

Pennine Link

Magazine of the Huddersfield Canal Society



Huddersfield Canal Society Ltd

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Claire Bebbington *Marketing Officer*

Bob Gough *Administrator*



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

HELP WANTED

Crew co-ordinator for the Marsden Shuttle

After this season Andrea, our co-ordinator, is stepping down and the Canal Society is looking for someone to carry on her work. The role is voluntary but 'out of pocket' expenses are paid. It involves organising the crew rota for our water taxi at Standedge. The post also offers the opportunity to be 'hands on' as part of the team, although this is not essential. Andrea will be in post the full 2012 season, so there will be plenty of opportunity to pick up the 'ins and outs' alongside her. The post would suit a retired person with good organisational skills and access to the Internet would be advantageous.

Please contact: Andrea on 01484 686136 or ring the Office and speak to Dr Bob Gough



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Cover: New lock gates fitted at Lock 28E, adjacent to Bridge 50, Lingards Wood; part of an extensive program of Winter maintenance by British Waterways on the Huddersfield Narrow Canal. Photo: Keith Sykes



Editorial

"The times they are a' changin' " sang Bob Dylan in what was perhaps one of the most iconic song lyrics of the 1960's. Fifty years

on, in many areas of life, including the world of canals and waterways those words could not be more appropriate.

Change is indeed all around us, starting right here with Pennine Link. This is the first edition to be published following my taking over the role as the permanent Editor. I dipped my toe in the water (the canal?) last autumn when I made a guest appearance as Editor but I am now pleased to have been able to take on the role on a regular basis. In saying this I must offer my thanks to Bob Gough and to the colleagues on Council who kept things going in the period since the retirement of Alwyn Ogborn.

Having read and enjoyed this magazine over the years I am aware of the fine example set by my predecessors and the first thing I wish to say is that I am committed to the continuation of Pennine Link as a quarterly publication. I will seek to maintain the standards set by previous Editors and continue to include a mixture of news, comment, history, readers' contributions and quality photography.

Moving on into the wider canal world we are also of course witnessing major changes with the advent of the Canal and River Trust (CRT) which will shortly replace British Waterways as the organisation responsible for the operation and maintenance of canals

and waterways in England and Wales. The new body should have taken up its role in April 2012. However there has been a delay resulting from the need to complete various parliamentary and legal processes and the handover will now take place in early Summer. (More detail of this will be found in Alan Stopher's CRT update article on page 20).

In the past several years we, as a Society, have developed a good working relationship locally with British Waterways and its officers and we will be aiming to maintain and build upon this when the new body takes over. Indeed, as the largest Society within the Manchester and Pennine division we will be looking to develop a constructive and mutually beneficial relationship/partnership with the new Trust in the coming months and years.

Turning now to the Society and continuing with the theme of change, following the bi-centenary and the appointment of a new Chairman, the Society's Council decided that it was time to take stock of where we stand. To review our priorities and set course for a future in the new CRT operating environment.

An initial discussion of this took place at the Council meeting in November 2011 and the outcome was a decision to prepare a new five year Business Plan for the Society. A sub-group led by our Chairman worked on this during December and early January. The draft plan was then presented to and agreed by Council at its meeting on January 19th. The Plan is summarised in a separate article in this Issue.

There is however one of the priorities which I wish to pick out and expand upon here. Those preparing the Plan felt that, in the context of rapidly changing world we need to improve the way we communicate with our members. At present this takes place almost exclusively through the pages this publication which appears of course just four times a year. However the facts of modern day life and the revolution in communication technology cannot be ignored, nor should they be. The fact is we live in a world of 24/7 news and instant communication via text, e-mail and the various social networking sites. We believe that, moving forward, HCS needs to embrace this new technology and through it improve our service to members.

We are therefore doing two things to improve our offering. First we are in the process of developing a new web site for the Society. The key difference from the current site is that it will be more flexible and able to be updated more quickly and easily to reflect events as they happen. It is also intended that it will include a facility for an online members forum. Work on developing the site is currently in progress and we hope it will be going live in the Spring. There will be more on this in our next Issue.

The second improvement will be the launch, also in the Spring/early Summer, of Pennine Link Extra (PLE). This will be an electronic newsletter which will be sent out to members by e-mail. It will be published at least monthly and the intention is for it to complement Pennine Link by giving a level of immediacy to news and information which a quarterly publication can never do.

It will aim to given members, amongst other things, news about the Society and information about events which are taking place or are proposed on or in the vicinity of the canal. It will also enable us to keep members up to date with changes in the wider canal world.

PLE will be sent out by e-mail and if members are to be able to receive it, it is essential that the Society has an up-to-date e-mail address at which each member can be contacted. We will then create an e-mail database which can be used to circulate PLE.

For this we need your help by letting us have an e-mail address via which you can be reached. To do this simply send an e-mail with the words in the subject line "Plea for PLE" to the Society office at:

claire@huddersfieldcanal.com

Having registered your address we will ensure that all group mailings are sent out 'blind' so that your address will not be shared with any other person who receives the e-mail.

I hope that members will be happy to provide this information and on behalf of the Society I look forward to the task of keeping members up to date with life on and around the Huddersfield Canal.

Finally, as Spring is arriving and the days are lengthening best wishes to all of those who will be boating in the coming months and equally to those whose enjoyment will come from walking the towpaths and appreciating the waterside environment.

Graham Birch



Chairman's Report

There is certainly plenty going on nationally and locally. The start of my tenure as Chair of your Society comes

at an interesting time. Against the background of the momentous changes in the management of inland waterways in England & Wales, we have been giving careful consideration to our role in the future. Your Council has approved a new Business Plan. I am grateful for assistance given by Patricia Bayley, Graham Birch and Mike McHugh in preparing draft documentation and it is pleasing to report unanimous backing from all Council members present at the January 2012 meeting. Graham Birch provides a summary of the plan elsewhere in this Edition. Suffice to say that we have clear aims and objectives and a revitalised action plan for the foreseeable future. Our future sustainability will depend on generating an increased level of income and our relationship with the Canal & River Trust.

Graham has also taken on the Editorship of Pennine Link after a short period when guest editors have filled the gap left by Alwyn Ogborn. Thank you Graham for taking up this challenge and to those who have helped in the meantime. You will see from Graham's editorial that he is also leading on expanding and improving the Society's methods of communications. If you use email, please support him in his endeavours to distribute the news.

Maintenance work on the Huddersfield Narrow Canal continues during the Winter closure period. It is heartening to see BW's current level of investment in new lock gates which constitutes the lion's share of the funding available for such work in the

Manchester & Pennine area. Your Society will continue to press for and support such levels of investment under the new organisation.

By the time this edition lands on your doormat the 'new' section of canal at Huddersfield Waterfront will be completed and ready for its first boats. I doubt whether anyone will mourn the demise of the 300-metre long tunnel with its sheet pile walls which was essential in 2001 to negotiate the Sellers Engineering works.

The Canal & River Trust (C&RT) has moved closer to being a reality and although there has been some slippage in the start date, there is now certainty of funding for the first 15 years. My article in this Issue gives a blow-by-blow account of developments. From a Canal Society standpoint much will depend on the local priorities set by the new Trust. You can rest assured that your Council will be diligently pursuing the interests of the Huddersfield Broad and Narrow Canals. Effective engagement with local groups and communities will be essential if C&RT is to achieve its aim of becoming the 'National Trust' of the Waterways.

As Spring approaches there are some positive signs to report. I'm very pleased to be able to congratulate our own Graham Birch on securing a place on the new Manchester & Pennine Waterway Partnership. With his background in local authority planning and regeneration and knowledge of the South Pennine Ring in Greater Manchester he is sure to be an asset to the new organisation. Walter Menzies is an excellent choice as his Chair. In previous roles he was very supportive of the restoration of the Narrow Canal to through navigation. I was also pleased to see that Nigel Stevens of Shire Cruisers

was elected to the Canal & River Trust Council as well as securing a position in the Manchester & Pennine Waterway Partnership. Members of the Waterways Partnerships give their time freely and it is good to know that committed and knowledgeable people are prepared to take on such duties to the benefit of our waterways.

It has now become clear that Standedge Visitor Centre and the Anderton Boat Lift Visitor Centre are to join Gloucester, Ellesmere Port and Stoke Bruerne Museums to be managed together. The aim is for all 5 sites to benefit and learn from each other's experiences. The current Museums Management Board will transform into the Museums and Attractions Partnership, one of thirteen Waterway Partnerships across England and Wales. The Society has had a preliminary meeting to explore a closer involvement at Standedge following the establishment of the Canal & River Trust. Watch this space for further details.

In contrast to the drought affected waterways of southern England the new cruising year on our canals will start with reservoirs full. This together with reduced lock gate leakage should help to attract boaters and other visitors to our wonderful Pennine scenery.

I was delighted to receive a letter of continuing support from our Patrons, Timothy West and Prunella Scales, and I hope that it won't be long before they visit our canal once again.

I recently attended my first Northern Canals Association meeting. It was held at Staveley in North Derbyshire, in a fine new canal-side building run by the Chesterfield Canal Trust. There was an excellent talk on the development of heritage

building skills and another on making bids for funding. Brief updates were given by all the different canal societies present. It was noticeable how even in a difficult financial environment, progress is being made on restoration work on a number of projects from Birmingham northwards. It was evident that most of the societies have followed HCS's footsteps in tailoring funding bids to meet wider outcomes such as regeneration and training, yet still succeeded in restoring their local waterways.

That's almost all for this time but I could not finish without recognising my predecessor's leadership of our Society for the period following the reopening of the Huddersfield Narrow. I'm pleased to say that at the Council meeting on 15th March 2012, we thanked past Chairman Neville Kenyon for all his work in leading the Society since 2003 by presenting him with a framed print of the original Cary map showing the then proposed route of the Huddersfield Narrow Canal.

Enjoy getting out and about beside or on the waterways this Spring.

Alan Stopher



Bob Cough

Chairman, Alan Stopher presents Neville with a framed print

A New Business Plan for HCS

Graham Birch writes:

With bi-centenary successfully marked and looking ahead to the coming major changes in the funding and management of our Canals and Waterways, Council decided in November 2011 that it was time to review the Society's own aims, objectives and priorities. Accordingly it was decided to prepare a Business Plan to map out the way forward for the Society over the next five years.

A working group, headed by our new chairman, was nominated to prepare the plan which was duly drafted for presentation to Council at its January meeting. The Plan, comprising a Policy Statement supported by three appendices (an Action Plan, a Financial Plan and a Promotion and Marketing document) were approved by Council subject to there being yearly reviews of progress.

The full document, including appendices, runs to more than 30 pages and would take up the whole of this issue of Pennine Link if it were to be reproduced in full. The following summary seeks to set out the key priorities and proposals in a more digestible form.

Why do we need a new Business Plan?

It is ten years since the successful reopening of the Huddersfield Narrow Canal to through-navigation. During that time the Society has continued to promote the canal whilst using its reserves to fund its operations on a deficit basis. It has been agreed that this new Business Plan is required to take into account the changes in waterway management and, at the same time, plan a more viable long term future for the Society.

Our Vision

We are agreed that our vision is to:

Ensure the viability and promotion of the Huddersfield Broad and Narrow Canals as navigable waterways within the overall network in perpetuity.

Our Aims

Achievement of this vision involves the following aims:

- To promote and encourage in all possible ways, the proper use, improvement and maintenance in good order of the Huddersfield Canals and their connecting waterways.
- To protect the interests of the canal and to develop the potential of the canal and its corridor for sustainable business, social and environmental uses and to support the visitor economy.
- To hold such events and meetings as are necessary, and support and co-operate with other organisations and individuals concerned with the conservation and improvement of inland waterways in the South Pennine Ring in particular and the northern network in general.

Our Current Position

Looking at our current position many positives can be identified:

- The Society is well regarded in the waterways community following the completion of the 'Impossible Restoration'. It has maintained membership following reopening to through navigation and has continued to support and promote use of the two

Huddersfield canals over the last 10 years.

- There are skilled volunteers crewing boats and undertaking lock painting and greasing and vegetation clearance.
- Events are organised from time to time, the most recent being the successful bi-centenary celebration at Diggle.
- It has continued to have a good working relationship with British Waterways and the three local authorities.
- The Narrow Canal is seen as a wonder of the waterways and its landscape value is second to none. It is however a challenging canal to navigate and improvements could be made if funding was available.

Our Challenging Operating Environment

The Society welcomes the transition of British Waterways into the Canal and

River Trust (C&RT) with the resultant potential for the Society having a greater role in ensuring effective local engagement with the new body. C&RT however comes into existence at a time of national austerity. High unemployment and reduced disposable income for many will have an impact on charitable income and it will be a challenge to compete for funds in a crowded sector.

HCS exists in the same environment. HCS's volunteers do an excellent job but it will be essential to encourage new younger volunteers to get involved. If volunteer tasks can help them into employment in due course this would be mutually beneficial. C&RT will be following the same route and there is potential for collaboration.

Even in the present climate funding for charitable and voluntary organisations is available from such bodies as the National Lottery and Landfill Tax Trusts. We have had recent success



A highly successful Bicentenary event at Diggle

Ian Bradbury

in accessing such funding and further opportunities will undoubtedly arise and should be sought out, perhaps again in collaboration with C&RT.

The three Local Authorities within whose boundaries the canal flows have been very supportive and will continue to fund the operation & maintenance of the HNC for the next ten years. At a time of severe cost cutting and staff reductions in these authorities HCS has a clear role to explain where the funds are being spent and the importance of maintaining through navigation.

Tourism as with other industries has been hit by recession but there are signs that “stay at home” holidays have become more attractive and viable for some people. Visits to our canals could continue to grow along with expectations as to the standard of maintenance and availability of facilities.

The Society’s mode of communications has been traditional and advantage could be taken of increased computer literacy and connectivity to improve and widen our links with our own members and the outside world.

Our Current Role

As a Society we currently have many roles and we undertake many tasks within the remit set by our Memorandum and Articles. These include:

- Providing information to members and partner local authorities
- Providing information and presentations to interested groups
- Promotion of the canal through various media to keep the canal in the public eye
- Providing advice to the canal operator on priorities



- Keeping a presence at Standedge Visitor Centre
- Providing educational opportunities to local schools
- Campaigning to ensure that the Huddersfield Canals are adequately financed
- Providing boat trips for customers
- Adding value to the canal experience
- Providing volunteer experiences including some maintenance of the canal
- Organising occasional festivals
- Holding social events
- Monitoring of the Operation and Maintenance Agreement
- Giving confidence to funding bodies that money has been well spent
- Managing our resources effectively and in accordance with Charity status

Our Future Role and Priorities

For the purpose of this Business Plan we have worked through this list of roles and tasks and have asked ourselves:

- What is being achieved ?
- Is it still relevant and useful ?
- What improvements can be made ?
- What else should we be doing ?

By doing this we have proposed a way forward for the foreseeable future (no more than 5 years) and sought to determine the resources needed to achieve our objectives.

Some of our proposed actions will be implemented immediately while others need to have their feasibility assessed or are dependent on external factors.

However, as a starting point it is proposed that the following general principles be adopted to inform actions in the first two years of the Plan.

Promotion of the Pennine Ring

The current changes in waterway management and our possible relationship with the Canal and River Trust are likely to have a major influence on the Society's plans and some changes may take a while to emerge. Given its importance as the main cruising route for visitors to our canals it is proposed that the Society should consider a wider role in relation to the South Pennine Ring.

Staff Resources

Whilst the future holds many uncertainties it is considered prudent for the Society to position itself to take advantage of opportunities by maintaining its current staffing structure.

Promotion

Many of the Society's activities are of a promotional nature and a range of ideas as to how we could improve our profile have emerged. It is proposed therefore that the promotion of our profile should be a significant and ongoing component of our activity.

Engagement

Engagement with current and future partners and with community groups and businesses along the route of the two canals is another key area. In particular development of links with local authorities, the Canal & River Trust and large organisations with waterfronts such as Huddersfield University and Kirklees College will be increasingly important.

Understanding our position

It is agreed that there is a case for increasing our understanding of who is going to use Canal Society's services

and how best to contact them. We will therefore consider undertaking/commissioning work on:

- Research – who are our real and potential clients, who are our competitors?
- Strategy – how will we reach our target users and what mix of people will we expect?
- Forecasting – What are our assumptions about the use of our services?

Feedback from this should guide future Business Plan reviews.

Within these general principles amongst the actions to be pursued in the first year of the Plan are:

- Pennine Link will continue for a minimum of two years in its present form but it will be supplemented by the introduction of an (at least monthly) electronic newsletter – Pennine Link Extra, so as to provide a better news and information service for members.

- The discussions which commenced in Autumn 2011 with a view to creating a new look, more flexible Society web site to be continued with a target for the launch of the revamped site in Spring 2012.
- To ensure that every opportunity is sought to present the Canal and the Society in a favourable light through the written and broadcast media.
- To establish and develop effective lines of communication with C&RT building upon the relationship which we already have with officers of British Waterways.
- To encourage and support representation by Council members on C&RT Waterway Partnerships (Manchester & Pennine and North East)
- To strive to ensure the continued operation and viability of Standedge Visitor Centre by engaging with BW/ C&RT to identify ways in which HCS can contribute to its operation and by upgrading and enhancing the current HCS presence at the Centre
- To target specific works which will improve navigation and therefore encourage visitors by boat.

For example moorings at Marsden and Linthwaite, widening of locks to take 7ft narrowboats and improvement of signage

- To bid for funds for projects in value of up to £50k and lend support to C&RT bids for larger projects.



Pennine Link will continue ...

- Through consultation with C&RT, to widen the range of volunteer roles and identify and sign up suitable members.
- To develop ideas for a rolling programme of festival events to take place over a period of say five years
- Through partnership working and other promotional activities create awareness of the role of the Huddersfield Canals as part of the Pennine Ring.

Financial Planning

All of these actions are underpinned by the objective of our new Financial Plan which intends moving the society onto a sustainable level of operation within the next 5 years. 'Sustainable' is taken to be a surplus of revenue over expenditure of at minimum 5%. Only once this has been achieved will the Society be in a position to pursue its goals for the foreseeable future.

Existing revenue sources have been examined with a view to increasing income from them. Other potential revenue sources have been identified in order to obtain additional income.

Major existing sources of income comprise investment income, donations, subscriptions, and trading income. Currently the major one amongst these is Investment income but this will clearly continue to fall whilst we continue having to sell investments. However other income can all be increased by more effective marketing.

Other potential revenue sources include legacies, contract income and grants, for example,

Marketing to members and donors of the new tax benefits available to those

leaving part of their estate to charity could lead to a substantial income from legacies in the medium to long term.

It may be possible to contract with the C&RT to undertake some maintenance on the canal thereby producing an additional contribution towards our overheads.

Obtaining grants for projects such as the improvement of the navigability of the Huddersfield Canals as a part of the South Pennine Ring could provide an additional contribution towards our overheads.

In summary our new financial plan based on income, expenditure and cash flow forecasts for the next five years aims at raising sufficient extra revenue, from these and other such other sources as present themselves, to meet our objectives and coming into surplus in 2016.

Review of the Business Plan

The main thrust of the Business Plan is to be reviewed after 2 years. The Action Plan will be reviewed annually with priorities identified year on year. In the course of each year the Council will receive regular reports on progress with implementation.



"The Society welcomes the transition of British Waterways into the Canal and River Trust ..."

Pennine Link Extra

COMING SOON ...

*(... but only if
we have your
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***We wouldn't want
you to miss out ...***

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What the Papers used to Say!

Keith Noble writes: Society stalwart Neil Fraser was a railway enthusiast and his interest in the Huddersfield Canals arose from their being owned by the London & North Western Railway Company. His diligent researches involved combing microfilm images of old newspapers, particularly the Huddersfield Chronicle (publ. 1850 - 1900). Here are some of his extracts, with attributions where known:

An advertisement appeared for the sale of 14 of Thomas Nicholson's canal boats. These may well have been used for building the first railway tunnel. Nicholson is referred to as operating a quarry at Shooters Nab from where kerb edges, window sills and hearth stones were brought to the canal for onward transport. **(HC 20/04/1850)**

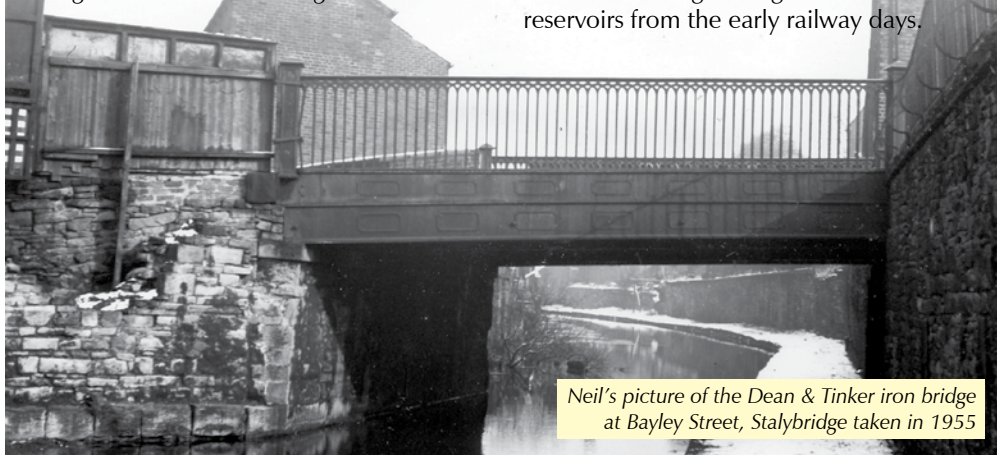
A boat, owned by Mr Joseph Farrar, loaded with quicklime caught fire at Marsden, the vessel being sheeted over at the time. The Chronicle attributed the cause of the fire to a fall of rain igniting the cover. **(HC 27/04/1850)**

(It may seem odd that rain should start a fire, but if quicklime gets wet, the reaction, or 'slaking', generates a great deal of heat, enough to set fire to covering materials)

James Sykes, a boatman, was charged with flushing Fieldhouse Green Lock by neglecting to close the bottom cloughs before opening the top ones. Two policemen gave evidence and he was fined £2.00 plus costs. A charge of assault by Sykes and his son was withdrawn. **(HC 09/09/1850)**

An article referred to a stretch of canal at Lock 2 following a letter from JW Moore entitled 'Necessity for Public Bathes for the People of Huddersfield' claiming 'The favourite resort of clerks, artisans but more expressly of factory workers who congregate in hundreds on the warm summer evenings to revive their flagging energies with a dive into the dirty water, oft time seasoned with the exhalation from the bleached carcass of a dog or cat or both, never much less welcome on that account to the dirt laden bodies of those industrious workers' (Phew!) **(HE)**

Public concern was expressed over the state of Slaithwaite Reservoir. The Canal Engineer, Mr. R. Stewart Carter, and Sub-Inspector Edward Greenwood carried out an inspection before pronouncing the structure in good order ... Evidence was to be seen of strengthening works on canal reservoirs from the early railway days.



Neil's picture of the Dean & Tinker iron bridge at Bayley Street, Stalybridge taken in 1955

The Huddersfield Chronicle

AND WEST YORKSHIRE ADVERTISER.

No. 60.

SATURDAY, MAY 24, 1861.

Price 4½d.

The memory of the Black Flood of 1810 and the burst of Billberry Reservoir were still a cause of great apprehension. At Redbook the head of the reservoir was strengthened during that year. **(1851)**

A new iron bridge was installed at Stalybridge between locks 30 & 31 (*actually at Bayley Street between locks 3 & 4W*) which bore the legend Dean & Tinker 1851 in cast letters. (*See opposite below*)

On 7th August 1852 James Daw, a boatman, was fined £2.00 plus 12s/6d costs for not closing bottom cloughs before opening the top ones at Slaithwaite and wasting water in the 26th Lock. On 22nd April 1853 John Turner was fined £2.00 with 7s/6d costs for wasting water whilst arguing with another boatman over whose boat should pass through Lock 3E first. (*Water was a precious commodity for the commercial navigation and strict byelaws were enforced for occasions of waste. Water still is precious, but imposing a penalty for wastage these days would be an interesting challenge!*)

A vessel owned by Thomas Nicholson capsized at Standedge after striking the tunnel sides causing a load of stone windowsills destined for Manchester to shift. The leggers were in the water for three hours before help arrived and the tunnel had to be drained before the boat and its contents could be removed.

In 1855 three boys were before Huddersfield magistrates charged with throwing stones into the cut at Slaithwaite. Mr Hartley, appearing for the L&NW Rly., said he didn't want to press charges. The action was brought simply as a warning, as the boys were not very bad and attended Sunday School.

Apprehension arose over the condition of Tunnel End Reservoir after 'rains unprecedented in the present century' came on 14th & 15th August 1856.

A terrible accident occurred to a young child (*Mary Ann Taylor*) at Ramsden Mill where the upper balance beam, by reason of space, was placed opposite the towpath and when closed fitted inside a cavity in the wall where the child met a terrible end. The vessel was a Kenworthy boat named 'Calder'. (*Contemporary Minutes from the LNWR recorded that the Inquest returned a verdict of accidental death and, rather coldly, "No blame attached to the Company" 3/08/1857*)

In August 1857 a mishap occurred aboard the Rafogden (Wakefield) vessel, 'Tyne', carrying a load of lime and a case of matches. Between Locks 27 & 28 the matches inexplicably caught fire and Capt. John Apostle (known as 'Red Jack') manoeuvred the vessel near a lock and the matches tipped out. The vessel from Bugworth also carried the boatman's wife and children.

Edward Greenwood noted considerable improvements made at Tunnel End. A self acting tumbling bay had been fitted, the embankment strengthened, four extract or feed pipes fitted and a 3ft. 6ins barrel culvert built for floodwater when the weir cannot take it. **(HC 19/09/1857)** (*Despite these precautions, on the 20th September 1946, a boulder carried by floodwaters caused a breach in the spillway wall and the waters tore out a chasm below the nearby railway lines.*)

Neil Fraser

[Edited by Keith Noble, January 2012]

HC - Huddersfield Chronicle

HE - Huddersfield Examiner

Pennine Link - 17



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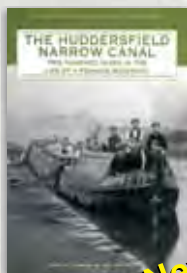
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The grid represents British Waterways; and the nine letters are all canals within British Waterways. The initial letters featured being:
Trent & Mersey, Birmingham & Fazeley, Huddersfield Narrow, Leeds & Liverpool,
Grand Union, Stratford, Coventry,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

The New Era is Almost Upon us

This is the third article about progress on transforming British Waterways into a Trust.

Previously in Pennine Link

The Winter edition of 2011 left readers with the news that the new organisation would be called the Canal & River Trust (C&RT for short) and that the Transition Trustees were hard at work on a wide range of issues but particularly on seeking an increase in the government funding package. The Department of Environment Food and Rural Affairs (Defra) were holding a second consultation on some of the legal transfer issues and belatedly were consulting on the abolition of the Inland Waterways Advisory Council.

So what's happened since the end of November 2011 when the last Pennine Link went to press?

Call to Arms

The Inland Waterways Association (IWA) led a 'Call to Arms Campaign' to lobby the Government through sympathetic MPs with the aim of seeking a more realistic funding package for the new Trust. As Chair of HCS I wrote to my local MP, Barry Sheerman, and received the encouraging response that he had been raising the issue whenever opportunities arose.

The All Party Parliamentary Waterways Group of MPs met for one of its infrequent gatherings on 8th December 2011. The Waterways Minister, Richard Benyon MP, took the opportunity to inform the group of progress on the Canal & River Trust and was questioned by group members and waterways stakeholders.

The main points were:

- On governance for the Canal & River Trust, there was a target for 50% of the Council to be elected over time.

- On membership, the Trustees had decided that the charity should not have a membership for fund-raising purposes, believing that other means of raising funds and stimulating voluntary giving were more effective for fundraising than a formal membership.
- Negotiations on government funding were complex and ongoing.
- The Minister gave an assurance on waterways classification that any application from the Canal & River Trust to reclassify a waterway would be subject to a full cost benefit analysis and wide consultation with those likely to be affected as required by the Transport Act. In addition, he was sure that the Trustees would consult the charity's Council and the relevant Waterways Partnership before embarking on such a significant course of action that would impact on a large number of its users.
- He did not want or expect to see closures of any waterways, as that would not be constructive.

Feedback on second Defra consultation covering the Transfer Order

In early January 2012, Defra reported back on the supplementary consultation on the New Era proposals.

The Government agreed with the IWAC (Inland Waterways Advisory Council) stance on the application of the Freedom of Information Act. This was for it to apply only for the exercise of functions of a public nature, thus achieving the necessary transparency and accountability without unduly burdening the charity. The other largely uncontentious proposals were unamended.

In other respects the response was disappointing. Little or no attempt was made to deal with the additional issues raised by IWAC and other stakeholders. For example IWAC had argued that protection for waterway paths should be more extensive than the Government proposed, that more urgent attention should be given to remainder waterways, that the Government should have wider reserve powers than those related to national security and that greater protection should be given to members of the BW Pension Scheme. In every case the Government Response either disagreed with the objection without giving detailed reasons or chose not to address the issue raised by IWAC.

Delay

By mid-January there was increasing speculation that the Canal & River Trust might not achieve the planned April 1st 2012 vesting day.

Funding announcement - the one we had been waiting for

A flurry of activity at the end of January brought the news that everyone had been waiting for. The agreed settlement between Defra and the Canal & River Trust was released.

The deal is now a 15 year commitment. It preserves the £39 million per annum grant, presumably to convince the unwary that the Government had stuck to its original plan, and adds inflation to this figure after 2015, together with a further payment of £10 million a year from 2015. This £10 million is conditional on some undemanding requirements for the maintenance of assets and will reduce over the last five years of the 15 year programme.

A further element is a last resort £125 million guarantee to the pension fund

so that, if C&RT becomes insolvent, the Government will top up the pension fund. However C&RT will continue to be responsible for the fund, which in 2010 had a £65 million deficit. To reduce this deficit the Government has allocated an additional £25 million, which C&RT will immediately pay into the fund. C&RT Chairman, Tony Hales described the deal as "tough but fair".

The deal is double the original offer overall and now lasts for 15 years instead of 10. This gives more certainty to the new organisation and therefore grounds for optimism.

The other key points in the announcement were:

- Subject to satisfactory conclusion of outstanding issues, the Government planned to lay the Transfer Order in Parliament in February. Following scrutiny by Parliament, the new charity will be launched in June 2012.
- The inland waterways managed by the Environment Agency will transfer to the new waterways charity from 2015/16, subject to the next spending review and the agreement of the charity's trustees.

IWAC to be abolished

It may not be a surprise to learn that following the Defra 'consultation' on the abolition of IWAC, the Government confirmed what it had first decided 18 months before. Huddersfield Canal Society, the Inland Waterways Association and other consultees sought a reprieve for IWAC so that it could provide advice for the first two or three years of the new Trust. Despite this, abolition was confirmed on 1st February 2012, subject to Act of Parliament. To add insult to injury, the outcome was released inadvertently by the Chair of the Environment Food and Rural

Affairs Select Committee ten days before the Government published its consultation response. The Minister subsequently issued a rare apology for the 'cock up', but the deed was done.

Working Together

In mid Feb 2012 IWA and C&RT held a joint workshop in Birmingham on the theme of 'working together'. Over 100 waterways supporters from across the country representing waterway Trusts and Societies participated including two of our own Council members.

The facilitated day was spent enjoying a look back at past achievements, looking at the challenges and rewards facing everyone when the Canal & River Trust is set up and most importantly how everyone can work together in the future for common shared aims. The day was judged a success by all involved and there seemed to be a new spirit of cooperation across all bodies to make the most of the exciting opportunities that now exist.

Restoration support and expansion of the network was a key element throughout the day and was seen as a shared priority to keep momentum going whilst making the most of what had already been achieved - the headline for the day and for the future based on what has been achieved on the waterways over the last 60 years seemed to be 'the impossible is possible'. Now where have we heard that sentiment before?

Canal & River Trust Council elections

C&RT Council elections got underway in Feb 2012. To recap, the Council is to be the guardian of the long-term values and purposes of the Canal & River Trust. While the Trustees are responsible for determining policy and strategy, the Council will have an important role in helping to shape policy, raising and debating issues, and providing guidance, perspective and a

sounding board for the trustees. The three rounds of elections involved:

- Private Boater - 4 seats available
- Boat Businesses - 2 seats available
- Staff representative - 1 seat available

By virtue of it running a boat business HCS Council had a vote on the second of these.

Setting up of the Waterway Partnerships

Readers may recall that there will be 13 of these partnerships. Our own two canals and the Standedge Visitor Centre will be covered by the Manchester & Pennine, the North East and the Museums and Attractions Partnerships.

Opposite, Graham Birch reports on the newly appointed chair of the Manchester & Pennine Waterway Partnership, Professor Walter Menzies. Lawrence Newman is Chair of the Museums and Attractions Partnerships. **Mark Penny**, previously Yorkshire Water Director of Customer Service and Networks, has just been appointed as Chair of the North East Waterways Partnership. This means that almost all the Chairs are filled. Each one will automatically have a seat on the C&RT Council. Recruitment of the remaining members of the partnerships is underway at Manchester & Pennine and Museums & Attractions. The North East will follow.

So there we have it. As I write, the draft BW Transfer Order has started its journey of approval by both Houses of Parliament. By the time the next update appears it is likely that the new Trust will be getting to grips with managing over 2,000 miles of waterway on our behalf, and HCS will have new partners.

Alan Stopher
March 2012



Introducing Professor Walter Menzies

Chair of the Manchester and Pennine Waterway Partnership

When the transfer from British Waterways to the Canal and River Trust takes effect, the responsibility for our Canal will rest with The Manchester and Pennine Waterway Partnership. The key role of Chair of the Partnership will be held by Professor Walter Menzies.

Educated as an architect and urban designer in Edinburgh and Oxford, Professor Menzies' early career was in private practice in London. He moved to the North West in 1984 when he became Chief Executive at Groundwork Macclesfield .

In the years that have followed he has become an inspirational promoter of sustainability in the North West and his influence has spread far and wide, to National and International levels.

After leaving his post with Groundwork, he became the founding Chief Executive of Sustainability Northwest, a ground-breaking organisation which drew senior partners from across the region to engage in the challenges of climate change and debate the environmental issues of the day.

He also took an active role in the UK's Sustainable Development Commission, helping to position the North West at the forefront of sustainable policy in the national eye.

In the North West today, Walter is probably best known for his achievements as Chief Executive of the long-running Mersey Basin Campaign. This was a third sector partnership dedicated to sustainable development.

The Campaign pioneered integrated approaches to river basin management involving the improvement of waters, the regeneration of watersides and the engagement of communities and businesses. It concluded its work in March 2010.

During his time with the Campaign, he achieved a substantial profile for the programme and overcame a range of hurdles to exceed targets and leave a legacy the North West can be proud of.

In addition to the above, he has also held non-executive positions at Waterwise, the Healthy Waterways Trust, the Land Restoration Trust and Look 2011.

Walter is still widely recognised as a champion in his field and his commitment, sense of humour and charismatic personality often go before him. It is these qualities and this experience which he will bring to his role as founding Chair of the body responsible for our region's waterways.

Graham Birch



Professor Walter Menzies

2012 Photographic Competition

Spring has arrived!

An ideal time for getting that
winning picture to enter in
our 2012 Competition

2009 - David Mounsey

2008 - Alan Crosby

2012 - Will you be the
Narrow Canal Category
winner? Entry details in
the next Issue.

2010 - John Brierley

2011 - Andy Tidy

SSGG on the Towpath!

Steph Pelmore of the SSGG writes:

On Saturday March 17th, volunteers from the Street Scene Greenfield Group (SSGG), a sub-group of Greenfield & Grasscroft Residents Association, met with British Waterways for their first session in tidying up the canal towpath. *(above right)*

This is being carried out in conjunction with the national “Love where you Live” campaign which is strongly supported by OMBC who kindly supplied high visibility jackets, gloves, grabbers and bags. BW supplied the other necessary tools and in less than 2 hours, the group had collected 12 bags of rubbish from just a small section of the canal side.

At the same time, our “Heroes of the Snow” became “Heroes of the Rubbish” as Members of Oldham Mountain Rescue Team abseiled down the canal bank from Chapel Road, armed with grabbers and bags. *(below right)* They then proceeded to clear the area above (between Chapel Road and Oldham Road), and in a little over 2 hours, collected more than 45 bags of rubbish.

It was an amazing effort and grateful thanks have been passed to them from many local residents, as well as Street Scene Oldham and the Kingfisher public house who now look out upon a clean and rubbish-free canal side.

SSGG is looking for more volunteers to work on improving the canal towpath which will continue to be taken under the guidance of British Waterways. It is hoped to hold a further session in the not too distant future. If you are interested, in the first instance, please email your details to Street Scene’s Co-ordinator Peter Lowe at:

plowe@peter-lowe-consultancy.co.uk.



Steph Pelmore



Steph Pelmore

**SSGG is Greenfield-based
Community Action**

WORKING FOR YOU
*to build confidence and pride
in our community*

You Can Make A Difference

New Members welcome, contact:

info@ggra.co.uk

BW Open Days on the Narrow

Keith Sykes reports on the Open Day at Lock 32E, Sparth - 23rd January 2012

Bingley Five Rise locks had an "Open Weekend" to display all the renovations that had taken place there, including the opportunity to "walk through" the bottom of the locks, advertised through television and newspapers.

Lock 32E's "Open Day", next to Sparth Reservoir, was a less grand affair on a damp and dismal Tuesday in January, hence the numbers attending were considerable less; four, when I was there late morning.

However British Waterways had stopped work for the day; put platforms and fencing up so one could stand in the middle of the lock chamber, albeit 18 foot above the floor of the lock, and peer down into its murky depths. Now, without water, the whole aspect of the recently fitted new gates, new concrete flooring and the bottom of the top sluices, which are forever under water when normally working the lock, could be seen.

On hand to explain the technicalities of the operation were Judy Jones (BW Heritage) and Simon Henry (BW PR and Marketing)

as well as staff from BW Manchester and Pennine region's construction team.

The new lock gates, manufactured at Stanley Ferry, Wakefield had, in late 2011, been brought on the last leg of their journey to the site by canal workboats from Lock 24E, the guillotine lock, in Slaithwaite where there is road access to a hard standing area next to the lock. The old gates were taken out by the same route.

In all, over the winter stoppage of 2011/12, the Huddersfield Narrow Canal is having gate replacements at 9 locks (8 east and 1 west) and repairs at a further two as well as the complete resiting of Lock 3E at Huddersfield's new Waterfront Quarter, formerly "Seller's Tunnel".

To date (late January 2011) canal work on gate replacements had been completed at Locks 7E, 12E, 28E and 32E. Work was still underway at Lock 1E and yet to be started at Locks 34E, 39E and 40E.

An Open Day at Lock 31W was due to take place on the 20th February, but was rescheduled to the 12th March.

Keith W Sykes

Keith Sykes



Above Lock 24E - Gates from BW's Stanley Ferry workshops destined for Lock 32E - freight by water at last!



Alan Stopher



Keith Sykes

Lock 28E (next to Bridge 50) where work was completed by December 2011

Events for 2012 at Standedge Visitor Centre

31st March to 15th April 11am-4pm **Easter Egg Trail**

Come down to Standedge this Easter and take part in our Easter trail! Find the Easter word to win an Easter prize!

£1 per sheet

4th April 10am-12pm or 1pm-3pm **Easter Craft Day**

Come along and join in our Easter Extravaganza which will include 'eggcellent' activities like paint an egg, make a bonnet and make a basket!

Do all this for ONLY £5 per person!

11th April 10am-12pm or 1pm-3pm **Creative Wednesday**

Crafts with 'Trash' fun things to make with recycled materials' bring along your empty Easter egg boxes, foil wrappers, fruit and vegetable nets, plastic bottles, coloured plastic bags etc.

£5 per child

6th to 9th April 10am-4pm **Easter Craft Fair**

Local craft workers exhibit and sell at Standedge's monthly craft and gift fair.

FREE ENTRY

22nd April 10am-5pm **St George's Day Event**

Come down to Standedge and celebrate St George's day with us.

Join the event where you like. In the morning, The Horseboating Society will work a horse-drawn boat up the Diggle flight of locks then the boat will enter Standedge Tunnel about 1pm at Diggle. You can join a guided walk over the tunnel top, 4 miles on uneven terrain, while the boat

is legged through the tunnel beneath your feet. The boat will emerge from Standedge Tunnel after 3pm, having been attacked by the resident tunnel dragon. Through the day, people at the Visitor Centre can prepare to defend themselves from the dragon by making St George's shields and Swords. There will be a short outdoor play and all call for the help of St George. Can St George slay the evil dragon to save the trembling villagers? If he can, there will be celebrations with fiery ginger beer and a St George brew to drink with cake!

www.standedge.co.uk

www.horseboating.org.uk

A FREE EVENT

5th to 7th May 10am-4pm **May Craft Fair**

Local craft workers exhibit and sell at Standedge's monthly craft and gift fair.

FREE ENTRY

13th May 1-3pm and 4-6pm **Horses at Work**

Hear about the work of horses as packhorses, waggon horses, and boathorses. Members of the Horseboating Society will explain how the past history of Standedge depended on the work of all these horses. About 4pm: after harness demonstrations, a horse-drawn boat will be worked to Marsden then down the locks to West Slaithwaite. You are invited to walk with the boat and photo this demonstration of horseboating.

www.standedge.co.uk

www.horseboating.org.uk

26th May 10am-4pm
Rag Rug For Beginners
(English Proddy Mats)

Come and Learn how to make traditional rag rugs with a contemporary twist

BOOKING ESSENTIAL - 01484 844298

£25 per person (includes lunch and starter materials)

27th May 10am-4pm
Roses and Castles for Beginners

Learn to paint the traditional Roses associated with decorated canalware (acrylic paint)

BOOKING ESSENTIAL - 01484 844298

£25 per person (includes lunch and starter materials)

2nd to 4th June
Diamond Jubilee Celebrations at Standedge

Activities all weekend to celebrate the Queens Diamond Jubilee!

www.standedge.co.uk for more details

2nd to 4th June 10am-4pm
June Craft Fair

Local craft workers exhibit and sell at Standedge's monthly craft and gift fair.

FREE ENTRY

6th June 10am-12pm or 1pm-3pm
Creative Wednesday

Mixed Activity Day.... outdoor crafts (indoors if raining)

£5 per child

23rd and 24th June 11am-4pm
Olympic Themed Weekend

*As the Olympic Torch passes through the area come and take part in our Arts and Craft Show - everyone's a winner!
... receive a certificate and win medals with your own arts and craft entries.*

A FREE EVENT

7th to 8th July 10am-4pm FREE ENTRY
Summer Craft Fair

Local craft workers exhibit and sell at Standedge's monthly craft and gift fair.





74 Club Members

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

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B & S Whittle SECOND THOUGHTS



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.

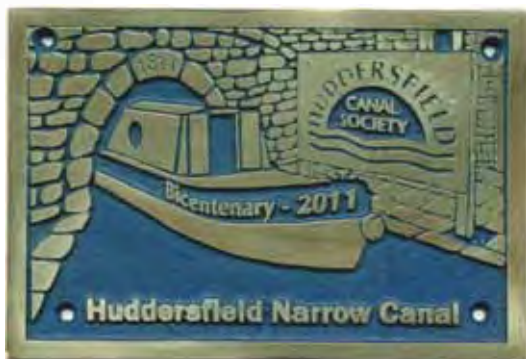
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The Back Page

HUDDERSFIELD CANAL SOCIETY

welcomes the following new members

2820 Mrs Jo Holt, [REDACTED]
2821 Mr P Sanger, [REDACTED]
2822 Mr Philip Porter, [REDACTED]
2823 Mr Matthew Kearns, [REDACTED]

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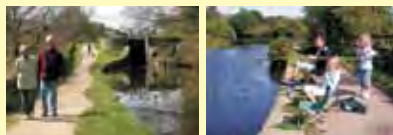
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Dr Bob Gough



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