

# Pennine Link

Magazine of the Huddersfield Canal Society



HUDDERSFIELD  
CANAL  
SOCIETY  
ASHTON-U-LYNE ~ HUDDERSFIELD

Issue 178 Summer 2012

# Huddersfield Canal Society Ltd

Registered in England No. 1498800 Registered Charity No. 510201

Transhipment Warehouse, Wool Road, Dobcross, Oldham, Lancashire, OL3 5QR

Office Hours: Monday - Thursday 08.30 -16.30 Friday 08.30 -13.30

Telephone: 01457 871800 Email: [hcs@huddersfieldcanal.com](mailto:hcs@huddersfieldcanal.com)

Website: [www.huddersfieldcanal.com](http://www.huddersfieldcanal.com)

**Patrons: Timothy West & Prunella Scales**

## Council of Management

**Alan Stopher** 101 Birkby Hall Road, Birkby, Huddersfield,  
*Chairman* West Yorkshire, HD2 2XE Tel: 01484 511499

**Trevor Ellis** 20 Batley Avenue, Marsh, Huddersfield,  
*Vice-Chairman* West Yorkshire, HD1 4NA Tel: 01484 534666

**Mike McHugh** HCS Ltd, Transhipment Warehouse, Wool Road, Dobcross,  
*Treasurer* Oldham, Lancashire, OL3 5QR Tel: 01457 871800

**John Fryer** Ramsdens Solicitors LLP, Oakley House,  
*Company Secretary* 1 Hungerford Road, Edgerton, Huddersfield, HD3 3AL

**Andrea Fisher** 53 Bayfield Close, Hade Edge, Huddersfield,  
*Boat Co-ordinator (East)* West Yorkshire, HD9 2QX Tel: 01484 686136

**Patricia Bayley** 17 Greenroyd Croft, Birkby Hall Road, Huddersfield,  
*Council Member* West Yorkshire, HD2 2DQ

**Graham Birch** 29 Cherwell Avenue, Heywood, Lancashire, OL10 4SE  
*Council Member* Tel: 01457 871800

**Keith Noble** The Dene, Triangle, Sowerby Bridge,  
*Council Member* West Yorkshire, HX6 3EA Tel: 01422 823562

**David Sumner MBE** 4 Whiteoak Close, Marple, Stockport, Cheshire SK6 6NT  
*President* Tel: 0161 449 9084

**Keith Sykes** 1 Follingworth, Slaithwaite, West Yorkshire, HD7 5XD  
*Council Member* Tel: 01484 841519

**Vince Willey** 23 Regent Drive, Mossley, Ashton-u-Lyne,  
*Council Member* Lancashire, OL5 9NZ Tel: 01457 871800

**Tony Zajac** HCS Ltd, Transhipment Warehouse, Wool Road, Dobcross,  
*Council Member* Oldham, Lancashire, OL3 5QR Tel: 01457 871800

## NON-COUNCIL POSTS

**Claire Bebbington** *Marketing Officer*

**Bob Gough** *Administrator*



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

## HELP STILL WANTED

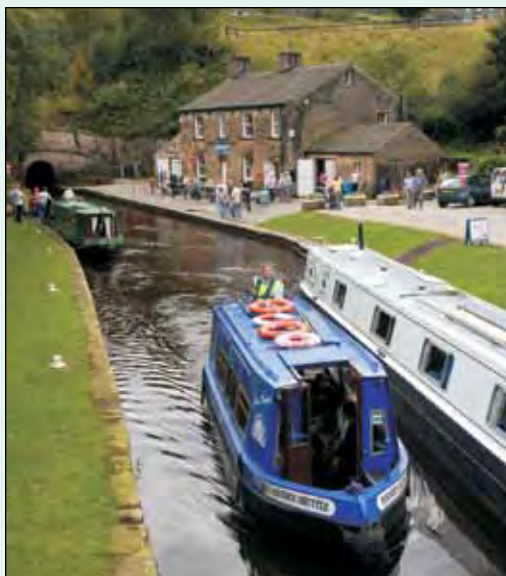
### Crew co-ordinator for the Marsden Shuttle

Sadly, there has been little response to our appeal for someone to take on Andrea's role of crew co-ordinator. It would be a great pity and a significant loss to our promotional and volunteering activity if the water taxi operation were to cease for the lack of organisation.

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.

So please contact:

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



Jean Fitzhugh

Editorial	4	New Era has Arrived ... Almost	20
Chairman's Report	6	Marketing & Promotions Update	23
New Waterfront for Huddersfield	8	HCS Volunteers	26
What the Papers ... Part 2	16	Appeal for Funds	27
Jidoku 23	18	Events at the Standedge VC	28
2012 Photographic Competition	19	Planned Stoppages 2012/13	30

Cover: Kirklees MC Commercial Manager, Paul Kemp, cuts the ribbon to officially open the new Lock 3E at the Waterfront Quarter, Huddersfield. Also aboard the Calder Navigation Society's boat, Savile, was BW's David Baldacchino (left) and our Chairman, Alan Stopher. Photo: Bob Gough



## Editorial

As I write this, I am, at the same time, preparing a presentation which I have been invited to give at the Annual General Meeting of the Shrewsbury and

Newport Canals Trust.

The background to this is that of all the canals of the Shropshire Union that were abandoned by the 1944 Act, it is only the Shrewsbury & Newport that is not either fully open or under very active restoration. The Trust was formed with the aim of remedying this situation.

As a first stage, it is seeking to protect, conserve and improve the route of the canal for the benefit of the community and the environment. The ultimate goal is to achieve the full restoration of the canal as a continuous navigable waterway linking Norbury Junction to Shrewsbury.

As part of this process it is seeking to convince local authorities in the area, together with government departments and local organisations, of the benefits and feasibility of the proposed restoration.

With this in mind the Trust has researched the methods and routes followed by other Society's in achieving restoration. This has included the work of HCS and they are particularly interested in the importance of the co-operation between our Society and our local authority partners in achieving restoration. Indeed they view our achievement as a model they would potentially like to follow.

Given my current role with the Society and my background in local government, I have therefore been asked to speak about the Partnership between the public and voluntary sectors and its role in the restoration of the Huddersfield Narrow (and also the Rochdale) Canals.

Preparing this presentation has in turn led me to reflect on the current state of health of the links with our own partners.

It is beyond question that the catalyst for the ultimate restoration of the Narrow was the founding of our Society and the work and commitment of the enthusiasts who took the first steps in the restoration process from 1974 onwards. Without this we would not be where we are today.

It is equally clear however that we could not have achieved the restoration on our own. My introduction to the Canal and the Society was as an officer with Oldham Council dealing with Derelict Land Grant applications for such projects as the restoration come reconstruction of Division Bridge, Frenches Bridge and the Diggle Flight.

The joint working arrangements which developed from these projects lead on, of course, to the successful bids to the Millennium Lottery Fund and English Partnerships to secure the funding to overcome the obstacles posed by the remaining series of major blockages.

To oversee and deliver the series of major projects involved the Partnership was formalised through the creation of the Huddersfield Canal Company. The programme was led by our Alan Stopher and the company board comprised ten directors, two from British Waterways, two from each of the three Local Authorities and two from the Society. Each of the parties brought its own contribution to the partnership; a partnership which I believe was a good example of the whole being something more than the sum of its parts.

Almost inevitably, partnership activity reached its zenith at the time of re-opening. Since then, time has passed. In the Local Authorities many of the Members and officers who we worked with have moved on, mostly (like myself) into retirement. Similarly, British Waterways has undergone several

reorganisations and is about to undergo the biggest of all as it metamorphoses to become the Canal & River Trust (C&RT).

So, eleven years on, how is the health of our partnerships?

Starting with British Waterways, I feel that it is probably as good as it has been at any time since 2001. Things improved with the advent of the Pennine Division.

This removed the nonsense of the canal being divided between the North West area and the Yorkshire and Humberside area and brought it under one management.

Our views are being listened to in drawing up the Operation and Maintenance (O&M) programme, communication is good and we are hopeful that we will be able to establish mutually beneficial volunteering arrangements.

The emerging C&RT promises to take this further and to be ready to welcome input and ideas from 'grass roots' organisations. I must declare an interest here because, of course, I have foot in both camps.

However, I feel sure that we can build upon our positive links with BW as we move into the new era.

I am less sanguine, however, about the links with our Local Authority partners.

They are, of course, tied into an ongoing financial commitment to the Canal under the terms of the O&M Agreement, which formed part of the restoration package. Moreover, the Agreement requires that BW report to the partners (including the Society), at least once a year, on the annual O&M programme, accounting for spend in the past year and proposals for spend in the next year.

Our most recent meeting took place in April and, disappointingly, for the first time since 2001, no local authority officers were able to be present. It is well known that council budgets have been drastically reduced as part of the overall austerity programme and as a result, the indications are that canals seem to have slipped down, and perhaps off, their agendas.

It is to be hoped that this is not a permanent state of affairs because recent history shows that developers, businesses and residents have much to be gained from the presence of an active and attractive waterway. This message will be actively promoted across the board, including at senior levels in local government, by the C&RT. Also, as a Society, we will be seeking to engage with the new generation of Council Members and Officers.

However, for the present, it may be that we have come full circle and that, as in its early days, for the foreseeable future it is the Society which will be the standard bearer for our magnificent waterway.

Finally, on a separate but equally important matter, I need to mention the issue of the Society's own finances.

The review of our new Business Plan in the Spring 2012 Issue of Pennine Link included the following statement:

*"We intend 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."*

To do this, we need to identify new streams of income and to manage our outgoings with care. With regard to income, I commend to you the item from our Treasurer concerning how members can support the Society through legacies. Similarly, on the subject of outgoings, it has been decided that there will be no cash prizes for this year's photo competition. Winners will still be fully acknowledged in Pennine Link and on our web site and we trust that you will still be happy to submit photographs in the same spirit of competition as previously.

Happy boating!

**Graham Birch**





## Chairman's Report

How quickly circumstances can change! The spells of wonderful warm weather in Spring and early Summer are but a

memory as the country is doused by the torrential rain of June. The drought in the South East following low rainfall and two dry Winters is on the way to being lifted. One can't help feeling this will be a temporary respite though, as nationally we have yet to get to grips with how to balance heavy rain in some areas such as Wales and the North West with long dry spells elsewhere.

The Canal & River Trust is getting closer to becoming a reality and 12th July looks like being the launch date of this major charity which will have a huge influence on the inland waterways. We're lucky in our Society that we have Council member (and Plink Editor), Graham Birch close to the action to keep us informed.

On a personal level, the last quarter has been dominated by a period of ill health after catching pneumonia. I'll spare you the details but suffice to say that it pays to be reasonably fit before your get ill. Recovering in hospital and at home gives one time to reflect on the environment in which our Society works. Government policy on a range of issues has been remarkably difficult to fathom. The severe international and national financial environment is likely to have the most impact on all of us and it is impossible to judge what will happen even in the short term. The 'Big Society' theme should give encouragement to

charities such as our own, but the severe constraints undermining public sector support to the volunteer sector leave us in doubt. Support for the green agenda has wavered considerably. From the trumpeting of 'the greenest government ever' we now have the new dominance of the farming lobby in Defra and the lack of official support for carbon reduction. What with the changeable weather, financial meltdown, and national policy changes, we certainly live in interesting times.

So what's been happening on the Huddersfield Canals? The opening of the new waterfront in Huddersfield has been the principal news and elsewhere in Pennine Link you will find my article detailing what has been happening there.

Your Society has sent representatives to a number of user groups and workshops, most of which have involved contributing to and learning about the emerging Canal & River Trust. We continue to have a good working relationship with David Baldacchino and his team at Manchester & Pennine. The level of investment that British Waterways has put into the HNC over this Winter is way above the norm and they deserve our thanks. Further lock gate replacement is also programmed next Winter (see pg 30).

Our three local authority partners have little or no staff time to commit to canals as such, but there are opportunities to collaborate from time to time on issues of mutual interest where jobs and regeneration are of paramount importance. The recent Commercial Launch of the Waterfront Quarter by Kirklees is a case in point.

Our boat, the Marsden Shuttle, staffed by our skilled volunteers, continues to carry passengers from the top of the Marsden flight to the Standedge Visitor Centre. Plans are afoot to repaint the boat before the high season rush.

We are fortunate to have the services of two paid staff. They are working hard on a new website and a range of marketing initiatives to improve our visibility.

My wife, Ali, and I are now proud owners of a 57 ft narrow boat purchased during last winter to celebrate our respective 60th years and we have started to cruise the inland waterways. I don't intend to regale readers with detailed diaries of our exploits but it will give me the chance to give occasional first-hand observations on the state of the waterways today and how things have changed since we cruised many of them in the 1970s and 1980s.

In the past two weeks we have come across two pairs of hotel narrowboats.

When the waterways of the South and Midlands were less busy with boats queuing for locks, these were a relatively common sight, but I understand that there are only 4 pairs now working. It is particularly pleasing to see that, as I write these notes, Bywater Hotel Boats are making a second and this time successful attempt to tackle the Huddersfield Narrow Canal. This is no mean feat with 74 locks each way and meals to prepare and serve to their guests along the way. Perhaps this is the sign of the future for our stunning waterway. For those not able to manage the physical work involved what better way to experience the scenery and villages of the Pennines than being taken there by boat staffed by an enthusiastic and skilled crew?

If you are out and about in Britain, enjoy the rest of the Summer! If you are one of our members spread around the globe, including the southern hemisphere, thanks for keeping in touch by reading our magazine.

**Alan Stopher**



*Bywater Hotel Boats pair coming out of Lock 3E at the Waterfront Quarter on their return trip westwards*

# New Waterfront for Huddersfield

## One less tunnel

Few will mourn the demise of the 300 metre long Sellers tunnel. Curving in an S bend from the site of the original Lock 3E near Chapel Hill to emerge at the replacement Lock 3E constructed in 2000/1, it was an unadorned 'box' with sheet piling from top to bottom and concrete lintels above. It had not been possible to provide a towpath through the Sellers site as it was a working business with articulated lorries traversing the tunnel roof. This had meant that the tow path constructed eastwards from Longroyd Bridge in the mid 1990s remained a dead end. At the time efforts had been made by Kirklees Council to identify a suitable relocation site for Sellers but none was available in the Huddersfield area. The Sellers section was a pragmatic solution to a problem and there was no alternative available to ensure that the Millennium Commission funded project opened on time on 1st May 2001. So jumping forward 11 years what had changed?

The main catalyst was the significant level of Further Education funding available for Kirklees College to move to a purpose built complex from their existing sites in Huddersfield most of which are in a range of buildings between Trinity Street and New North Road. A prominent waterfront site was seen as a particularly attractive solution. Sellers Engineering, whilst continuing in the textile machinery business, had by then reduced the size of their operations which enabled Kirklees Council to work with them on an alternative location. The whole site including Council land south of



Alan Stopher

*Sellers' tunnel in March 2000*

Manchester Road enabled a sizeable mixed-use development to be planned close to the town centre.

## Consultation

HCS was consulted on the draft and final designs for the new canal within the waterfront development and also kept informed on progress with the work. There was considerable discussion about whether the 'land-Locked' section above Lock 2E to Chapel Hill could be accessed by finding and reopening the old horse tunnel under Chapel Hill (*shown right in a 1953 photograph*) to link it to the landing stage for the newest Lock 3E. The unknown but undoubtedly considerable cost of supporting or shifting services including fibre-optics buried under the bridge footway prevented



this work being tackled. All is not lost however as future years are sure to see new waterfront proposals for the buildings between the canal and Colne Road.

## Excellent progress

Relocation of the Sellers Engineering operation involved construction of new buildings on land at Leeds Road next to the giant Poundstretcher building and removal and reinstallation of the large machines which are used to create carpet cutting equipment. Those involved in 2000 will recall a similar operation at that time within the Sellers site.

The civil engineering work could then start on the canal. This entailed removing the roof of the 300 metre long tunnel and creation of a similar length of open channel of the same width. The tunnel walls had been braced apart using concrete beams. It was decided by the

designers that these beams could be cut and reused to tie the walls together half way down at the base of the new channel. The 'tunnel' could then be filled with crushed material from the demolition site. A third Lock 3E and landing stage had to be constructed just upstream of the original one and to provide vehicular access a short length of tunnel was retained. The finished channel also incorporates a passing place upstream of the new Lock.

The notion of only closing the canal from October 2011 to the end of March 2012 seemed to be quite challenging when it was first discussed with the Society. To keep the closure period down it was possible to remove many of the tunnel roof 'planks' during the 2011 cruising season without any disruption to boaters leaving the main structural beams to be moved during the closure period. Excellent progress by Kirklees Council's contractor Clugston ensured that the work was completed on time.

## Opening event

Our Society took part in the opening of the new length of canal on March 29th 2012. Because stoppages were still in place for gate replacement further up the Colne Valley it was not possible to bring our own Marsden Shuttle down for the photo-call. Instead we asked the Calder Navigation Society to bring their trip boat Savile from Battysford and they duly obliged in return for a donation. It gave them some useful publicity and HCS's involvement was demonstrated by a splendid banner designed by Bob Gough and draped over Savile. Our own Council Members, Trevor Ellis and Keith Sykes helped the CNS crew come up and down the Broad Canal in the day and



William B Stocks Archive



Kirklees Council

At the opening of Lock 3E with banner at the ready .... (left to right) Bob Gough, Mike McHugh, David Baldacchino (BW), Alan Stopher, Trevor Ellis and David Sumner MBE

the sun shone throughout. The Lock and new section of waterway were cordoned off from the surrounding building site but

it meant that boats could cruise the new channel from that day.

*cont'd*



Kirklees Council

Kirklees MC Commercial Manager, Paul Kemp, ready to cut the ribbon and officially open the new Lock 3E in the company of BW's David Baldacchino (left) and our Chairman, Alan Stopher.

*The finished channel, upstream of the new Lock, also incorporates a passing place and the towpath East of Longroyd Bridge is no longer a dead end.*





## Commercial launch

HCS was invited to attend the commercial launch of the new waterfront development sites on May 23rd 2012. Kirklees Council had laid on a boat to demonstrate to developers how the new Lock and canal channel provided an attractive waterfront to the four sites on offer. Fittingly Calder Navigation Society provided Savile once more and the open front deck proved a popular position from which to view the canal on another sunny day. During three boat trips Deputy Chairman, Trevor Ellis, and I described the workings of the Lock and gave a briefing on the history of the Narrow Canal and the recent changes. The assembled



*Savile at the downstream landing stage to Lock 3E with some interested visitors.*

*Development sites at the Waterfront Quarter, see <http://waterfronthuddersfield.co.uk/news/> for the latest information.*



developers seemed interested in what we had to say and there was a general feeling that the four commercial building plots were in a prime location. A large square is to be laid out between the two proposed buildings between the canal and river and this will permit a clear view of the historic refurbished Folly Hall Mill from the canal. Most of the commercial buildings will be offices but there is permission for a cafe/restaurant fronting the square and scope for multi-storey car parking in the building to the west of the college which will be accessed from Manchester Road. At the time of the launch work was continuing on the Kirklees College building and will do for some months yet but it was pleasing to see the tow path complete and open from Chapel Hill to Longroyd Bridge.

*Neil McInnes chair of the Leeds City Region Enterprise Partnership (second left) welcoming the new development. On the left is Adrian Lythgo, Chief Executive of Kirklees Council.*

## The future

Once the whole site is completed there will be three residential canal side apartment blocks to the north of the canal towards Longroyd Bridge in addition to the four commercial buildings shown coloured on the plan (*below left*). Progress with these is highly dependent on the market but the whole development is sure to be popular as it represents a remarkable transformation for this part of Huddersfield and will help spur other regeneration opportunities. Kirklees Council, Kirklees College, Yorkshire Forward, Sellers and British Waterways have all played a part to create the Waterfront Quarter and are to be congratulated on their vision and hard work in bringing the scheme to this stage. Once more the Huddersfield Narrow Canal has shown its relevance 200 years after its birth.

**Alan Stopher**



Alan Stopher



# Huddersfield Central Lodge

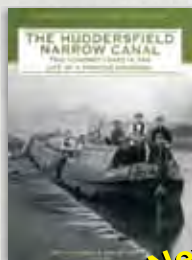
## Guest House, Huddersfield

11-15 Beast Market  
Huddersfield  
HD1 1QF

T: 01484 515551  
E: [angela@centrallodge.com](mailto:angela@centrallodge.com)  
W: [www.centrallodge.com](http://www.centrallodge.com)



**Award Winning Guest House in the Heart of Huddersfield Town Centre**



Keith Gibson & David Finnis' account of 200 years in the life of the Huddersfield Narrow Canal.

£12.99  
plus £1.50 p+p

**New**



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

£16.99  
plus £1.50 p+p



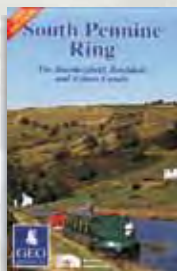
Keith Gibson's account of the history and restoration of the Rochdale Canal.

£16.99  
plus £1.50 p+p



The Impossible Dream tells the story of the restoration of the Huddersfield Narrow Canal, from work by enthusiasts in the early 1970's, through to the official re-opening by HRH the Prince of Wales, in September 2001. DVD

£10.99 plus £1.95 p+p



GEO Projects canal users map of the Huddersfield and Rochdale Canals  
**Second Edition**  
£4.95  
plus £1.00 p+p

**Buy online at**  
[www.huddersfieldcanal.com](http://www.huddersfieldcanal.com)

*All items available from HCS, Transhipment Warehouse, Wool Road, Dobcross, Oldham, OL3 5QR. Please make cheques payable to 'Huddersfield Canal Society'*



## CLOGGER'S COTTAGE

Canalside holiday cottage in Saddleworth

Spring Gardens  
Moorgate Street  
Uppermill  
OL3 6DF

Contact: Peter or Judith  
01457 878361  
[www.uppermillcottage.co.uk](http://www.uppermillcottage.co.uk)

\* A superb location beside the Huddersfield Narrow Canal

\* Convenient for all village amenities \* Owned by canal enthusiast & HCS member

# Top hole

Standedge Tunnel certainly is.  
And our boats are pretty good too.  
Combine the two on a one-way trip,  
or do the whole South Pennine Ring.

**Shire Cruisers**  
**The Wharf**  
**Sowerby Bridge**  
**West Yorkshire**  
**HX6 2AG**

01422 832712  
[info@shirecruisers.co.uk](mailto:info@shirecruisers.co.uk)  
[www.shirecruisers.co.uk](http://www.shirecruisers.co.uk)

**YORKSHIRE'S LEADING HIRE FLEET**



## PORTLAND BASIN BOAT HIRE

Lower Alma Street, Dukinfield, Cheshire SK16 4SQ  
Tel/Fax: 0161-330-3133 [www.portlandbasinmarina.co.uk](http://www.portlandbasinmarina.co.uk)

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

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

## What the Papers used to Say - Part 2

*In the last Issue, we published a number of extracts from historical newspapers as compiled by Society stalwart, Neil Fraser. Neil, sadly no longer with us, originally wrote the articles for the Calder Navigation Society and it is with Keith Noble's kind permission that we give extracts from Part Two (1860-9)*

The 1860s saw intense public apprehension on the condition of reservoirs.

In 1861 Diggle reservoir was strengthened and on the Saddleworth side, torrential rain caused the river Tame to overflow at Greenfield and Royal George where it spilled into the Canal.

In 1863 began a series of articles in the Huddersfield Examiner entitled Marsden Memorials by Edward Greenwood, who, in July 1860 had been made Agent for the Huddersfield Canals. These were designed to reassure the public of canal and reservoir safety.

1864 saw repeated concern regarding March Haigh and Slaithwaite reservoirs engendered by the collapse of Bradfield Reservoir and the resulting Sheffield Flood on the 12th March that year.

The Examiner dated 17<sup>th</sup> September noted that an London & North Western Railway (LNWR) Director in company with Edward Greenwood had examined Cupwith Reservoir and found it needed urgent repairs; these were done by LNWR as a courtesy.

*(This reservoir, situated on the moors above Slaithwaite reservoir, was originally in the ownership of Messrs Haigh & Horsfall and under an 1819 agreement with the Huddersfield Canal Company, gauged water could be fed into the canal on paying rent to Lord Dartmouth and "taking upon themselves the keeping of the Bank of the*

*said Reservoir in good repair"* HCC Minutes 24 June 1819. The LNWR acquired the Canal Company and perhaps they were mindful of this agreement in their courtesy?)

In November, the members of Marsden Local Board were in a state of great apprehension concerning March Haigh Reservoir. A situation repudiated by the LNWR who had sent civil engineers T D Forster and S B Worthington of Manchester who carried out an examination and informed the Local Board that Mr Hawkesley would also attend to give an opinion. Mr Rawlinson was appointed by the Government to report on reservoir safety and he recommended that night watchmen be appointed!

On Friday 24<sup>th</sup> July 1860 a most unusual load was moved when a new boiler from William Arnolds' Boilerworks at Birkhouse was floated down the canal before being pulled to Crosland Moor Bottom Mills.

It was in June 1863 that Richard Armitage of Whitestone Ironworks, Turnbridge ran a steam road locomotive over the wooden Turnbridge which had to be specially strengthened for the occasion.

In January 1864 concern was expressed about the traffic using the Long Bridge at Aspley when 1,300 vehicles daily including 84 omnibuses and 10,000 foot passengers. Here a single track humpback bridge allowed only one vehicle at a time to pass and its widening was imperative.

On 7<sup>th</sup> October 1865 the installation of the Locomotive Bridge at Turnbridge with a bearing weight of 75 tons, lifting vertically six feet and operated by a windlass. The approaches on each side were paved with Welsh granite setts, the first use of such material in the town. (See Neil's 1955 picture opposite)



On 17<sup>th</sup> February 1865 the fall of two arches in Whitacre Mill viaduct on the Kirkburton branch railway, not yet open. Falling with a tremendous crash that was heard miles away and blocked the Ramsden Canal but with a large labour force this was reopened within 24 hours.

In 1867 rebuilding of locks began in earnest. Lock 14E being the first, distinguished by the placing of a dated sandstone block inside the lock chamber.

A drought in 1868 saw the Huddersfield Canal closed to traffic from 27<sup>th</sup> July until 27<sup>th</sup> September.

Work on the new 'Nelson' single line railway tunnel began in April 1868 and John Wilson and Son introduced steamers into the tunnel for conveying debris while an ordinary boat was converted to a screw steamer. In total four steam and 25 day boats were used.

It was at this time the railway bridge just east of Tunnel End rejoiced in the name Marsden Public Baths after the habit of navvies jumping off the bridge into the water fully clothed.

Locomotive Bridge at  
Turnbridge on the  
Huddersfield Broad Canal

On 7<sup>th</sup> March 1869 John Buckley aged 81 retired having served as Water Agent for 64 years on the Huddersfield Canal.

In June, a boathorse valued between £6 and £7 and owned by John Brierley having walked over Standedge was allowed to graze instead of being placed in stables and fell to its death behind Tunnel End Cottages, a distance of twenty feet.

In October 1869 the Augusta, a lifeboat was launched at Slaithwaite. Earlier in January it was said that enough money had been collected to pay for two lifeboats.

In November an MS&L vessel leased to John Heggibottom was struck by a rock and caused it to sink 300 yards from the Marsden end. In December at Heading No. 7 a fall of earth and shale filled the canal reducing the water to 18" instead of its normal depth of between 6 and 7 feet.

**Neil Fraser**

*(In last Issue's article, the picture of the Dean & Tinker bridge was at Peel Street, not Bayley Street as stated and the curious 'Rafogden (Wakefield) vessel, Tyne' was a vessel owned by Ralph Ogden - thanks to Trevor Ellis for researching the original papers.)*



# JIDOKU 23


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

The grid represents British Waterways; and the nine letters are all canals within Canal & River Trust. 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.



# 2012 Photographic Competition



Huddersfield Canal Society is once again running its annual Photographic Competition.

Open to all ages, the competition has two categories for entries, with an overall winner, and a panel of judges will decide the winners. The winning entries will be published in the Winter edition of our prestigious magazine.

*Don't forget the closing date!*

## **THE CATEGORIES**

A - Huddersfield Narrow Canal

B - Other UK Waterways

plus an Overall Winning Photograph

## **THE RULES**

The competition is open to everyone - members and non-members alike.

There is no entry fee!

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

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

## **SEND YOUR ENTRIES TO:**

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

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

## **THE CLOSING DATE**

**Friday 9th November 2012**

# A New Era Has Arrived ... Almost

In our Spring edition, Alan Stopher reported that the originally planned vesting day of April 1st for the Canal and River Trust (C&RT) would not be achieved. It was, however, anticipated that the British Waterways Transfer Order would be approved in June and that by the time this issue of Pennine Link appeared, the new Trust would be officially up and running

But - as we go to press the Trust has still not officially come into being and British Waterways is still the body responsible for the Operation and Maintenance of our canals.

The delay rests with the intricacies of the Parliamentary timetable. To take effect, the Transfer Order needs the formal approval of Parliament and a slot for the necessary proceedings to take place needs to be allocated. As I write, this has not happened, hence we still have BW rather than C&RT.

Notwithstanding the ongoing delay and the fact that the legal process may not have been completed, a date has been fixed for the formal, public launch of C&RT. This will happen on July 12th, on which date a national launch event will take place together with a regional event in each of the Partnership areas.

Locally, the launch will take place at Castlefields in central Manchester and the aim, here and elsewhere, will be to achieve maximum media coverage so as to raise public awareness that the C&RT has indeed arrived.

Meanwhile the C&RT remains as a 'shadow' body but this does not mean that nothing is happening. In fact there

is a great deal of activity going on both at national and regional level with the aim of ensuring that the Trust can 'hit the ground running' when the legislative process is complete.

## Nationally:

- It has been announced that His Royal Highness the Prince of Wales has agreed to be patron of the Trust.
- A "tough but fair" 15 year financial settlement between DERFA and the C&RT has been agreed
- A C&RT logo has been designed and published.
- The Trustees have been appointed. Details of who they are and their backgrounds can be found at <http://www.waterscape.com/features-and-articles/features/introducing-the-canal-and-river-trust>
- The C&RT Council has met and has started work.
- Thirteen Waterway Partnerships have been established – eleven representing administrative waterways regions, one for the charity's waterways museums and attractions, and one for Welsh issues.
- Chairs for each of the thirteen Partnerships have been appointed and recruitment of Members is almost complete.

## In Our Own Region:

The Manchester and Pennine Partnership has started work and I attended its first meeting on April 4th 2012 at Redbull Wharf, Church Lawton.



In addition to myself and our Chair, Professor Walter Menzies (*fourth from left*), there are a further nine members of the Partnership, as follows:

Dr Tayo Adebowale – *Director of Cirkadia, Environmental Scientist with a PhD in water quality/management.*

Ian Banks – *Chartered Architect and Director of Atoll*

Dave Champness – *Head of Strategic Asset Planning Team (Water), United Utilities.*

Lynda Jubb – *Director, Jubb & Jubb Ltd, Chairman Royal Institution of Chartered Surveyors Historic Building Conservation Forum Board.*

Keith Sexton – *Director of Safety, Health, Environmental and Assurance Amey.*

Nigel Stevens – *Director Shire Cruisers, Sowerby Bridge Wharf Ltd and Drifters Leisure Ltd. Former Chairman British Waterways Advisory Forum.*

Jon Stopp – *Former Managing Director Business Consultancy*

Iain Taylor – *Partnerships Director, The Peel Group.*

Mark Turner – *Programme & Operations Director, Pennine Prospects.*

The first meeting was very much an introductory session and was in two parts.

The first part was aimed at allowing members to introduce themselves to their new colleagues. This was done by asking each member to state briefly what they felt they brought to the Partnership and their aspirations for the first three years.

The theme that emerged from this was a common desire to create a solid and sustainable future for our waterways. This, it was variously suggested, could be achieved by a combination of working across all sectors and engaging a wide selection of people, improving communication, seeking to attract new sources of funding and promoting the waterways as a genuine regional asset.

The unanimous conclusion was that the aim by 2015 must be for our network to

be significantly better than it is today.

The second part of the meeting focussed on clarifying the terms of reference of the Partnership and agreeing how the group is to operate and organise itself.

Perhaps the key part of this was the reminder of the status and remit of the Partnership and the role of its members. We were therefore reminded that:

The role of the Partnerships will be to work with the local management teams to guide the development of canals and rivers in their areas.

It needs to be stressed that the Partnerships have no executive function and it is not the role of their members to manage or seek to call to account the officers of the Trust. Neither are they there in the role of delegates to represent or promote specific interests or groups.

Rather, the members have been appointed to reflect a cross section of professional and organisational backgrounds and their role is to use this expertise and experience to advise, assist and work with officers to develop and promote the aims and objectives of the Trust.

In this role, the anticipated actions will include, to:

- Influence and Lobby; through their personal and professional networks
- Advise
- Inspire
- Take practical action in support of the management team
- Enable others
- Open doors; drawing on their knowledge and contacts

- Support the management team as appropriate
- Forge local relationships

The message regarding this remit was reiterated when I attended the first of what will be a series of full day regional briefing seminars. This took place at the University of Stafford at Stoke on Trent on May 29th. It was attended by senior BW/C&RT representatives, including Tony Hales and Robin Evans, together with members of eight of the thirteen Partnerships.

The main aim of the day was to provide the Partnership Members present with a range of background information which they will need as a context for their future deliberations. Ten topics were covered and each Member present had the opportunity to attend five sessions over the course of the day.

Those that I attended covered the topics of Business Planning, Health and Safety, Environment, Boating and Property. Other topics on offer were Volunteering, Contracts, Fundraising, Communications and Heritage.

The final session of the day brought all the participants together to hear a presentation by BW/C&RT's Head of Planning, Heather Clark on proposals for the preparation over the next twelve months of a Strategic Waterways Plan. It was explained that the thirteen Partnerships will be integral to the preparation of this plan. Their involvement will take the form of the members of each Partnership taking part in a series of workshop sessions, the first round of which will be completed by the end of September 2012.

# Marketing and Promotion Update

The Spring 2012 edition of Pennine Link included an article which set out in detail the content of the Society's new Business Plan, as approved by Council at its meeting in January 2012.

The plan identified Marketing and Promotion as one of the key areas for action over the next two years saying that

*"the promotion of our profile should be a significant and ongoing component of our activity".*

As the Society's Marketing Officer, I have been pleased to take up this challenge of raising the Society's profile.

My purpose here, therefore, is to let members know what I have been working on over the past few months, the changes that have resulted and how they can be accessed.

**Pennine Link** – our Editor is committed to retaining the magazine in its present form. However we are seeking to widen its distribution by increasing Society membership and by extending the distribution list to include key people

in the media and on relevant decision making bodies, including local Councils and the Canal & River Trust (C&RT).

In addition, we have always provided copies for local libraries but it was agreed that it would be useful also to place copies in other "meeting" places, such as doctors and dentists' waiting rooms and in cafes; after a suitable delay to give members a priority. Myself and Bob have therefore been working over the past few weeks delivering to as many such places as possible along the canal corridor.

*cont'd over*



It is envisaged that this plan will inform and underpin the work of the Trust as a whole and of the individual Partnerships during the first three years and beyond. Personally, I will look forward to taking part in the plan preparation process. Also I will ensure that Society members are informed of how and when consultation is taking place.

Since there are likely to be deadlines for consultation, I will do this primarily through Pennine Link Extra. So if you

want to receive that latest information, please send an e-mail address at which you can be reached to:

[info@huddersfieldcanal.com](mailto:info@huddersfieldcanal.com)

**Graham Birch**



**Canal &  
River Trust**

Keeping people, nature & history connected





To coincide with this we have also produced an 'artistic' Business Card (above), primarily to promote Pennine Link Extra (PLE). The aim is to make PLE available to anyone who requests it and the card simply invites the recipient to send an e-mail asking to be placed on the distribution list.

By doing this we are aiming to promote the Society by providing news and information updates to anyone (members and non-members alike) who has an interest in our Canal. We also hope that some of those non-members who receive PLE will go on to join the Society and hence grow our membership.

Having said this, our main aim in producing PLE is to keep those who are already members up to date. We have already produced two editions of PLE which we trust that those who have already given their details will have seen and enjoyed reading! If you haven't sent your details yet, please do so now (as usual, an email to

[info@huddersfieldcanal.com](mailto:info@huddersfieldcanal.com)

will get you on the list) so that you can receive the next edition.



Reverse of the card

Work on our new website is now well under way. We are hoping to go live early Autumn so watch this space!! Bob and I are in regular contact with Stardotstar, the company who have developed this DIY or Content Management System which goes under the brand name of JAM. Using JAM, we are aiming to create a new form of our website which is

flexible and easily managed. It is by way of a prototype in which we are guinea pigs providing, we hope, useful feedback to Stardotstar on the functionality of JAM. The aim of the work on which we are collaborating, is to create a product designed to enable voluntary organisations like HCS to produce their own websites as part of their marketing efforts; and the Society gets a new site as part of the collaboration!

Amongst the items which will be able to be accessed through the website is a reworked version of our specially commissioned bi-centenary celebration drama "Reflections of the Past".

Following its success last year we are working with Oldham Theatre Workshop to produce it in the form of a series of original sound recordings – combining spoken word, music and effects.

These recordings will be available as a number of separate MP3 files for download via the Canal Society's website. After download, listeners will be free to choose when and where to access the material. The downloadable material will also include a printable booklet giving clear directions and map reference points for the listener who



wishes to follow the route of the original performance. Production is expected to start in early July and to be complete to coincide with our Autumn web site launch.

As a further sign that we are moving with the times, having twisted Council's arm, the Society has now joined Facebook! We have created a dedicated page with photographs, information and room for comments. If you are already a Facebook user please take a look and help us by "liking" our page.



**Society Leaflet** – Notwithstanding our advances in the world of new technology our most popular "product" is our information leaflet. Such has been the demand that we ran out of stock a few weeks ago having distributed 10,000 leaflets in just over a year.

Inevitably, even in the course of a year, things have changed and information needs to be updated. Bob has therefore been working hard re-drafting the leaflet to include fresh information (e.g. contact details for the C&RT) and some new photographs etc. You will be able to pick up the new version (*opposite*) at the Standedge Visitor Centre and other tourist outlets. However, if you are not able to collect one in person, please send us an email with your postal address and we'll pop one out to you.

Finally, talking of the Visitor Centre, as well as providing an outlet for our new leaflet, we will also be taking a look at our Society information stand at the Centre. This is one of our main "shop

windows" and our intention is to review and refresh the stand to coincide with the transfer of responsibility for the centre to the new C&RT Museums and Attractions Division.

That's about all for now. I will of course keep you up to date with these exciting promotional initiatives through Pennine Link but to receive the latest information don't forget to send in your email address so you can be added to the Pennine Link Extra mailing list.

**Claire Bebbington**  
Marketing Officer





## Volunteers

*Co-ordinator  
Trevor Ellis gives  
his periodic update  
on HCS Volunteer  
activities on the  
Canal.*

This has started out a very different year to 2011. Starting in April that year, we managed to paint the Locks from 35E down to 20E and were starting 19E when the weather broke. This year, as I write it, is the end of May and we haven't picked up a paint brush. Fortunately, the pressure is off to some extent, as BW have decided that painting lock gates is not necessary, apart from the beam ends. I must say that I agree with this to some extent – certainly the gates installed by the various restoration schemes would have lasted far better if they hadn't been painted at various times using ordinary gloss paint. The moment the skin gets broken, water gets behind the paint and the wood starts to rot. In the worst case we've come across, we scraped away that much rot that the balance beam had to be replaced!

We spent much of the Winter working taking out any saplings that we found along the towpath edge and removing overhanging vegetation along the full length of the canal, plus litter picking. The problem with the latter activity is where do you stop, particularly in built-up areas. The culprits for some of it are only too clear; the flats at Birkhouse in Huddersfield have a unique waste disposal system via the windows overlooking the canal and some of the fishing pegs, for example down the Diggle Flight, are also marked by a stash

of empty lager cans behind the towpath wall. In general we only move what we can reach from the towpath or the offside at Locks etc. Even so, we have ended some days with a Transit van full.

This year BW agreed that we could do the lubrication again. They supplied us with grease and we still had about half of the biodegradable oil that we were supposed to use for everything a couple of years ago. This is okay to lubricate the spindle oil holes. We have done the whole canal apart from the new Lock 3E and Lock 1E, which are a problem for access. Hydraulic oil seems to be in short supply, though, so we only managed to do two Locks on the West side before we ran out.

Our immediate aim, subject to the rain ceasing, is to continue the painting of Lock 19E, which we left in a bit of a state over Winter, though as it is due for new gates next Winter, we'll keep it fairly cosmetic. We'll probably continue down to town as those Locks haven't been touched for years and the bridges could certainly do with doing. We'll have to take a view on each Lock, depending on what we find and the replacement programme. At some point in the Summer we'll probably have another round of oiling.

We would still welcome anyone who wishes to get involved as we may lose some people to other groups and in order to give more flexibility. The work isn't hard, but can involve a fair bit of walking! Simply give me a call on the number in Pennine Link.

**Trevor Ellis**

# Appeal for Funds

*Our Treasurer, Mike McHugh, writes:*

The last issue of Pennine Link featured an article on the New Business Plan for HCS. The Plan has been prepared to enable us to fulfil our vision *'to ensure the viability and promotion of the Huddersfield Broad and Narrow Canals as navigable waterways within the overall network in perpetuity'*. Our continued presence protecting the canals is vital, particularly at this time of major changes to their ownership and management.

Currently, the Society relies on its reserves to fund its operations on a deficit basis. This cannot continue indefinitely. The Business Plan requires us to move onto a sustainable footing within the next five years so that we can achieve our vision in perpetuity.

Amongst the goals set out in the Plan is the need to increase income from donations and legacies.

## **Making a donation**

Donations are always welcome and are needed to help us achieve our goals. If you are a taxpayer, you can increase the value of your donation, at no extra cost to yourself, by completing a Gift Aid declaration. This currently gives the Society an extra 25% so that a gift of £40 is worth £50 to us. Donations can be sent either by cheque direct to the Society or by using our website:

*([www.huddersfieldcanal.com](http://www.huddersfieldcanal.com))*

Gift Aid forms are included in our 'Donations Pack' (see below) or can be downloaded from our website.

## **Leaving HCS a gift in your Will**

Legacies can make a very important contribution to our fundraising.

If you have already made a Will but would now like to add HCS as a beneficiary, a simple codicil can be used to include us. Sample wording for codicils is available from our office in our 'Donations Pack' and will be available from our website at a later date.

If you do not have a will the *MoneySavingExpert* website gives good advice on how to obtain one (details below).

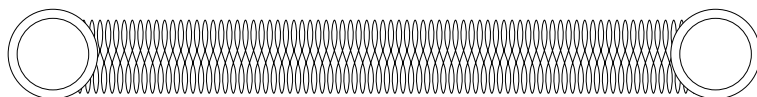
New legislation has increased the tax benefits of leaving money to charities. Any gifts you make to a 'qualifying' charity such as HCS - during your lifetime or in your Will - will be exempt from Inheritance Tax. A donation to charity in your Will may also reduce the rate that tax is paid at. (To qualify for the reduced rate you must leave at least 10 per cent of the net value of your estate to a qualifying charity.)

## **Donations Pack**

A 'Donations Pack' is available from our office – call 01457 871800, email [hcs@huddersfieldcanal.com](mailto:hcs@huddersfieldcanal.com) or write to the Huddersfield Canal Society Ltd, Wool Road, Dobcross, Oldham OL3 5QR and ask for a pack.

Advice on writing a will: [www.moneysavingexpert.com](http://www.moneysavingexpert.com) and follow the Family, then Free Cheap Wills links

**Mike McHugh**





# Events for 2012 at Standedge Visitor Centre

**28th July 11am-4pm**

## **Falconry Day at Standedge**

*Join Falconry UK for an outside display of birds of prey.*

*Flying Displays at 12.30pm and 3pm*

**A FREE EVENT**

**28th July to 2nd September 11am-4pm**  
**ARTSFEST 2012**

*Standedge's annual celebration of local art.*

*An exhibition of over 30 local artists work available to buy. Artwork for every taste and pocket!*

**A FREE EVENT**

**29th July 11am-4pm**

## **Olympic Craft Event**

*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**

**25th to 27th August 10am-4pm**

## **Family Fun Weekend**

*Celebrate the August Bank Holiday with us at Standedge and take part in our fun filled activities*

**A FREE EVENT**

**8th to 9th September 10am-4pm**

## **Heritage Day and Craft Fair**

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

**A FREE EVENT**

**22nd September 10am-4pm**

## **green\*fusions 'truugrug'© rag rug workshop**

*Spend the day with us in the 'loft space', our new Creative Hub @ Standedge. Design and learn the techniques of producing your very own 'truugrug' family heirloom and use up all those old t-shirts in the process! Please bring with you a selection or at least one t-shirt to recycle and start your project.*

**£25 per person**

**[www.greenfusions.co.uk](http://www.greenfusions.co.uk)**





**23rd September 10am-4pm**  
**Roses and Castles for Beginners**

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

**BOOKING ESSENTIAL - 01484844298**

**£25 per person (includes lunch and starter materials)**

**12th to 14th October**  
**Marsden Jazz Festival**

*As part of the 21st Marsden Jazz Festival, Standedge will host a number of Jazz and musical performances.*

**[www.marsdenjazzfestival.com](http://www.marsdenjazzfestival.com)**

**20th to 28th October 11am-4pm**  
**Halloween at Spooky Standedge**

*Take a trip into Standedge Tunnel on a haunted boat, or come for a coffee or a pumpkin soup at the spooky café! Beware of the spooky characters who take control of Standedge Visitor Centre*

**A FREE EVENT**

**24th October 10am-12pm 1-3pm**  
**Halloween crafts and pumpkin carving!**

*Come and learn how to carve a spectacular pumpkin, or to make your friends jealous of your homemade Halloween costume with tips and tricks!*

**£5 per person**

**27th to 28th October 10am-4pm**  
**Halloween Craft Fair**

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

**A FREE EVENT**

**17th to 18th November 10am-4pm**  
**Christmas Craft Fair**

*Festive offerings from local craft workers who exhibit and sell at Standedge's monthly craft and gift fair*

**A FREE EVENT**

**[www.standedge.co.uk](http://www.standedge.co.uk) for more details and updates**

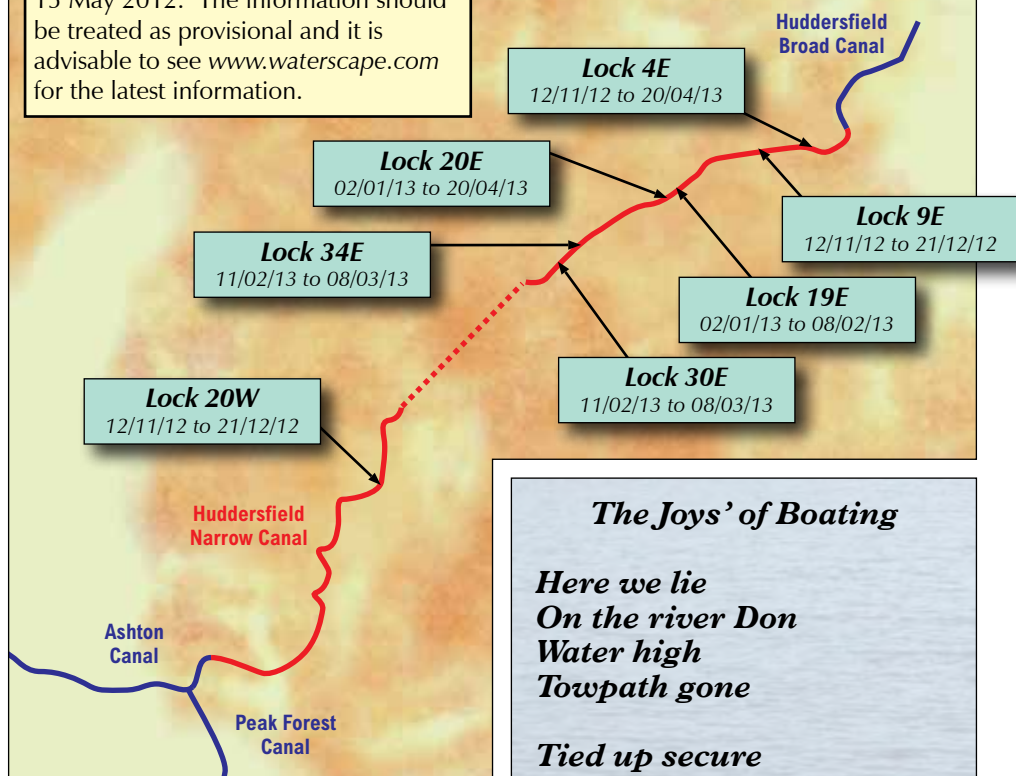
*The Creative Hub  
@ Standedge Loft Space*

*The Creative Hub, housed in the top floor of the exhibition building, will offer spaces for designer-makers to work as well as a whole range of creative workshops. There will also be a knit, crochet, read, sew, etc. cafe for people to drop in to just sit knit and chat if that is what you want to do, or you could book a workspace for the day and lots more.....  
The Creative Hub will be providing a range of events for all ages and abilities*



# Planned Stoppages - 2012/13

This map reflects the work plan as at 15 May 2012. The information should be treated as provisional and it is advisable to see [www.waterscape.com](http://www.waterscape.com) for the latest information.



## The Joys' of Boating

*Here we lie  
On the river Don  
Water high  
Towpath gone*

*Tied up secure  
Just daren't go out  
Could this just be  
The wettest drought*

*Where waters flat  
'Twas once a weir  
There is no doubt  
The weather's queer*

*But Ho! What's this?  
Going down, that's good  
Could you believe  
Now on the mud*

*Floating Voter*

Solution to Jidoku 23

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

# The Back Page

## HUDDERSFIELD CANAL SOCIETY

welcomes the following new members

2824 Mr Andrew Parry-Brown, [REDACTED]

2825 Mr Gary Nokes, [REDACTED]

2826 Mrs Elaine Rhoades, [REDACTED]

### MEMBERSHIP RATES

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

### COPY DATE

Articles, letters and comments  
for Issue 179 of Pennine Link  
should reach the Editor at  
Transhipment Warehouse,  
Wool Rd, Dobcross, OL3 5QR  
by 31st August 2012

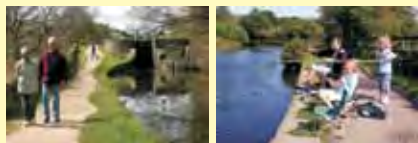
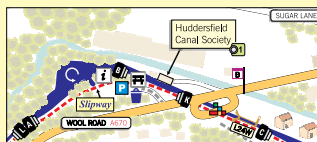
### ADVERTISING RATES

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

## HUDDERSFIELD NARROW CANAL

### *A Towpath Guide*

Dr Bob Gough



*Foreword by Robin Evans*

Full colour, A5 spiral bound, pictorial guide to the Huddersfield Narrow Canal.  
90 pages, over 400 colour photographs and 36 detailed maps.

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

Available online ([www.huddersfieldcanal.com](http://www.huddersfieldcanal.com)) or from the Canal Society Office.  
Please make cheques payable to 'Huddersfield Canal Society'

