

Pennine Link

Magazine of the Huddersfield Canal Society



Huddersfield Canal Society Ltd

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

Reflections of the Past

Reflections of the Past

Our Bicentenary Drama

by
Oldham Theatre Workshop

See and hear it now at:

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... and follow the links ...

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Editorial

Welcome to the final edition of Pennine Link for 2012, the publication of which also marks the end of my

first year as Editor. As the year draws to an end, it is traditionally the time for reflection on the year which is about to end and for looking forward to the New Year. In keeping with this tradition, this edition includes items looking back over the year now ending and looking forward to the year(s) to come.

Starting with Pennine Link itself, I have adopted a policy of steady as we go in this year's editions. Moreover, going forward, I remain committed to maintaining the standards set by previous Editors by including a mixture of news, comment, history, readers' contributions and quality photographs. However, time moves on and this year has seen a significant fall in the number of advertisers we have been able to attract, no doubt a result of the economic times we are living in.

We need to address this and in consultation with our Chairman and other colleagues on Council I am looking at what sort of new features we could introduce and how we might expand our readership. No decisions have been taken yet, but we must adapt to changing times, so look out for new additions to our content during 2013.

Reviews of the year now ending come in both pictures and in words. The pictures come in the form of the results of our annual photographic competition. We received an encouraging number

of entries portraying waterway images captured over the course of the past year. I want to thank all of those who took part by entering and of course, congratulations must go to the winners. As well as being published here, the successful images will also be able to be viewed on our new website early in the New Year. I hope you will enjoy looking at them both here (as a première) and on the website.

Reflections in words come in the form of contributions from Andrea and Trevor, looking back, respectively, over the activities of the Marsden Shuttle and our Volunteer Maintenance Work Parties.

These groups not only provide an outlet for those who wish to be hands on with the working of our Canal but also they are ambassadors for the Society. Both groups, and in particular the boat crew, are a key link between the Society and the general public. So a personal end of year 'thank you' from me to all concerned.

Still on the subject of reflections leads me to the project we have worked upon with our friends at Oldham Theatre Workshop to recreate our bi-centenary production "Reflections of the Past" in an on-line format.

It was reported in our Autumn edition of Pennine Link that work was almost complete and that we would be ready to go live. Indeed, the deadlines were met and the work is now available to enjoy on our new website.

To find it, simply go to:

<http://www.huddersfieldcanal.com>
Then click on the on the link at the top of the page which will take you to the section which tells you about the background to the production.

Then click on the link which appears in the text and this will re-direct you to "Reflections of the Past". From there just follow the on-screen directions to access the work in your chosen format. There are three options available:

1. Watch the animated videos which use photographs taken at the original live production at the 200th anniversary event at Diggle in September 2011.
2. Listen to the narrated audio version of the production.
3. Download the audio version which can be copied to an MP3 player and listened to at the sites alongside the canal where the action in the original production took place.

Our funders are acknowledged and thanked on the web site but I cannot move on from this topic without again thanking the Heritage Lottery Fund, Pennine Prospects Leader Fund and the Saddleworth and Lees District Partnership for their support, without which the project would not have proceeded.

The end of one year and the beginning of the next is also the time for looking to the future and this we are doing courtesy of the Canal & River Trust (CRT - *the official abbreviation, dropping the ampersand*).

The CRT has now been established for six months. During this time it has of course continued the day to day operations and responsibilities it inherited from British Waterways in respect of maintaining and managing the waterway network.

In our own Manchester and Pennine Region this has included the responsibility for responding to and remedying the major breach which occurred on the Trent and Mersey Canal towards the end of the Summer. For anyone who had not

previously realised, this brought home the hazards and pitfalls involved in planning and managing waterway finances.

This has, however, not deterred the CRT from undertaking the essential task of starting to prepare a long term strategy for the waterways. The aim is to produce a Strategy for each of the CRT Partnerships. It is the preparation of this Strategy for our own region which has been the focus of the activities of the Manchester and Pennine Partnership in the final quarter of 2012.

The first discussion on the subject took place at the Partnership's September meeting at Tunnel End, Marsden; a meeting which gave us the opportunity to introduce the Partnership members to the Huddersfield Narrow and the Standedge Tunnel.

An outcome of that meeting was the realisation that to adequately get to grips with the subject, an item on the agenda of a normal business meeting was not enough. It was therefore decided to bring partnership members and CRT officers together for a two day conference. This took place on November 8th/9th 2012 in Chester and it proved to be a worthwhile and rewarding couple of days. An account of the proceedings and the conclusions can be found in my CRT update article on pages 9-11.

The first half of 2013 will see the Strategy moving towards completion and I will keep our membership informed of progress through Pennine Link and Pennine Link Extra. For the present however it only remains for me to offer you my best wishes for Christmas and for happy boating in the New Year.

Graham Birch



Chairman's Report

Well we didn't get our Indian Summer and, aside from the odd dry spell to admire the Autumn leaves, there have been more

deluges to swell our rivers. Since moving to Huddersfield 30 years ago, I can't remember such a wet Summer and with the exception of our neighbours over in the Calder Valley, we haven't had it as bad as many further South and West. A feature of the Autumn has been the swift rising of the Calder and Aire immediately after rain which is indicative of the sodden nature of the moors.

The serious breach on the Trent and Mersey Canal at Dutton and the close call near Middlewich are timely reminders of the fragility of our 200 year old waterways. Both appear to have been caused by torrential rain and resulting erosion. The Canal & River Trust has already made a start on repairing both damaged sections which demonstrates its commitment to maintaining the network.

Further impact from our changing climate is sure to put the budget under pressure.

Nearer home, work on the first phase of the Slaithwaite Hill Top reservoir is complete and the footpath bridge over the spillway now has attractive parapets with scenes chosen by children from Two Gates Primary School working with artists from Bristow & Lloyd and Artworks Creative Communities (*examples of two of the twenty five parapet panels are shown below*). The Canal & River Trust has continued British Waterways' investment in reservoir maintenance, often an unseen and unappreciated part of the work programme, but essential nevertheless.

As I write in the third week of November, the Winter stoppages on the Huddersfield Narrow Canal are under way. From now until mid-March, lock gate renewal will occur in the Colne Valley on Locks 4E, 9E, 19E, 20E and 30E. Bottom gates are to be repaired at 34E and the solitary planned work in the Tame Valley is relining of a ground paddle at Lock 20W. It is pleasing to see

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RESERVOIR**

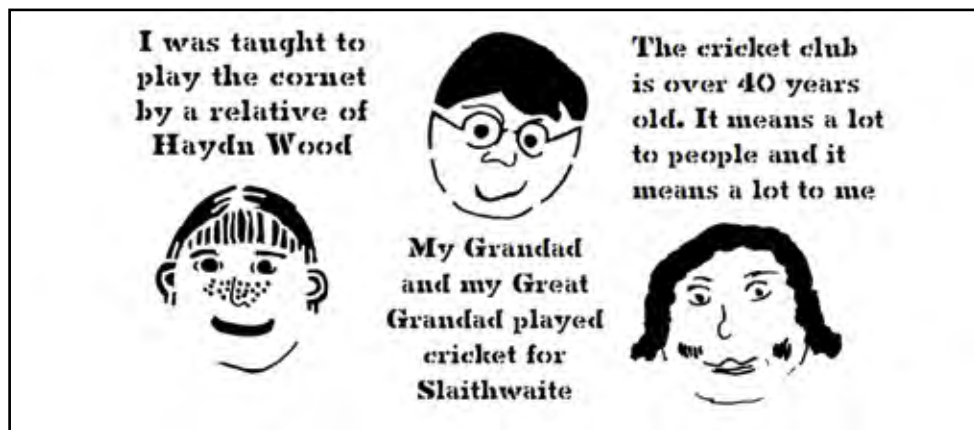
that once again essential replacement of time-expired lock gates on our canal is a priority when there are so many other calls on expenditure throughout the country. With through navigation of the canal impassable, the Canal & River Trust has advised that the Standedge Tunnel operation will be suspended from 8th November 2012 to 18th March 2013. There are of course other areas of improvements which we would like to see and Canal Society representatives at recent Customer Forum meetings have stressed the need for more tunnel passages in the cruising season, dredging of the shallowest pounds and increased numbers of moorings. It is hoped that the Manchester and Pennine Waterways Partnership will promote improved navigability of the Pennine Ring in its priorities as it develops its ten year plan.

The Society's new website is up and running using the same address. I would like to thank member Martin Clark for all his help and support over many years with the old website. His excellent Pennine Waterways site continues to tell the story of the Huddersfield Canals and others in the North of England and our site links to his for those who wish to take

a virtual tour or study the final phases of restoration. Our website is intended to be updated and amended by our staff, Bob and Claire, both of whom have been involved in its development working closely with web designers Stardotstar. Please have a look at the site and send in your comments and suggestions. After all, it is yours.

So far there have been 5 editions of Pennine Link Extra e-mailed out to those members for which we have e-mail addresses. This enables more newsy items to be sent direct to members. Claire has made a start on telephoning those members who have not provided electronic contact details in an endeavour to increase the distribution list. Do use this as a way of telling us how we can improve our service to members. Those of our members who don't use e-mail or the internet need not worry as we will not be abandoning you. Pennine Link will continue to be published and mailed out as long as it performs a useful function for our members.

As Chair of the Society I am invited to attend a range of meetings during the year. As well as giving me networking



opportunities with our partners in the Canal & River Trust and other organisations, these events often inform me about what is happening on other waterways and provide learning points for discussion in our two-monthly Council meetings. It is clear that there are a wide range of worthwhile projects being developed throughout the northern part of the network despite the current financial stringencies. It is fair to say, the affluent areas are more successful in making things happen than those where deprivation is a major factor, yet the efforts of community groups should not be underestimated. Celebration of local distinctiveness is one aspect which strikes a chord with me and on my canal travels this year, there has been a pronounced emphasis on local produce through the Totally Locally campaign which started in Todmorden and is gaining support in Slaithwaite. Organisations in the South Pennines are working together to bring visitors and their spending power to our area to experience our landscape and heritage and to sample the delights of our food and drink producers.

The Canal Society's efforts to promote our canals fit well with this approach. The more people who use our canals, towpaths, and patronise local businesses, the more we can push for the improvements which will help to sustain them in the future.

As the end of 2012 approaches I would like to thank all our volunteers who have kept the Marsden Shuttle running and done essential maintenance on the canal. Particular thanks are due to two members. Ronnie Rose intends to retire from his role of keeping an eye on the Marsden Shuttle and all that happens at Tunnel End. Andrea Fisher is also moving on from her role as Boat Coordinator. I wish them both well. Also my thanks go to all our Council members for their commitment and support in helping manage the Society's affairs. My New Year prediction is that there will be more opportunities for volunteers to bring their skills to our canals in 2013 so watch this space! In the meantime I wish you and your families a restful and enjoyable Christmas and a successful 2013.

Alan Stopher



What a Summer!

Canal & River Trust Update



The Canal & River Trust (CRT) has now been operating for nearly six months and it is about nine months since the Manchester and Pennine Waterway Partnership first

met. After, inevitably, feeling our way forward at first and getting to know each other, I am pleased to say there is now a rapidly emerging sense of purpose and direction for the Partnership.

The catalyst for this is the work we are doing on the Strategic Waterway Plan (SWP). The brief we, and all the other Partnerships, have been given for this is as follows:

"Each Waterway Partnership (WP) is tasked to produce a high level 10 year plan with a clear shared vision and strategic priorities which will be owned, promoted and monitored by them, and which will help guide future business planning across the Trust.

Each SWP will examine the factors affecting the performance of the canals and rivers managed by that particular Waterway Unit and translate locally the charitable objectives and six strategic priorities set by the Trustees. The SWP will seek to identify the key challenges and risks faced as well as the local aspirations and opportunities to help:

- *maintain and improve the working*

condition of the waterway infrastructure itself;

- *conserve, promote and improve the cultural heritage and ecological value of canals and rivers;*
- *widen the enjoyment and use of these local waterways;*
- *improve links with local communities; and*
- *grow our earned income and drive efficiency and savings.*

The SWP will take account of relevant corporate/functional strategies and strategic priorities and will be used as an engagement tool with Local Enterprise Partnerships, Local Authorities, Parish and Community Councils, local businesses and communities as well as to help measure impact our activities and return on investment."

We were introduced to the background and timetable for the SWP at the regional briefing sessions which took place in Spring this year. The deadline for completion is Summer 2013 and an undertaking was given that each Partnership would be engaged in the preparation process.

Our first consultation session was held in early September as part of the regular Partnership meeting. During the session there were a series of presentations given by CRT staff setting out the substantial body of background and baseline information which had been assembled.

This was all clearly valuable material but we felt that, rather than taking a mass of data as a starting point, we should instead be addressing some more basic questions i.e.

- Who is “The Plan” for?
- What is its purpose?
- What is its time frame ?
- What level of funding is available?

In the couple of weeks after the meeting there followed a lively and stimulating e-mail debate amongst the members responding to these questions and setting out their personal thoughts on the answers. In parallel our Chair, Walter Menzies, proposed the holding of a two day ‘Summit’ where the Partnership members and CRT staff could come together, without distractions, to focus on the Plan. The ‘Summit’ took place in Chester on Thursday/Friday November 8th/9th.

The Summit

Starting on Thursday afternoon, the first session involved discussion on how we could operate better as group and in particular how we could best communicate with each other, with the CRT nationally and with the wider world. In particular how, at local, regional and national levels the message that the CRT is up, running and active in managing and promoting our waterway network.

We then moved on to discuss the Strategic Plan which occupied the rest of our time. We started by establishing briefly what we already know. Which waterways are we responsible for? What is their condition? How well used are they? What are the constraints on their use? What property assets do we

have? To this we added information on what is already in the pipeline. What commitments do we have and what development/regeneration proposals are on the horizon?

Using this as the context we turned to a series of key questions about the Plan itself, asking

1. WHAT IS OUR VISION?

2. WHAT IS OUR MISSION?

3. WHAT MIGHT IT LOOK LIKE?

THE VISION

If we are asked the question – “What will the waterway network be like in 10/20/30 years time?” The answer cannot be “much as it is now”.

By the time the initial funding agreement runs out the aim must be for the network to be sustainable and able to stand on its own feet.

The Strategy must therefore be one which drives change and improvement, one which set its sights much higher and is unequivocally ambitious and forward looking. In simple terms, a Plan aimed at ‘making things better’ rather than maintaining the status quo.

This is the Vision that it needs to articulate. A Vision of what better looks like. A Vision which is not just ‘motherhood’ and ‘apple pie’ but one that sets out measureable targets and criteria, which can be used to test whether initiatives which come forward are consistent with and make a contribution to the Vision.

By doing this it will give confidence to stakeholders and potential partners to ‘buy in’ because they will be able to readily identify how the canals can make

a tangible contribution to their own agendas.

THE MISSION

We agreed that the Plan is most definitely *not* just for the converted – for those who already work on, use and value the region's waterways. These interests are vital and must remain central as we move forward. However, it is equally important that the Plan reaches out to a wider and more broadly based audience.

We were clear, therefore, that it should be written, presented and promoted in such a way that it is attractive to and accessible to the widest possible audience. In particular, the media, the commercial and business community, major developers, the tourism industry and local politicians. Its content should showcase the waterway network and what it has to offer to everyone, but especially to our key stakeholders.

THE PLAN

We did not come to a hard and fast conclusion as to what the end product would look like, but we were clear that it must not look like the sort of standard strategy document that lives unopened in office filing cabinets or library shelves. We must avoid large blocks of text and standard canal images and ensure that it gives out clear messages which are positive and relevant to a diverse readership.

One suggestion, to give the document a structure, would be the use of a Core theme. For example, time or places or distinctive areas. The idea of the production of a summary, high-impact pamphlet to accompany and complement the main document was also suggested and welcomed.

FINAL THOUGHTS

In the course of the session we also discussed Priority themes which might feature in the Plan, including Culture, Arts and Animation; Volunteering and Community Involvement; Infrastructure; Built Environment, Heritage and Regeneration. Also discussed was the theme of Key Locations, in preparation for a study being undertaken jointly with Liverpool University Department of Civic Design.

We covered a huge amount of ground over the two days. Bringing the group together, away from other distractions, provided the ideal setting for the members. Being from differing backgrounds and particular areas of expertise and knowledge, we could spark off each other and produce the ideas which we were seeking.

Our next session is in Manchester on January 8th and by the time the Spring issue of Pennine Link goes to press, the Plan should be starting to emerge. So watch this space! But in the meantime, you will be able to read updates and news of progress in Pennine Link Extra.

Graham Birch

Trustee, Manchester & Pennine
Waterways Partnership



**Canal &
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Keeping people, nature & history connected



News from the East

Greetings everyone! It seems quite a while since I communicated, but then it has been such a busy time with the move to

Canal & River Trust. I'm sure there will be all kinds of new ideas, plus fresh hands to carry on promoting our unique canals and waterways, and to work with the older and experienced ones.

On the 14th November, 40 of our volunteers enjoyed an end of season/Christmas get-together at the Great Western, opposite Brun Clough reservoir on Standedge Moor. It was so nice to see such a good turn out and I really enjoyed being face to face with so many of you, instead of a short chat when organising crew. Thanks for making it a successful evening and also for all your good wishes, cards and flowers to mark my standing down as Crew Co-ordinator. I wish I could confirm who is going to do the job next season, but matters haven't been satisfactorily resolved as yet.

We've had all kinds of trouble with 'The Shuttle' this year, but you've rallied round and done your best with her. Graham Searby and Terry Lomas have had all kinds of thoughts and ideas, with experienced opinion from Nigel Stevens of Shire Cruisers, in an attempt to cure her, for which we are all grateful. Suffice to say, she is running a lot better and by the beginning of next season our little flagship should be brought up to speed!

Even though I will have stepped down as Co-ordinator, I shall still be on Council and, of course, a member and volunteer. You can reach me on my mobile (07837 162942) or through the Society office; so, should you fancy filling the Co-ordinator position or know of anyone who would, please let me know.

It only remains for me to say a massive thank you for your time on the 'Shuttle'; you've all been very generous with your time, energy and ideas.

If anyone would like a walk in the New Year, give me a ring and I'll try to put one together. Until then, have a good Christmas.

Andrea Fisher





Volunteer Activities in 2012

It will come as no surprise to hear that this year's activities have been dominated by the weather. In 2011, we managed to

paint no less than 16 locks, starting with Lock 35E and had prepared Lock 19E when the weather prevented further work. This year we finally made a start in August, completing Lock 2E, (a lack of transport made this a convenient location), and managing only this and Lock 6E before the weather closed in again. By this stage there seemed little point in continuing the work at Lock 19E as the gates are scheduled to come out this Winter.

As a consequence, our normal Winter activities of cutting back vegetation have continued through the Summer, along with oiling and greasing paddle gearing, where we have managed to do two runs

along the East side, but only one on the West. This would normally have left us short of work, but Canal & River Trust asked us to return to the section around Grove Road, only some three months after our previous visit, due to the fast growth of trees and bushes in the wet conditions; indeed, everywhere we have gone there has been new growth to tackle. No doubt there are a number of other areas needing attention as we currently work westwards and I suspect that we will not be short of work this Winter.

We would certainly welcome additional numbers, but particularly anyone with transport, as this becomes critical when we try to tackle the West side of the Canal in that most of our current volunteers seem to be based on the East. At the moment, we continue to work fortnightly on a Friday, meeting up at points along the Canal.

Trevor Ellis

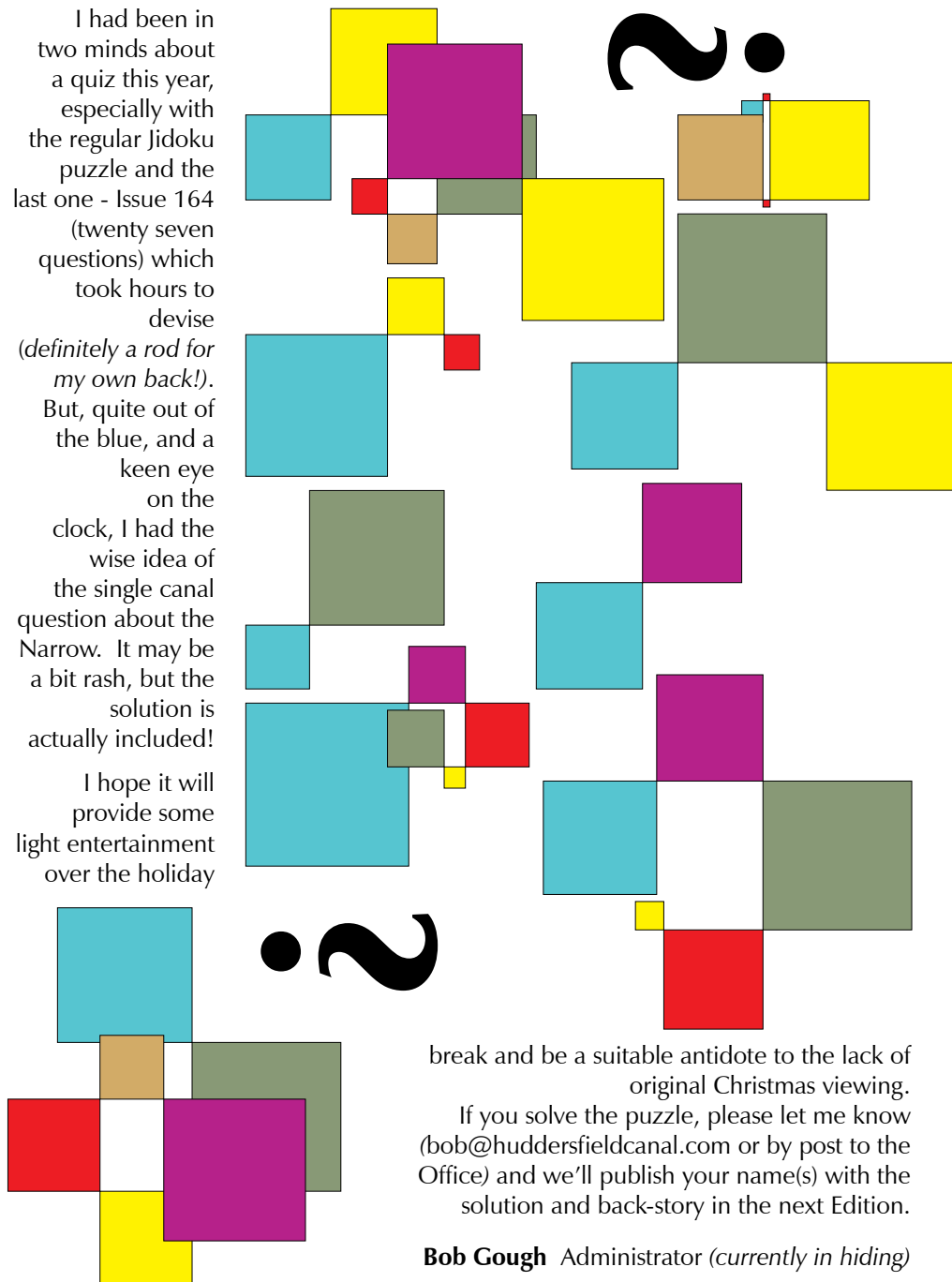


The halcyon days of August 2011

Christmas Canal Puzzle

I had been in two minds about a quiz this year, especially with the regular Jidoku puzzle and the last one - Issue 164 (twenty seven questions) which took hours to devise (definitely a rod for my own back!). But, quite out of the blue, and a keen eye on the clock, I had the wise idea of the single canal question about the Narrow. It may be a bit rash, but the solution is actually included!

I hope it will provide some light entertainment over the holiday



break and be a suitable antidote to the lack of original Christmas viewing.

If you solve the puzzle, please let me know (bob@huddersfieldcanal.com or by post to the Office) and we'll publish your name(s) with the solution and back-story in the next Edition.

Bob Gough Administrator (*currently in hiding*)

Top hole

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Abram Hinchliffe, Huddersfield

Trevor Ellis considers the history of some of the Canals' early carriers.

The Hinchliffe Family

Abram Hinchliffe (9/8/1849 – 21/8/1916) was one of five sons (Hanson, Joe, Edward, Abram and James) of Edward Hinchliffe (26/12/1815 – 1/10/1876), who is described on the various Census returns as a Farmer of High Park, Bradley until 1871 when he had become a Boatman at Quay Street, Turnbridge in Huddersfield. All of the sons were boatmen at some stage.

Abram appears on the 1861 Census at High Park, Bradley, aged 11, born "Huddersfield" and in 1871 and 1881 censuses as "Boatman" at Quay Street and Upper Aspley in Huddersfield. On the 1891 Census he is Boatman at Back Colne Road, Huddersfield, aged 41, born "Bradley" and on the 1901 census Boatman (Own Account), aged 51, still at Back Colne Road. The "Own Account" suggests that he may have bought "Gleaner" (see below) between 1891 and 1901, though it has also been suggested that "Gleaner" was built about 1890 and he could have been its first owner. By the 1911 Census he is a Canal Boatman for a "Chemical Manufacturer," aged 61 at 7 Back Colne Road, Aspley, Huddersfield.

Edward Hinchliffe can not be identified as a Boatman from the Census. He probably assisted Abram at some time from 1861 to 1869 and again for a short time in 1871 before he became a joiner and moving to Shropshire. He appears on the 1861 Census aged 13 High Park, Bradley and 1871 – 1901 censuses as Joiner/Carpenter, moving to Montgomery and then Shropshire. His family say that he went to sea in 1870, returning in 1871, in which year he lost his toe in a legging accident in Standedge Tunnel, which may have ended

his boating career. Mr Brent Hinchliffe let the Society have a letter of 30 April 1984 from Neil Fraser, which includes the following additional information, probably taken from the "Huddersfield Examiner":

"In 1871 an accident occurred in Standedge Tunnel when Edward Hinchliffe, son of Edward Hinchliffe, boatman of Bradley, was legging a vessel through when the light went out and Hinchliffe trapped a foot between boat and tunnel side causing it to be severely crushed. The boat was taken to Diggle and the injured man placed upon the 5.30pm express from Manchester which was specially stopped and conveyed him to Huddersfield where he was probably taken to the Infirmary."

Traffics and Boats

Abram Hinchliffe is thought to have been involved in carrying fruit & vegetables from about 1870 onwards. The Traffic Register for Huddersfield which exists from November 1879 to July 1880 lists two boats "owned" by A. Hinchliffe: "Eliza" and "Hope". During this period they made 10 deliveries of potatoes to Huddersfield. These seem to have been broad-beam vessels as they were carrying loads weighing between 39 and 50 tons. Working with wide boats would fit with Abram originally being from Bradley on the Broad Canal. In later entries in the Register, 1881 to 1883 he carries a number of cargoes of apples and onions in loads of under 30 tons, interspersed with loads of empty casks, but there are enough cargoes over 30 tons to suggest that the use of a narrowboat is unlikely. However, the description of Edward Hinchliffe's accident is interesting as it suggests an earlier date for Abram's involvement with the Narrow Canal than these toll records. Perhaps he was working as a boatman for various carriers at this time.

We do know that Abram later operated “Gleaner”, a narrow boat, registered as *Mirfield 231* and possibly built about 1890. “Gleanor” (sic) of Huddersfield appears on the 1901 Census at Woodside Mills in Elland, in charge of John Howe. Howe had appeared in the 1891 Census as a “Boater” (aged 28, born Huddersfield) at Kilners Buildings, Longroyd Bridge (around Lock 4E on the Narrow Canal), before appearing in the 1901 Census at Woodside Mills, Elland on “Gleanor” (now giving his age as 36). He almost certainly appears as Master of “Eleanor” and “Lily” for J. & E. Morton in toll records for 1917, so may well have accompanied Hinchliffe in his move to that company.

“Gleaner” must have been shorter than 70’ in order to fit the C.H.N. locks in 1901 and the *Mirfield* registration would suggest the same. Unfortunately the actual Register has not survived, so we do not know the registration date. A picture (below) of a narrowboat on the Narrow Canal above Lock 14E at Ramsden Mills with a Sunday School Party has always been stated as being of “Gleaner”, which causes some difficulty as the boat in the picture appears to be full-length and the photo is supposed to date from 1904/05.

“Gleaner” possibly accounts for many of Hinchliffe’s recorded passages in the *Standedge Tunnel Book*, though the tunnel records do not state boat names. Passages by him start shortly after the re-opening of the Tunnel (September 1894) in December 1894 and end in 1902. Initially there is a regular traffic of between two and four trips per month, but in June 1897 the Book suddenly records a pair of boats out and back, before the schedule reverts to normal until November 1897 when there are actually three boats recorded as going out with no return recorded. As this coincides with a period of confusion in the record of John Brierley’s boats, this may possibly be explained as an error in recording. The person making the entries in the Book had a great fondness for using “ditto” marks, which is probably responsible for many of the odd entries. There are, however, two boats which return together at the end of March with no obvious outward journey, so perhaps these had been taken somewhere for repair?

Again in April 1898 a pair of boats goes out and back and in May pairs of boats are recorded several times. Over this period, the number of passages doubles, before, in June, the previous pattern of single boats



resumes. Then in October a boat appears to spend a long period west of the Tunnel before paired working resumes sporadically in November. 1898 is the peak period for Hinchliffe's boats, with an average for the year of close to 5 round trips per month.

One issue is the duration of the trips. There are, from the outset, return times which suggest that he can not have been solely engaged in a fruit and vegetable trade to and from Manchester. There are many occasions when boats return to Diggle in well under 2 days. This sounds too short for 28 miles and 100 locks, plus the need to unload and load cargo (though his appearances in the Traffic Register detailed above do sometimes refer to cargo in barrels or casks and the return of empty casks, which would be relatively quick to load.) Several trips are as short as 12 hours, which suggests a destination on or near to the Huddersfield Narrow Canal.

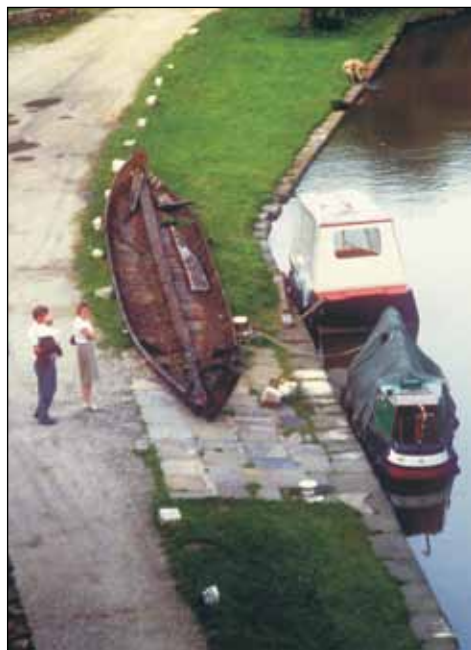
Traffic appears to hold up well through 1899, with pairs of boats appearing in July, August, October and (twice) in November. In 1900 and the first part of 1901, traffic falls back to earlier levels of two to four trips per month, then falls to one or perhaps two trips, finally ending in September 1902.

By 1907 (see below) Hinchliffe was named as working boats carrying tar for Mortons of Milnsbridge, though we do not know how long he had been there. "*Gleaner*" passed to Mortons at some stage and has always been reported as being transferred to the L.M.S. in 1935 with Morton's boats, ending as the tunnel boat "*Marsden*" and then being sunk at Tunnel End (see below). In the 1913 report of the Medical Officer for Health for Huddersfield, from where we get its registration details, "*Gleaner*" is cited as an unresolved problem due to the need for cabin painting (the owner is not



The drained canal at Tunnel End in March 1984 revealing the remains of 'Marsden' believed to be formerly 'Gleaner'. The rectangular mud hopper, also revealed, was part of a steam dredger used during the Tunnel End Reservoir dredging works from 1915 to 1918. Photo from a slide by Robert Clark

mentioned). Interestingly, in a letter from Neil Fraser about the maintenance boats on the canal in the early 1950's "Marsden" ref RB/1/HM, 57' long, which we think "Gleaner" had become, required a new cabin, so possibly the work was never done! Later pictures show "Marsden" without cabin.



August 1986 - 'Marsden' ('Gleaner') lying in state at Tunnel End after being removed from the canal. Despite its rescue, natural deterioration took its toll and the remains were eventually scrapped.

Photo: Neil Fraser Archive

The boat "Lily", built in 1907 for J. & E. Morton and registered *Huddersfield 1*, and the "Florence" in 1911, *Huddersfield 2*, both came from Sephtons, Tusses Bridge, Coventry and Abram Hinchliffe is named as "Master" on both registrations. Neil Fraser in a letter (30 April 1984 to Mr Brent Hinchliffe) mentions that Abram had for about 20 years before buying "Gleaner" used another boat to carry fruit and potatoes between Manchester and Huddersfield (but see above).

That 20 years coincides with the census showing him to have been a boatman from about 1871, but conflicts with what we think to be his use of wide boats, unless these were using the Rochdale route. We don't know where Neil got the information from and the question arises whether he would have been carrying these cargoes from or to Manchester, given the urban nature of that area and the agricultural areas in East Yorkshire and Lincolnshire.

Brent Hinchliffe, who supplied the letter mentioned above, had made notes of his visit to see Edward Hinchliffe (*note: this is certainly a different Edward Hinchliffe to the brother above who was two years older than Abram*). Additional information reads:

'Ned was a mine of information on the activities of the boat operated by Abram and, in fact, he spent a great deal of time as a boy on the boat with his great uncle. He described to me a journey they had made with a load of explosives from Huddersfield to Pomona docks on the Manchester Ship Canal before the First World War. They had left home on the Monday morning and had reached their destination by 5.00pm on Wednesday. A magnificent feat when one appreciates the number of locks and that the boat was horse drawn. He mentioned other journeys including one to Goole, and showed us a post card he had sent home in 1907 whilst on the River Hebble. Incidentally he had to return from Manchester by rail so that he could return to school.'

There were several other Edwards in the Hinchliffe family besides the father and son mentioned above. The least likely candidate on date grounds is Edward, son of James, born 1873, which would have put the trip mentioned into the early 1880's. Edward B., son of the Edward detailed above was born 1893, which would put the trip probably around 1903-5. Interestingly the only round trip

by a Morton boat, which firm would seem most likely given the nature of the cargo and where we think Abram was working at the time, recorded in the Standedge Tunnel Book was out on 28/05/1903 and back on 09/06/1903. Although this is certainly the right period, 28/05/1903 was a Thursday so this does not fit the detail given in the letter. Another problem is that Edward's father's work as a Joiner had taken him to Shropshire, where the family was certainly living on the 1901 Census.

However, in *Pennine Link* No 91 (Spring 1991) a letter was published from Mr E B Hinchliffe of Crewe; in extract:

'Late in the 1970s we found that my forbears had been canal people in the Huddersfield area and in 1983 I enquired of the Huddersfield Canal Society. (After) the Society had placed a copy of my letter in the "Huddersfield Examiner" of 15th April 1983, I received a letter from Mr Ernest Cooke of Newsome. He and his wife ... had lived next door to one of my late father's late cousins, Hanson Hinchliffe (his mother's maiden name was Hanson).

'.... we established that my grandfather, another Edward Hinchliffe, had been born at Bradley, Huddersfield and that his brother Abram and other members of the family had lived at Nos. 7, 8, 9, 12 and 14 Back Colne Street, very close to Aspley Basin at the time. Abram was known to have been in charge of two narrowboats on the canal, Florence and Lily, owned by Messrs. J & E Morton of Milnsbridge and used to carry tar between Marsden and Sowerby Bridge.

'In September 1984 an article in the "Examiner" included a photograph submitted by yet another Edward Hinchliffe of Lockwood, of a boat called Gleaner being used to carry a Rock Mission day trip in about 1905. That gentleman, as a small boy (in the sailor's hat), his mother, grandmother and sister are to be seen in the photograph.

.... having contacted Edward, we were able to confirm that he and I are related, our respective grandfathers being brothers. At the same time we were both great-nephews of Abram of canal boat Gleaner on which boat Edward had travelled ...

This would also seem to suggest that E.B. Hinchliffe was not the "Edward" in either the trip with Abram or the photograph of the Rock Mission trip, supported by the geography of him living in Shrewsbury – the writer, grandson of the "tunnel accident" Edward, still lived in Crewe at the time of the letter to *Pennine Link*. It would appear that there must be a third Edward somewhere in the family tree and there was an Edward Hinchliffe, aged 4 on the 1901 Census, living at 27 Rose Street, Turnbridge and son of a James Hinchliffe, 25, Tailor's Cutter. James can be traced in 1891 as the stepson of James Goostry, then a Teamer (Teamster? Ed), but in other records a Canal Boatman (Goostry had two "Hinchliffe" stepchildren, the other being Annie – unfortunately neither child is traceable in 1881.) This Edward is the right age and in the right place to be the Edward in the trip to Manchester Docks and the one in the "Rock Mission" photograph if that is dated to 1904 or 1905 – unfortunately that then throws into question whether the boat in that photograph is in fact "Gleaner", which was already shortened in 1901, or another Hinchliffe boat!

Trevor Ellis



Detail of Rock Mission photo on page 17

JIDOKU 25(th December!)

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

The grid represents our waterways; and the nine letters are all canals within the 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 Results

Lead Judge, Alan Stopher, comments:

‘Although numbers were somewhat down on last year there was still a good range of entries to judge in both categories with 66 pictures in all.

All of the images fitted the requirements of the competition and as always it was a challenge to select the images for commendation.

In common with previous years, some entrants had evidently struggled to produce good quality prints on home equipment or using low quality paper and I wondered whether they would have done better to have them commercially processed at one of the many shops or internet companies which do this at a competitive price.

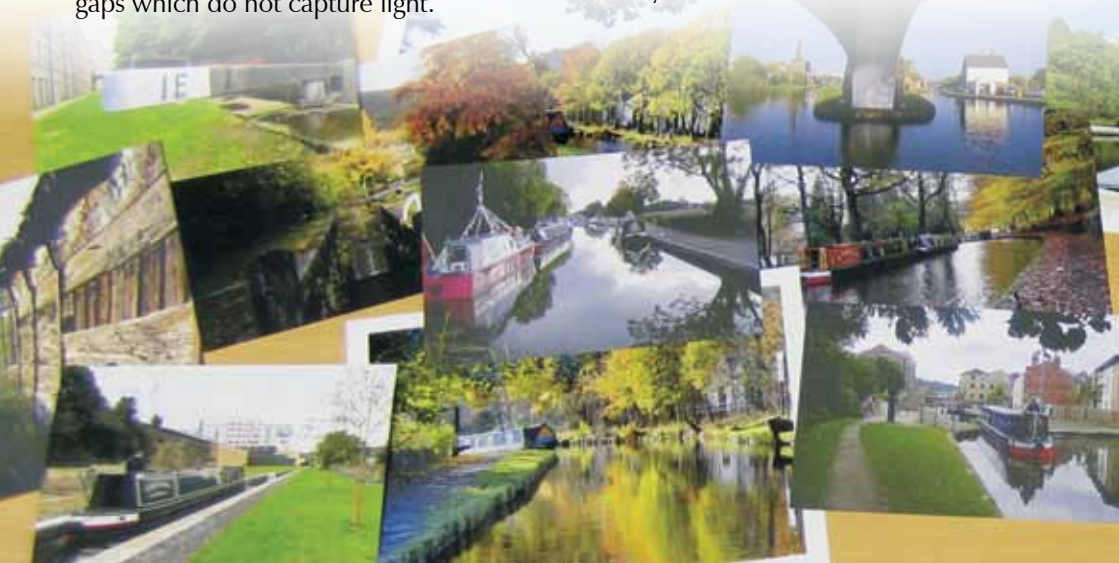
Some others, mainly in a larger format, lacked the sharpness which one would expect from competition entries. This may have been down to a faulty camera, camera shake or inaccurate focussing. Another possibility is that the pixels in digital camera sensors have intervening gaps which do not capture light.

The camera tries to interpret these areas between the sensors and this means that images straight from the camera appear rather soft. It is good practice to sharpen all images somewhat although care has to be taken not to overdo it. Some cameras do it automatically but others leave this part of the process to the photographer.

One entrant unfortunately marked the back using a water-soluble pen which resulted in marks appearing on the front of the following print in the stack. Intervening sheets of plain paper or better, the use of adhesive labels on the back of the print would guard against such regrettable consequences.

Notwithstanding the problems described above there were a good number of well exposed and well composed prints with interesting subject matter in both categories.

The overall winner this year again came from the 'Huddersfield Narrow Canal' category. Rising to the challenge of coming up with something different, John Brierley's autumnal scene at Dobcross



had a lovely atmosphere with the beautiful reflection having a painterly quality.

The winner of the Huddersfield Narrow Canal category was Mrs A Scott with a well-timed and composed image of a hotel butty being steered towards the misty Pennines on the Diggle Flight. The lock-wheeler is perfectly situated closing the gate.

Still on the Huddersfield, the Category A runner-up was with another autumnal scene, this time by Graham Alder. Well exposed to saturate the range of colours, it displayed plenty of interest in the foreground, middle distance and background.

Commended in Category A, Mrs Scott's well-framed moored hotel pair at Dobcross with its effective use of telephoto lens and well positioned boater to add interest and scale. Also commended and 'promoted' to the front cover of this Issue, was Paul Leeman's busy scene with Narrowboat Maria and her crew. Almost all the people looked into the picture making a pleasing composition.

The Category B winner was a strong graphic portrayal of canal heritage with the subject being a slender bridge on the Ashton Canal, the numbered balance beam providing the foreground with a focal point. I liked the well positioned walker under the bridge. Well done to the photographer, Alan Crosby.

The runner up, by Mrs Scott, was a strong composition of a pair of hotel boats coming down the Rochdale at Gauxholme under the massive castellated railway bridge. The distant lock added more interest and the towpath walkers perfectly balanced the boat.

Commended in Category B was a well-lit view by Mrs Scott of the Rochdale Canal and a mill building at Hebden Bridge. The framing by trees and lock foreground completed a pleasing image.

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

Alan Stopher





Overall Winner

Autumn Colours and nb 'Sherwood' at Wool Road - John Brierley, Uppermill



On the Diggle Flight - Mrs A M Scott, Rotherham

Category Winners

Ashton Canal, Droylsden - Alan Crosby, Littlemoss





Lock 18W, Mossley - Graham Alder, Middlesborough

Runners-Up

Gauxholme Bridge, Rochdale Canal - Mrs A M Scott, Rotherham

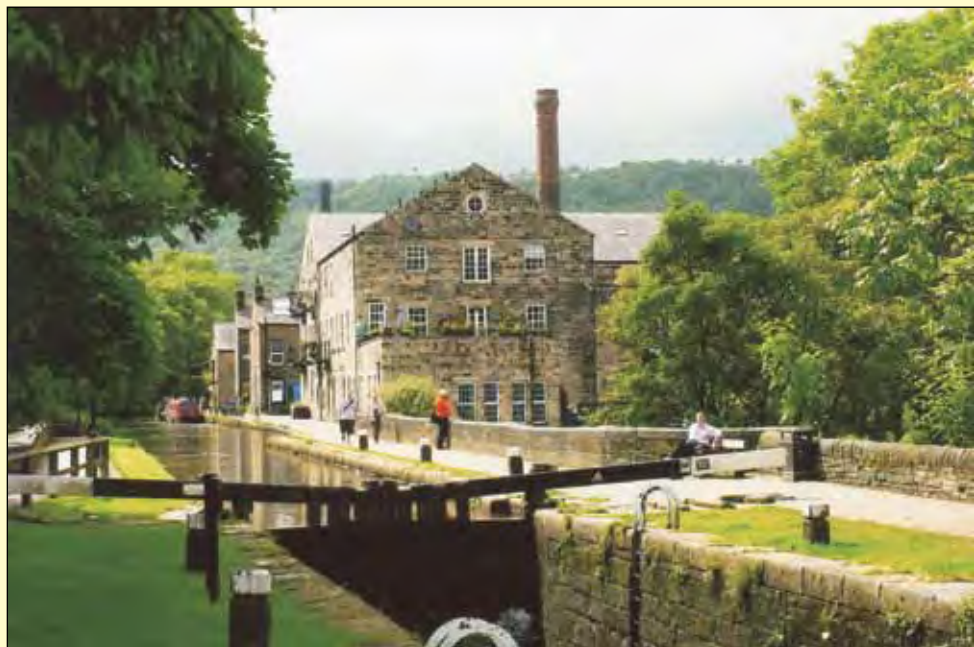




Wool Road, Dobcross - Mrs A M Scott, Rotherham

Commended

Hebden Bridge, Rochdale Canal - Mrs A M Scott, Rotherham



Standedge Visitor Centre - A New Era

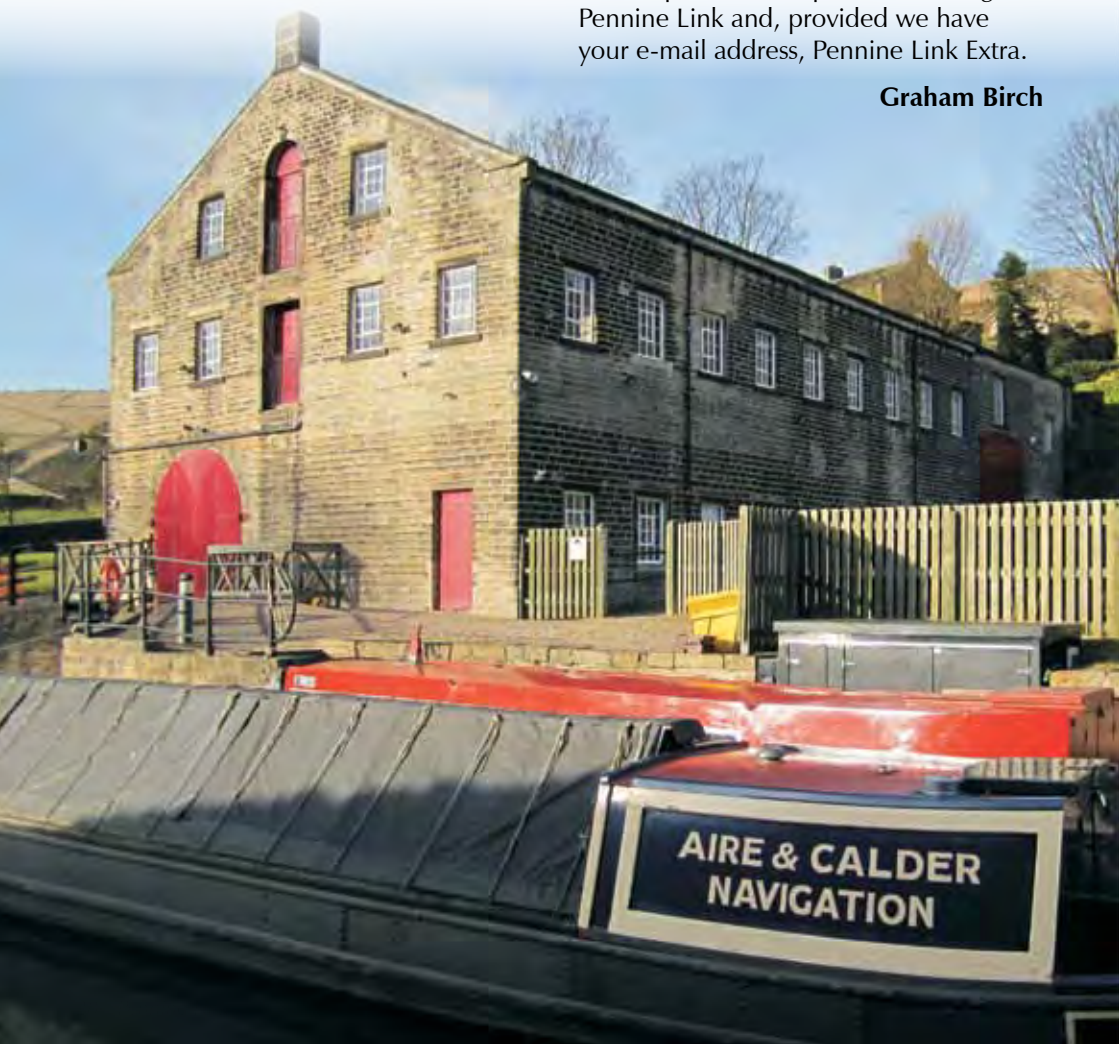
Amongst the changes that have taken place with the advent of the Canal & River Trust (CRT) earlier this year is the placing of the Standedge Visitor Centre under a new management régime.

Formerly managed as part of the British Waterways Manchester and Pennine Region, responsibility has now passed to the new CRT Museums and Attractions Partnership. It is now grouped with other attractions including the Boat Museum at Ellesmere Port and the Anderton Lift.

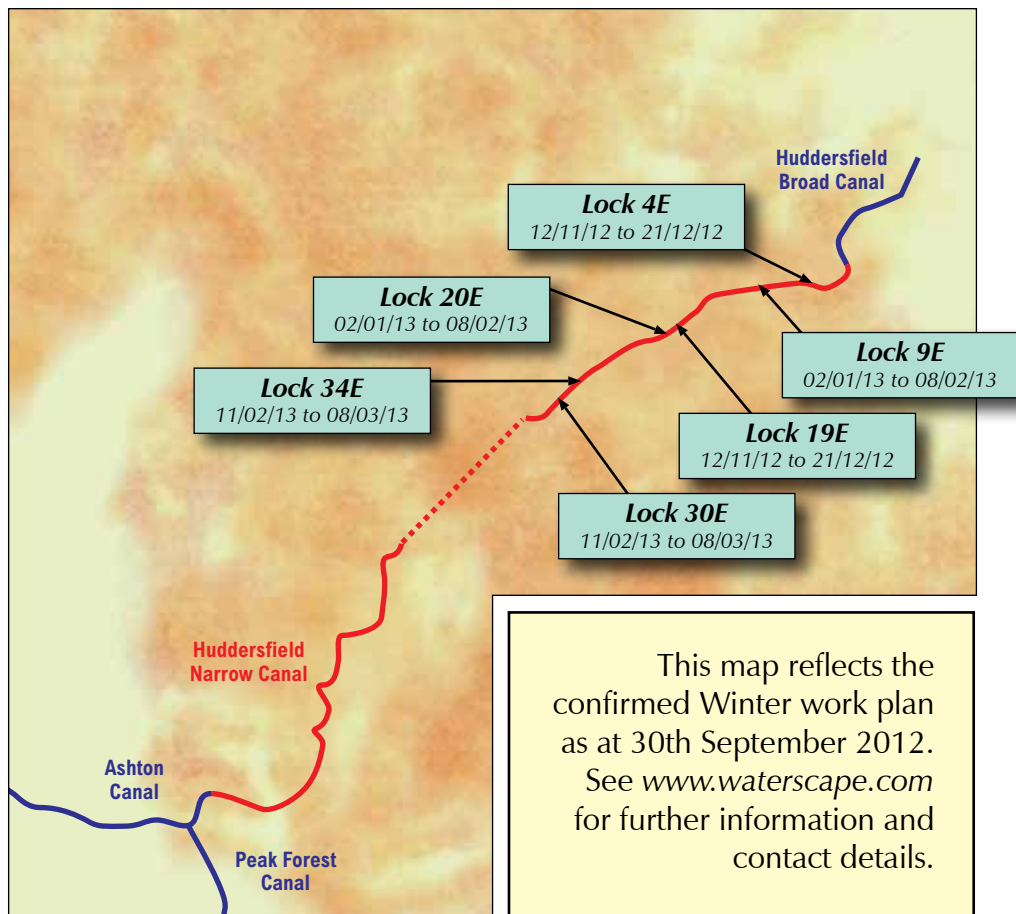
Debbie Lumb has been appointed Partnership Manager and James Dean remains in place as the Manager at Standedge.

We were pleased to welcome James to the Society's November Council meeting where he gave a presentation about the future plans for the Centre and opportunities for the Society's involvement. We look forward to working with James in the New Year and will keep members up to date through Pennine Link and, provided we have your e-mail address, Pennine Link Extra.

Graham Birch



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74 Club Members

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

T & C Hesslegrave	A TAD ADRIFT
A Smithee	DELEGATOR
I P Walker	STAFFORD
A M Scott	KERALA & KARNATAKA
J Healey	ARWEN
Mr & Mrs Baker	ALBION
R & M English	THE LADY MARGARET
Mr & Mrs Edwards	SARAH-KATE
P Durrant	HETTY CLARE
H Chorley	COVENTINA
Mr & Mrs Pointer	GINALLY
C McKenna	WATERWORKS
L Sargoad	TODDY II
I Nicholls	DINGO



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.

An application form can be downloaded from our website:
<http://www.huddersfieldcanal.com/#74-club>
 or collected from the Tunnel End Café,
 or simply send a cheque payable to 'Huddersfield Canal Society'
 with a covering note to:

74 Club Plaque
 Transhipment Warehouse, Wool Road
 Dobcross, OLDHAM OL3 5QR

Solution to Jidoku 25

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

Corrections to the Hardy Fertiliser Company article in Issue 179, page 16 - Para. 1 line 3, 'Lock 5E' should read 'Lock 5W' and the abbreviations GC and GCR stand for Great Central and Great Central Railway, not G for Grand as published. Our thanks to Brian Holmes and Peter Johnson for the corrections and our apologies for the errors. Ed.

The Back Page

HUDDERSFIELD CANAL SOCIETY

welcomes the following new members

2827 Mr Michael Hayes,
2828 Mr Kevin Grinstead,
2829 Mr Stephen Miley,
2830 Mr Geoffrey Ali,
2831 Mr John Smith,
2832 Mr & Mrs Lythgo,
2833 Mr Ian Nicholls,
2834 Mr Eric Woulds,
2835 Mr Mike Cridland,

MEMBERSHIP RATES

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Corporate	£150.00

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