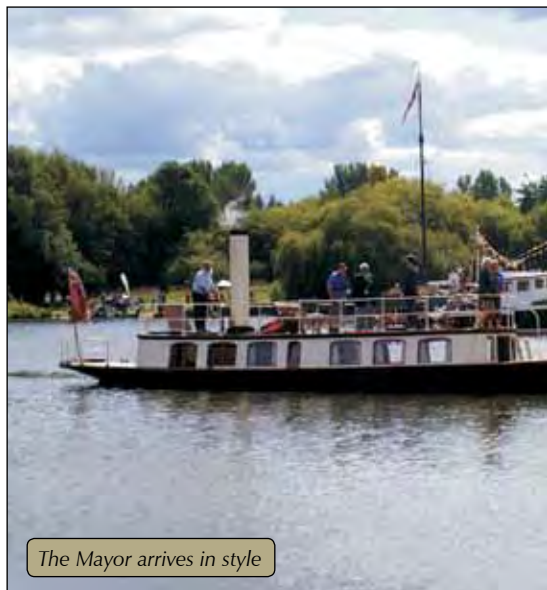
Festival organisers were determined to celebrate Tom Rolt's centenary as well and the replica wharf and crane, built by volunteers especially for the weekend, was a triumph. With historic craft "waiting for orders" alongside and staffed by volunteers from the IWA and the Kennet & Avon Canal Trust, the feature really looked the part and certainly reflected Tom Rolt's interest and support for working narrowboats. The wharf was named "Barry's Wharf" in honour of Barry Green, a key member of the Festival Committee who had also been an IWA Trustee for many years and who had sadly died earlier in the year.

Sonia Rolt attended the Festival on two of the days – and organisers held a Tea Party for her on the Sunday afternoon with Timothy West and Prunella Scales joining the festivities. Sonia had also brought many early editions of Tom's books which were for sale and she signed copies for enthusiastic purchasers during the day.

The new-look IWA marquee – launched at Redhill in 2009 – was extremely successful again and hosted a wonderful display of waterways books and merchandise. Over 100 new members were signed up for IWA by the volunteer talk team. The café and children's area with the Rolly Toys – moving bark chippings with the mini-diggers – was extremely popular although it provided a lot of back breaking "clearing up" by the IWA volunteer supervisors!

Waterway Recovery Group's bricklaying stand was extremely popular again as one of the WOW activities and Prunella Scales was tempted to try her hand when she noted how much the children were enjoying it.

The Festival Awards Ceremony was held on the Monday morning and we were delighted to have the Chairman of West Berkshire Council, Cllr Graham Pask and his wife present, to pass on the Festivals



*The Mayor arrives in style*

IWA

Rafting up at Beale Park!



IWA

Tiller Pin trophy to the Mayor of East Staffordshire Borough Council, Cllr David Leese, ready for the Burton upon Trent 2011 Festival.

With good weather during the weekend, organisers were pleased with the attendance, especially given the current economic climate. Despite earlier concerns, the Festival also attracted exhibitor numbers of 244 traders, 503 visiting boats and 406 camping units which included huge RV's, motorhomes, caravans and tents.

The 2011 National Festival & Boat Show will return to Shobnall Fields in Burton upon Trent. The Festival was last there in 2004 and received a very warm welcome. However – not everything is the same – the date has changed! The Festival will take place over the weekend of 29 – 31 July 2011. Put the date in your diary and book your place.

**Gillian Bolt**



# Pleasure Cruising on the Narrow

*Trevor Ellis considers the history of cruising the canal simply for pleasure:*

This article came about as a spin-off from research into carrying on the Canal to help with Keith Gibson's new book and to prepare for an article in "Narrowboat" magazine. I hope that it may provoke some response from readers, as sources of information are few and tend not to link together.

So far as we are aware, no records exist of attempts to cruise on the Huddersfield Narrow Canal before the Standedge Tunnel Book starts in September 1894 with the re-opening of the Tunnel after the building of the third railway tunnel.

The first definitely-identified passage other than commercial craft is a "Steam Launch" on 2 May 1898, which can be identified as Henry Rodolph De Salis, a Director of Fellows, Morton & Clayton Ltd. in his "Dragonfly". He entered the tunnel at Diggle at 6.0 p.m., but no time is recorded at Marsden. In his "Extracts from Log Book", however, he records *"Longest Tunnel travelled Standedge.... time taken to steam through 1 hour 33 minutes. May 2nd. 1898"* and then *"Greatest total number of locks worked in one day, 65, being 42 narrow locks on Huddersfield Narrow Canal, 9 wide locks on Huddersfield Broad Canal, and 14 wide locks on the Calder and Hebble Navigation. May 3rd. 1898."* Assuming he didn't count the flood locks, this would have taken him to either Wakefield or Sowerby Bridge in the day! De Salis, who was gathering information for his "Bradshaw's Canals and Navigable Rivers of England and Wales", had a paid crew to do the work, which no doubt accounts for this progress.

The second entry in the Tunnel Book of a "Pleasure Boat" is from Marsden – Diggle on 13th. July 1899, taking 2 ½ hours. We have no information about the nature or ownership of this boat, so what follows must be speculation. However, George Westall in his "Inland Cruising" of 1908 having stated that *"the proprietary (then the London & North Western Railway) decline to admit pleasure vessels of any kind"*, then intriguingly goes on to say that *"the long tunnel at Marsden is difficult to pass in small boats without damage from contact with the tunnel walls and can only be accomplished with great care, a plentiful use of fendoffs, and at a slow speed"*, which 2 ½ hours would be.

The account suggests that he was somehow aware of what was needed to pass through the tunnel. However, he also says that *"About an hour and a half will be occupied in paddling a rowboat through from end to end."* The dates of the passage and his book are reasonably compatible and I am left wondering if he managed either the tunnel by rowing or possibly the whole canal by carrying a token cargo as he did on some other railway-owned canals? We do not have another candidate at present.

Nothing else is recorded in the L. & N.W.R. era, or for some time after the Railway Grouping, when the ownership of the canal passed to the London, Midland & Scottish Railway. Then, on 25th. August 1932, at 2.0 pm, "Woodward's Motor Boat" is recorded entering, ostensibly at Marsden at 12.30 pm and leaving at 2.0 pm. "Woodward" remains a mystery, but he was to be the first of a small group who made the trip in the 1930's.



“Carr-Ellison” is recorded on 21st. July 1934, again at Marsden. (The then Captain) Carr-Ellison was a military man and a member of a Northumbrian land owning family, who still own extensive estates near Alnwick. An article on him appeared in “Canal Boat” April 1997, though sadly with not much information about his Huddersfield trip. Though there are “ditto” marks under the words “motor boat” in the Tunnel Book, according to that article he would probably have been using the steam launch “Thetis” in 1934. Carr-Ellison had started his cruising career in 1930 with a trip from the Thames to Ripon in an open 12ft. launch, so he certainly would not have had any concerns about the Narrow Canal or its Tunnel.

The final trip prior to the War was by a Mr. or Dr. Greene – he is styled in one way going through the Tunnel and the other on return. In “Narrowboat” magazine Spring 2006, under “Reader’s Queries” was an article inspired by John Foley, who had discovered an item in an old “Glossop Chronicle” about a Gloucester Doctor, who in August 1937 had cruised from his home port intending to make the passage of Standedge Tunnel and to reach Huddersfield. The article was accompanied by a photograph of the narrowboat conversion “Success” moored in Ashton-under-Lyne (*opposite*). Although “Narrowboat” magazine had come up with some of the early history of the “Success”, no-one ever responded with

any more details and I had forgotten the article myself until last year when, after discovering Greene in the Tunnel Book, I contacted Hugh Potter to see whether he knew anything.

In the Tunnel Book, Greene is recorded as entering the Tunnel at Marsden at an unreadable time on 20th. August 1937 and leaving it at 1.20 pm., then entering at Diggle 10.00 am on 21st. and leaving at 12.00 noon. I checked the microfilms of the local newspapers at Huddersfield Library looking for all three of the 1930’s visitors and soon found articles in both the “Huddersfield Examiner” and the “Colne Valley Guardian” on Greene. It is immediately apparent that the Tunnel Book entries are in the wrong columns, presumably due to a natural tendency to make the first entry on the left, Marsden, page. This is, in fact, not the only example of this error in the book, and it must put a question mark against the other entries on that page, including Woodward and Carr-Ellison. I will put together a summary of the various accounts of his voyage for the next issue.

**Trevor Ellis**



Glossop Chronicle/Narrowboat Magazine

# Come and be Counted at the Tunnel!



## *Celebrating 200 years*

since the Huddersfield Narrow Canal  
opened to through navigation from  
Ashton-u-Lyne to Huddersfield

*Sue Day, Chair of the Horseboating Society, highlights a bicentenary event at Standedge Visitor Centre.*

On April 2-4, 2011, there will be bicentenary celebrations held at Standedge Tunnel in an effort to recreate some of the happenings of 1811. Bands, tunnel legging, guided walks over the tunnel top, waterway crafts, family activities...

On 10 December, 1810, the Company sent a boat through Standedge Tunnel for the first time. At last the Company had a complete canal with water from end to end, resolving at a committee meeting:

*"...that Mr John Rooth be and is hereby directed to inform the public that the Huddersfield Canal is completely navigable for the conveyance of goods wares merchandize and all other materials by advertising the same in the Leeds Intelligencer, the Wakefield and Halifax Journal and in Messrs Wheelers and one of Mr Harrop's Manchester Newspapers"*

On 4 April 1811 – seventeen years to the day since the original Act of Parliament - the

Company organised a celebration the like of which had never been seen before in Diggle and Marsden. There was a formal opening of the tunnel amid great celebrations, and a crowd of 10,000 witnessed the entry into the Standedge Tunnel of a party of 500 guests, who were regaled by a band playing "Rule Britannia" as they progressed towards Marsden.

Add [www.standedge.co.uk](http://www.standedge.co.uk) to your 'Favourites' and keep up with the latest information about events at the Centre.

**Sue Day**

*St George slaying the Dragon at Tunnel End as part of this Spring's Horseboating Society event.*



# Top hole

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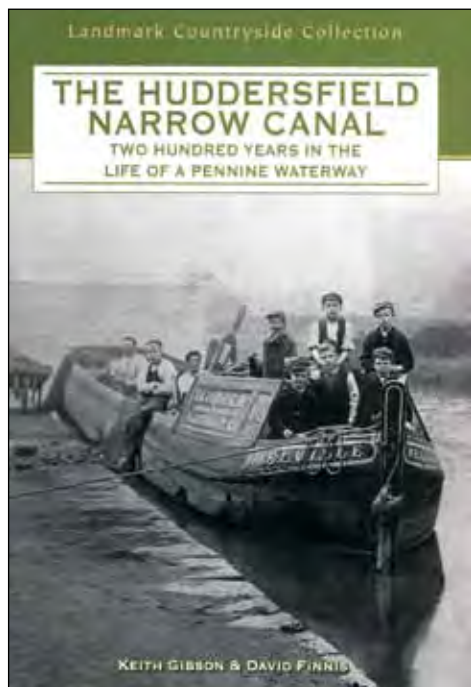
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# Book Review by Ken Wright



## THE HUDDERSFIELD NARROW CANAL *Two Hundred Years in the Life of a Pennine Waterway*

By Keith Gibson and David Finnis

Those of you with reasonable memories will be saying "I thought Keith Gibson had already written this earlier!" And you would be partly right. Keith's earlier volume "Pennine Dreams", published in 2002, was a book of text with many illustrations, dealing largely with the huge effort of re-opening the canal.

His current effort, in conjunction with David Finnis, is more a picture book with text, giving a more balanced story of the canal from its inception to the present day. Additional research has produced some hitherto unseen photographs and lots more detail, particularly of

the canal's working years. It has also presented an opportunity to correct some facts from earlier publications, including "Pennine Dreams" (I am grateful that my long-treasured opinion that the Society's office was a wool shed and loading 'ole for Stonebottom Mill and not a transhipment shed, was correct. The 'shed' is on the wrong side of the canal! The Wool Road slipway was built in the entrance to what had obviously been the genuine 'transhipment' shed). I digress.

The 25 pages of text are in a very small font size but the high paper quality clarifies the print and makes for easy reading. The quality, and thickness, of the paper also assist greatly in the clarity of the pictures and illustrations, of which there are 80 pages, with extensive notes.

And what a collection! The earliest photographs are from the end of the 19<sup>th</sup> century, but there are many from the early 20<sup>th</sup> century, including several from the popular picture-postcard era. There are also some delightful 'etchings' of the type used to head business correspondence in the old days. The classic must be one used by Thomas Hassall, a salt merchant, occupying what had been the canal company's warehouse in Ducie Street, Ancoats, Manchester. The canal basin beyond the building sports at least seven sea-going three-masted sailing vessels! (*Opposite*)

The book is divided into four sections, following a short introduction, namely Building the Canal, The Working Canal, Left to Rot, and Restoration and Re-Opening. Each section is followed by pages of photographs and illustrations relating to the section.



Building the Canal is fairly familiar to those of us who have been close to the canal for some years but I found more information about the individuals concerned and their comings and goings over the many years of the canal's gestation.

The Working Canal is a catalogue of just about every major carrier – who they were and what they did, with dates and many details of boats used etc. This must have taken an enormous amount of research and it is the first time I have seen such detail collected in this fashion. Credit is given to Trevor Ellis and Bob Gough for much of this work. There is also much detail about the coming of the railway, its effect upon the canal and the continued disruption caused by the need to use the canal tunnel to service the railway tunnels. Indeed, during the construction of the twin-track tunnel, opened in 1894, the canal tunnel was closed to general traffic for long periods. This inevitably led to a loss of trade and was the beginning of the end for the canal's useful life.

The statistics show that much traffic transferred to the Rochdale Canal. The records of two major carriers show, in one case, only an average of twelve journeys a year for the years 1901 to 1913 and, in the other case, the main user, an average of 140 per year – 2 or 3 each week – between 1894 and 1905.



Tunnel trade ceased, more or less, with the First World War but the canal struggled on, the last paying tunnel trip being 21<sup>st</sup> August, 1937. This was a canal cruising boat, perhaps a sign as to the future?

Left to Rot is a fairly familiar story, as is Restoration and Re-opening. This being a 'picture book' the story is told in crisp detail but nothing is left out and the political shinanegens are clearly spelled out, as are the various 'hats' worn by the Society as it progressed from being a learner contractor on the Peak Forest Canal to a respected contractor and training centre.

I say nothing is left out. There are many references to the various boats and pieces of large equipment owned by the Society but I can find no reference to the major purchase, Standedge Pioneer, the unique 'tug and butty' combination that operated from Marsden until it was sold off.

Something else left out – and rather strange in a book of this kind. There is no index and no bibliography. Perhaps, as a 'picture book' – and with 137 illustrations it certainly is that – such things are superfluous. There isn't a lot of text so it shouldn't take long to find 'that bit' again!

Published by The Horizon Press at £12.99 this qualifies as a 'coffee-table book', at least for a Christmas.

**Ken Wright**

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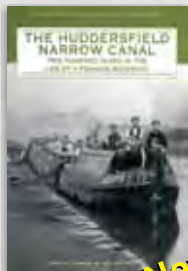
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## Jidoku 19

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The grid represents British Waterways; and the nine letters are all canals within British Waterways. The initial letters featured being:  
 T rent & Mersey, B irmingham & Fazeley, Huddersfield Narrow, L eeds & Liverpool,  
 G rand Union, S tratford, C oventry, K ennet & Avon, A shton.

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*

# 2010 Photographic Competition Results

*Lead judge Alan Stopher comments:*

There was a good range of entries particularly in the Other Waterways category B. As always it was a challenge to select the images for commendation. Most fitted the requirements of the competition admirably but there were three in Category A which were taken on adjoining waterways and were therefore not considered for the Huddersfield Narrow Canal section. One of the Other Waterways category pictured boats drawn up on a beach in a coastal harbour so we considered this did not fit the bill for a waterway view. Some entrants had evidently struggled to produce good quality prints on home equipment and we wondered whether they would have done better to have them commercially processed at one of the many shops. We do appreciate, however, some may prefer to make the prints all their own work.

The overall winner this year came from the 'Other waterways' category. There were a number of industrial and urban pictures to go with the popular boating and rural canal settings and it is clear that our entrants are well travelled. The judging panel particularly liked the composition of John Lower's picture of a canal boat and crew negotiating the reopened bridge at Sleaford. The onlookers concentrating on the waterway activity made for a satisfying composition and it was technically sound in all areas.

The winner of the Huddersfield Narrow category was John Brierley with a technically excellent image of the boat Chug at its Uppermill moorings in snow. Exposure and sharpness were perfect and the composition was assisted by the tree boughs and the bridge.

Still on the Huddersfield, the Category A runner up was an action picture of horse-

boat Maria being pulled and steered into the Marsden portal. People were again a key element of the picture and the fact that the prominent ones were engaged in the process of manoeuvring the boat made for a pleasing image. The flat lighting probably helped the exposure in the often shadowy tunnel mouth without doing many favours for the sky.

Also commended in Category A was Paul White's sunset taken at Stalybridge. The colours were well saturated in the sky and in the reflections in the water. A well chosen viewpoint with the tree balancing the church tower made for a successful composition.

The Category B winner was a busy shot of boats and their crews held up at Apperley Bridge by Leeds & Liverpool water shortage. The picture could have been taken almost anywhere but the key to the success of this picture was the lively engagement of the boaters against a typical waterways backdrop.

The runner up, was a wide angle view of boats assembled at Salthouse Dock at Liverpool Waterfront. The perspective of the moored boats gave a dynamic feel to the picture and the wide open space of the dock and the framing wheel to the right hand edge gave a sense of place.

Commended in Category B was the atmospheric Frost and Fog at Braunston. The author has managed to capture what it feels like as crews prepare for a day's cruising in winter.

Well done to the winners and runners-up and thanks to all for entering. Thank you also to Alwyn Ogborn and Bob Gough for ably assisting in choosing the successful prints. We enjoyed looking at your work.

**Alan Stopher**





Overall Winner - John Lower, Chesterfield  
Re-opening of Eastgate Bridge at Sleaford



Huddersfield Narrow Canal, Winner - John Brierley, Uppermill  
"CHUG" at Bridge 77, Uppermill





Huddersfield Narrow Canal, Runner-up  
John Lower, Chesterfield  
'Maria' enters Standedge Tunnel at Marsden



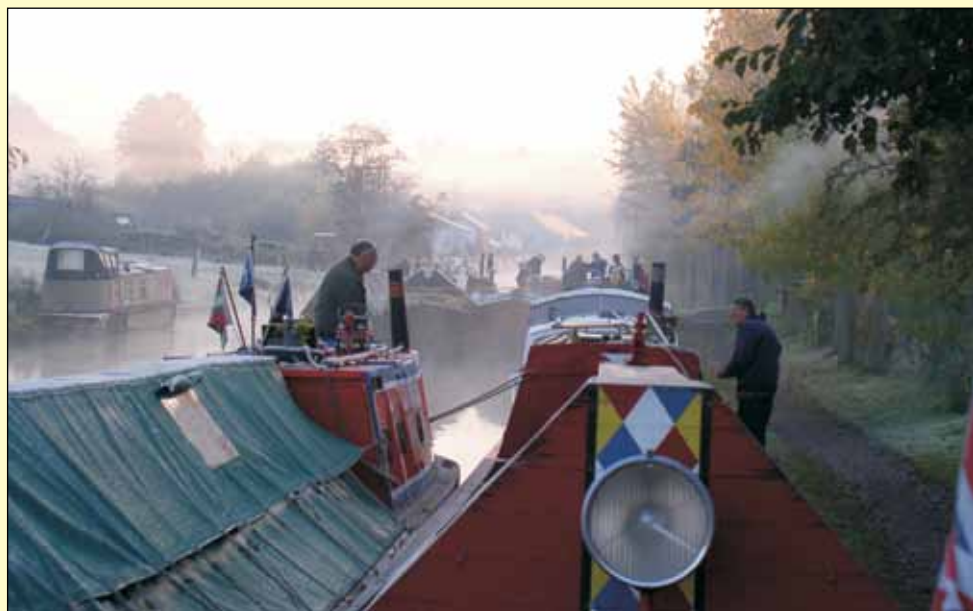
Huddersfield Narrow Canal, Commended  
Paul White, Stalybridge  
Sunset after a stormy day, Stalybridge town centre







Other Waterways, Runner-up - Alan Crosby, Ashton-u-Lyne  
Salthouse Dock, Leeds & Liverpool Canal



Other Waterways, Commended - Brian Holmes, Bradford  
Fog & Frost at Branston, Grand Union Canal

Modern technology has come to the aid of the Hollinwood Canal Society to check out the levels of the 213-year-old canal in Daisy Nook Country Park.

The GPS (Global Positioning System) satellite network was used to measure the exact heights above sea level of the canal between Crime Lake and Bardsley Bridge in Daisy Nook Country Park.

The Society is most grateful to N. D. Oliver and Co. Ltd., Chartered Land Surveyors, of Sale, who carried out the survey, and to the Business in the Community (BITC) scheme, which enables businesses to benefit society by assisting community groups and charities. Gina Hine, who is the North West Community Impact Manager for BITC, put the Society in touch with N. D. Oliver and Co. and arranged a site meeting at Daisy Nook.

The survey was completed on 21st September. N.D. Oliver and Co. gave their services free of charge and

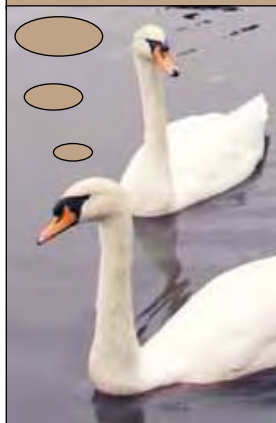
the Society only had to pay for the Ordnance Survey mapping used for the presentation of the results. This is a considerable help to a young Society that lacks significant financial resources.

The survey is a first step towards more detailed investigations exploring the plan to re-open the mile long stretch of water between Crime Lake and Bardsley Bridge, which includes part of the main Hollinwood Branch and much of the Fairbottom Branch.

In the past there has been mining subsidence in the area so it is necessary to find out whether this will be an issue. Other matters that will need to be investigated are ways to prevent leaks at Valley Aqueduct and on the embankment near Valley Farm, which had been a problem in the past.

The plan was first put forward in 2006 in a bid made jointly by the Society and Oldham Council for funding from IWA's Jubilee Grant. The scheme was one of 9

*"Don't encourage him ...  
Greatest Photogenic Swan  
survey indeed!"*



schemes short-listed out of 34 bids. The work would have included removing the infill above Valley Aqueduct and carrying out repairs to that Aqueduct and the one over Crime Lane. The scheme would also have involved dredging as well as vegetation clearance, towpath improvements and a slipway. It would also have enabled a trip boat to be put onto the canal. The short timescale in 2006 meant that a level survey could not be carried out at that time.



In October, volunteers from the Hollinwood Canal Society and from Waterway Recovery Group North West took part in the latest working party weekend in Daisy Nook Country Park.

This time the work involved a continuation of the ongoing removal of small trees from the canal bed of the Fairbottom Branch near Croft End Farm. Nearly all the trees in the canal bed in this area have now been cut back but there is a backlog of stumps from previous working parties still needing to be Tirforded (winched) out, which will keep us busy for some time yet.

As usual, there were opportunities for those who like mud to indulge themselves!

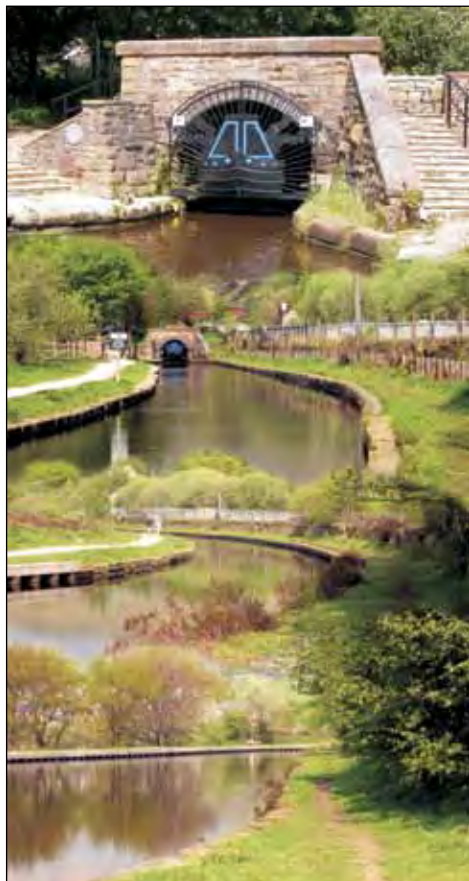
**Martin Clark**



*Hollinwood Society and WRC volunteers giving a tree stump some serious tirfing. Inset: Working Party Organiser, Mike Chase, with mudlarkesses!*



# Diggle Summit Boat Gathering - 2011



**Huddersfield Canal Society will be organising a number of events during 2011 to celebrate the Narrow Canal's bi-centenary.**

The events will culminate with a spectacular Festival Day at 'Diggle Tip' on Sunday 18th September, featuring, over that weekend, a Boat Gathering on the adjacent summit pound.

To get the 'Gathering' started, there will be a Boaters' Quiz on the Saturday evening, to be held at the Diggle Hotel, followed by live music from Brian Badminton (*nb Invicta*).

British Waterways will be at the Festival with their public trip boat offering trips on the Sunday, in and out of the Standedge Tunnel from the Diggle end. This will be a different experience to their usual public trips at the Marsden end as far more natural rock can be seen.

BW (Manchester & Pennine) have carefully considered the water supply position and are allowing up to 20 boats\* to moor on the Diggle summit pound.

Boats will ascend (and descend) the flights at Diggle and Marsden under controlled conditions, in the days prior to and after the event, helped by volunteers from the Canal Society.

Naturally, boaters can depart by returning down the Diggle Flight without having to make a Tunnel transit, unless they plan to do so as part of their itinerary.

You can either download an entry form from [www.huddersfieldcanal.com](http://www.huddersfieldcanal.com) or call the Society Office on 01457 871800 and request a copy by post.

*\* Maintaining a sufficient water level on the summit pound is essential for BW's Tunnel operations and unforeseen water supply issues could affect the number of boats allowed access to the summit for the gathering.*



*Celebrating 200 years*

since the Huddersfield Narrow Canal  
opened to through navigation from  
Ashton-u-Lyne to Huddersfield





# Letters to the Editor

Hello Alwyn

Thank you for the latest copy of Pennine Link. It's nice to keep up with happenings on the canal when we are some distance away. We have been supporters of the Huddersfield Narrow for many years (member number 51) so it was a very special event when in May 2008 we took a boat from Shire Cruisers and navigated the Narrow from Huddersfield to Ashton, a trip we look forward to repeating. On the day of our passage through Standedge tunnel a trial took place using a Shire Cruiser, Fred Carter at the tiller with his trusty gas detector to protect him. We look forward to this new experience of self steer on our next visit.

It was interesting to read about the passage of the hotel boats in issue 171 this reminded us of our return cruise to Sowerby Bridge along the Rochdale canal in the company of hotel boat Periwinkle with Steve and Gill Cookson who have taken guests along the Huddersfield

Narrow on a number of occasions. We met them at Ducie Street junction and their calm determination to complete the challenging section out of Manchester was a huge boost for our crew.

The next visit to the Huddersfield Narrow will be on foot as Ken follows The Great English Walk from Chepstow to Berwick upon Tweed, crossing the Huddersfield Narrow by lock 31E at Lingards. It's been a great walk so far with a number of canal crossings, more details can be found at:

<http://greatenglishwalk.wordpress.com/>

Thanks to the team and keep up the good work.

**Linda & Ken Brockway**

*Thank you for the contact Linda & Ken.  
Good to know you are enjoying the Narrow and canals in general and appreciate the input of volunteers. Your Great English Walk sounds like a big adventure. Good luck. Ed.*

Alwyn,

Your daydream in PLINK 171 about weedy disused motorways seemed strangely familiar:

The Mikron Theatre production of "Over the Top" in 1982 contained the scene in which Queen Elizabeth the Third was present to open a newly restored section of the M62 motorway for enthusiasts to run their preserved twentieth century vehicles!

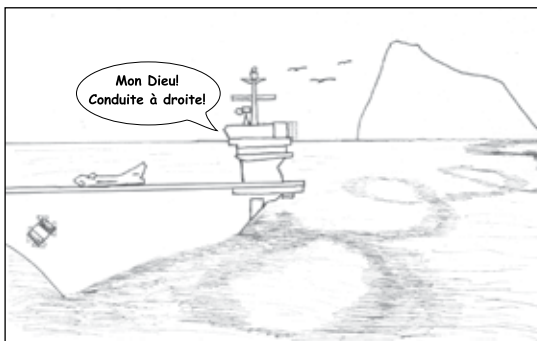
**Geoff Wheat**

Hi Geoff,

*Not being a theatre buff, I was not aware of the Mikron take on redundant roads, though good for them. My thoughts on the private car, formulated over the last few years, is that they are a thromboses of the highways when in use and become litter when out of use, blocking pavements etc. I could expand considerably on these thoughts, but this is not the place. Ed.*

*Alwyn  
daydreams further  
on the consequences  
of the new,  
rather larger,  
boat sharing scheme ...*

*(My Goodness!  
Right-Hand drive!)*



# 74 Club Members

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

Mr & Mrs Robinson	MICHAELMAS
D McInerney	CHELONIAN
G Senior	ASMITHEE
W Cormack	CORNWALL
C Tapsfield	AMBER
G Brooks	CHATTERWELL BEAU



## 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:  
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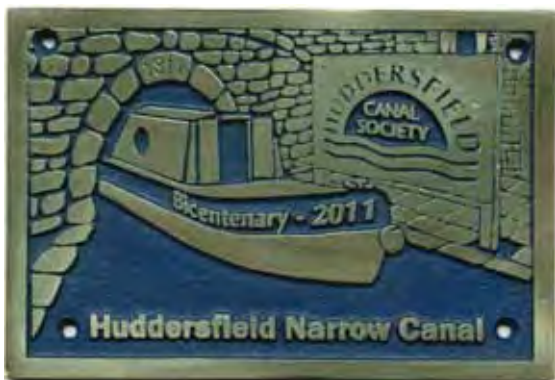
74 Club Plaque  
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# The Back Page

## HUDDERSFIELD CANAL SOCIETY welcomes the following new members

2805 Mr David Browning, [REDACTED]  
2806 Mr David McInerney, [REDACTED]  
2807 Mr Christopher Tapsfield, [REDACTED]

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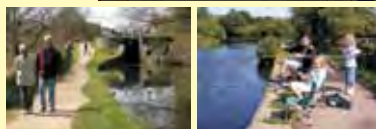
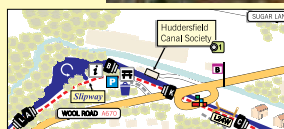
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