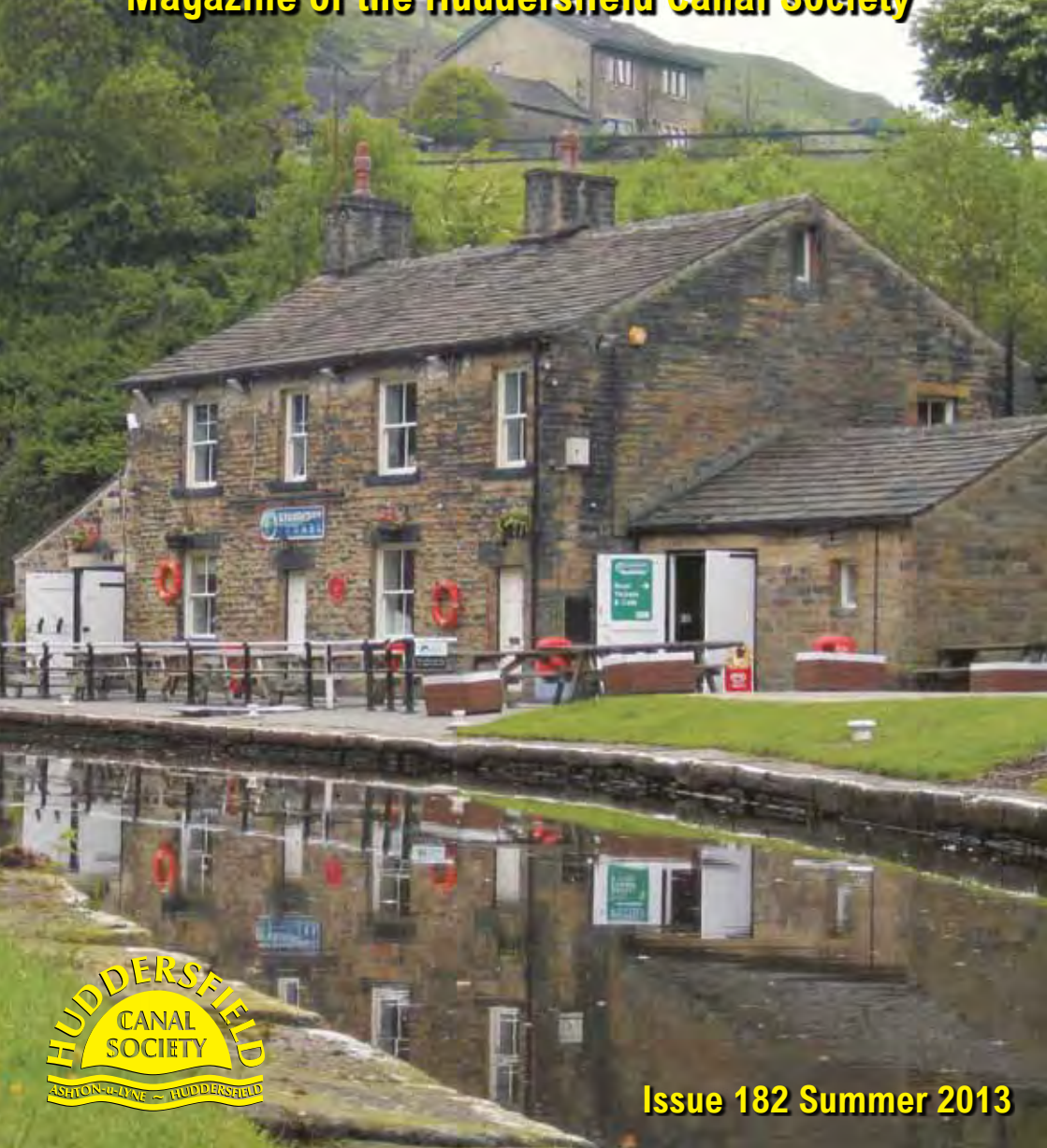


Pennine Link

Magazine of the Huddersfield Canal Society



HUDDERSFIELD
CANAL
SOCIETY
ASHTON-UNDER-LYNE ~ HUDDERSFIELD

Issue 182 Summer 2013

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The 2012 Accounts for Huddersfield Canal Society Limited are now ready to view online. Go to our website and see the Members' Area at the foot of the page.

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

Do you enjoy boating, doing practical jobs, telling other people about our canals or just wandering along the canal? If any of these takes your fancy the Society is looking for volunteers to:

- *Staff our water taxi at Tunnel End, Marsden*
- *Manage the boat crews*
- *Join our regular work parties on greasing the lock gear, litter-picking and trimming vegetation along the towpath*
- *Join an occasional team to staff a Canal Society stall at events such as local festivals*
- *Adopt a length of canal - this is a new approach to keeping a regular eye on a kilometre of canal and recording a wide range of information - guidance will be given*

If you would like to know more about any of these opportunities please contact Bob or Claire in the office.



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Editorial

At our May Council meeting, we invited my colleague on the Manchester and Pennine Waterway Partnership, Jon Stopp, to

attend and to talk to us about his work with Canal & River Trust (CRT) in the field of volunteering and community engagement. As well as serving on the Partnership, Jon has the title of the CRT's 'Adoption Inspirer'. His role, he explained, is to be "an all-round ambassador for the Trust and for volunteering".

Volunteering is, nowadays, very much an integral part of our national life and volunteers are welcomed and encouraged in many types of organisation. Jon's presentation, and the subsequent discussion, has led me to reflect further on the subject and how HCS volunteers might, in future, engage fruitfully with the CRT.

Our Society has, of course, a long and proud tradition of volunteering. The impetus for restoration came from the physical efforts, commitment and enthusiasm of our Society members; all volunteers. Today our work team, our boat crews and the officers and members of Council, again all volunteers, are the ambassadors for the Society and our waterways. Moreover, they now have the key role of holding the CRT to account for their stewardship of our canals' operation and maintenance.

Historically, British Waterways was not blind to the benefits to be gained from engaging and working with volunteers.

However our experience, it has to be said, was that their reception was frequently less than welcoming.

However, we are now in a new era. The CRT is a charity and as such it is actively seeking to engage with and looking for the support of the wider world. Moreover, its structure requires volunteers, through the National and Regional Partnerships, to play a central role in its governance. As a result we are, I believe, witnessing a sea change in the Trust's approach to volunteering.

It was this new approach that was set out for us by Jon in his presentation. He explained that his main focus was on the development of the CRT's Observers of Waterway Lengths (OWL) scheme. This innovative scheme is designed to increase public involvement and produce feedback for the maintenance programme.

It is being piloted on the Rochdale Canal and involves individuals or groups 'taking responsibility for' one kilometre lengths of canal. Their involvement does not include the undertaking of physical work; rather it involves taking on the role of being the eyes and ears of the CRT for their chosen length. The people recruited will be local to that section and are likely to be those who walk the towpath as a regular feature of their daily lives; such as walking to work or to the shops, taking children to school or simply walking for pleasure and exercise.

Jon explained that CRT do have Lengthsmen whose task it is to inspect designated lengths of canal with a particular remit for issues of safety.

Such inspections are carried out every 28 days, which means a problem can go unreported for almost month, by which time a minor problem may have become a major one, before it is identified.

The role of the OWLs is to observe their length at least weekly and to report problems with the waterway and the towpath to the CRT so that action can be prioritised. Moreover it's about more than just replicating the role of the Lengthsman because it's also about wildlife and the environment as much as it is about tidying the towpaths. To assist with their observations, a spreadsheet is available detailing the things for the OWLs to look out for.

Having become involved as OWLs, Jon explained that people/groups often wish then to increase their involvement by assisting with the remediation and improvements which they have identified. This feeds neatly into the CRT's Community Adoption Programme.

This programme, which does involve hands on work, recognises the desire of local communities to make a difference to their local area. It entails local businesses and/or community/interest groups formally 'adopting' a nearby stretch of canal or river and playing a central role in maintenance and improvement of facilities and promoting it to their communities.

Adopters work with the CRT to make improvements to their local waterway for the benefit of local people and all waterway users. The groups could be:

- Local businesses
- Community groups e.g. Environmental societies or waterway interest organisations

- Parish Councils
- Resident Associations

Once established, a group will be invited to engage in an Adopter Volunteer Agreement with the CRT.

Jon explained that his title of "Adoption Inspirer" derived from the CRT's desire to promote this process, the ultimate aim of which is to increase local ownership, build relationships with the CRT at a local level and give local communities a say in their local waterway.

It is clear to me that the new CRT era is bringing with it a new and more positive approach to volunteering and that the initiatives to engage with local communities have support at senior levels within the CRT both nationally and regionally.

In this climate, it seems to me that an opportunity exists for our Society to work with CRT to introduce both OWL and Community Adoption schemes on our canals. For example, we have our own membership, amongst who there may be people who may be keen to become an OWL for their local section of canal. We also have good links with community organisations in all three Local Authority areas and through these we have the facility to reach groups who may wish to become involved in their locality.

Furthermore, when the local eyes and ears are in place, we will need a capacity to receive the feedback and channel it to the CRT. Jon has taken on this role for the Rochdale Canal and has indicated that he would be willing to assist with setting up a scheme on our canal.

However, it would appear this is a role HCS could fulfil once the scheme is up and running. To do so, I believe, would

have the benefit, on the one hand, of giving us a clear channel for dialogue with CRT on matters relating to the maintenance of the canals and the quality of the canal environment. On the other hand, it would put us in touch with individuals and groups within the local canal-side communities providing an opportunity to promote ourselves and activities and to grow the Society in accordance with the objectives of our five year Business Plan.

We could perhaps, as a Society, consider adopting one (or more) sections of canal as a means of focusing the activities of our work team and setting an example for other groups who may wish to take on similar roles.

In conclusion, I must stress that these are my own views and that decisions will rest with Council in close consultation with those who already make an invaluable contribution to the Society and the Canals through their volunteering activity.

And finally, as I write this piece at the end of May, I am looking out on yet another damp and somewhat cheerless day. Surely the weather gods must bring us something better than we experienced last year. Nevertheless, whatever the weather and in whatever way you chose to enjoy the waterways – afloat or on foot – make the most of Summer 2013.

Graham Birch



Chairman's Report

After all the effort put in by CRT to complete their planned Winter maintenance work in good time, it was a shame that

the cruising season on the Huddersfield Narrow had a delayed start following the late discovery of a rotten gate post on Lock 32W at the top of the Diggle Flight. Access issues meant the time taken to retrieve the old gate was lengthy and the stoppage resulted in a delay of 4 weeks in the start of passages through Standedge Tunnel. With the Society's Marsden Shuttle stranded on the West side following its engine service and hull blacking at Portland Basin Marina, HCS's presence at the Standedge Visitor Centre was curtailed during the usually busy Easter holiday.

Questions have been asked about why the Canal & River Trust's prioritisation of urgent maintenance tasks failed to pick up the poor state of Lock 32W bottom gate and also why the protracted process to remove the failed gate took so long. A similar early season disruption to traffic on the nearby Calder & Hebble was caused by the failure of top gates at Shepley Bridge which meant closure for 3 weeks while matching replacements were made at Stanley Ferry. I'm sure that CRT Management will be keen to learn from these occurrences and to improve their systems of detection of incipient failure. We can sympathise. Managing a 200 year old asset is full of challenges and there has been much deserved credit given to the new Trust for successfully responding to the catastrophic embankment failure at Dutton on the Trent and Mersey by

reconstructing the section and reopening the canal in early May this year at a cost of £2m.

No sooner had the Society found the right person to take on the Boat Coordinator role, than we learnt of the tragic death of the new incumbent, Geoffrey Ali. It has been a difficult and sad time for Geoff's family and friends and it was particularly thoughtful of the family to dedicate the retiring collection at Geoff's funeral to the Huddersfield Canal Society in recognition of the pleasure he gained from working with colleagues on the Marsden Shuttle. An appreciation of Geoff's contribution appears elsewhere in this edition. Our thoughts are with his nearest and dearest.

On a lighter note, the bridge plates have at last been fixed along the Huddersfield Broad Canal, testament to Trevor Ellis's tenacity in seeing the job through.

Our volunteer work parties have continued when weather permits and have recently focussed on litter picking, tree pruning and lock gear greasing on the West side working down from Diggle towards Mossley. For family reasons, Trevor has not been able to lead with the physical activities recently and my thanks go to those who have temporarily stepped up their involvement with maintenance work. We are always on the look-out for members to join this team, particularly those who live in the Tame Valley, as most of our volunteers are Huddersfield based.

A big thank you goes to Tony Zajac for taking on the Boat Coordinator role at short notice. The Marsden Shuttle is our flagship in a number of ways and I'm pleased that we have enthusiastic crew members to staff it at weekends

and bank holidays. Your Council is aware that there are still a number of outstanding items requiring attention, but have been assured that the boat is sufficiently sound to operate through this season, pending further work.

Congratulations go to HCS Council member Patricia Bayley for becoming a member of the Museums & Attractions Partnership. Her particular knowledge of the Standedge Visitor Centre and its locality, and business and marketing skills will be beneficial in guiding the strategy for the Canal & River Trust's portfolio of visitor attractions and museums and helping to ensure our visitor centre develops successfully. Tricia sets out her thoughts on museums and attractions elsewhere in this edition.

HCS has initiated a new Steering Group with CRT colleagues to develop the Standedge Visitor Centre. One aim will be to jointly involve volunteers in an expanded range of activities. Another will be to ensure that new interpretation boards fully explain about the Huddersfield Narrow Canal as well as the amazing story of the Standedge Tunnel. The Centre Manager, James Dean, has secured funding for some new museum quality display cabinets and we have already started to help to identify real artefacts with a local link to go in the cabinets. New this year is a completely refurbished and expanded kitchen so meals as well as snacks can be enjoyed in the splendid Tunnel End setting.

During the push for restoration, the HCS caravan, staffed by volunteers, was present at a wide range of canal and local festivals to drum up support. Nowadays, our Society is unusual amongst canal societies in promoting and

supporting maintenance of a functioning canal. In order to bring our role to a new audience, we have taken a conscious decision to dust down our gazebo and attend some local rallies on a selective basis. I'm pleased to say that Tricia Bayley and Peter Smart flew the HCS flag at the pirate-themed South Pennine Boat Club rally at Battyeford on the Calder & Hebble Navigation on 4th May. This rally takes place only 2 miles from the end of the Huddersfield Broad. Held every other year, it is very well run and brings in hundreds of local people as well as engaging the club's boaters, many of whom venture onto our canals. A good day was had by all. We're keen to expand the number of our members who can help at such events so please contact Bob or Claire if you would like to go on the list of helpers. The year long South Pennine Waterways Canal Ring festival has core events from 27th July to 4th August 2013 and we will have a team running a Treasure Hunt on the canal at Stalybridge on 4th August.

Graham Birch's editorial goes into some detail to explain the CRT's new approach to adoption of lengths of canal by local residents. Your Council is keen for HCS to be involved and a team will soon be established to plan how to do this effectively without duplication of effort. Watch this space for more news.

The Huddersfield Canal Society has an important role in supporting sustainable development along our canals. It is essential to see new employment opportunities emerge which enhance our environment. Two current planning applications at Slaithwaite will have a major impact on the heritage and future development of this waterside community. The Society has supported

the application to reuse the huge Globe Mill for a range of uses which will bring good quality jobs to the area. Central to the proposal is the retention of the mill structure and use as a development site for new high-tech businesses.

A new footbridge will link across to the main street giving sufficient clearance for boats but details are awaited about the type of construction. Following careful consideration, we have objected to the application on behalf of Aldi for demolition of the derelict Colne Mills and replacement with a new supermarket. We feel that the view from the towpath will be impaired by the proposed flat roof box shaped structure which would use materials which we feel are not in keeping with the conservation area. We will be watching how both applications progress and commenting as appropriate.

Looking further ahead the Society has been represented at the recent Manchester & Pennine Waterways Partnership Annual Conference held at the Lowry in Salford. During the morning, post-graduate students from Liverpool University gave succinct feedback on the findings of their projects to tackle some specific areas along the Manchester and Pennine Canals. I was impressed by the way that the students had grasped the key points of how to integrate Marsden with the Standedge Visitor Centre and provided a vision as to how to promote the visitor economy in the area. Another team rose to the challenge of sustainable development along the Ashton and HNC between Droylsden and Stalybridge.

The main part of the conference was a consultation on the M & P Waterways Partnerships 'Manifesto' for the next

10 years. The Partnership, led by the Chair Professor Walter Menzies, is clearly keen to engage widely as it develops its priorities and your Society has an important role in putting its views across. Various comments have been forwarded on the Society's behalf to ensure the document is comprehensive.

Returning from a trip to visit my eldest son in South Korea, I was struck by how green the UK is in early Summer.

Our canal's route through the Colne and Tame Valleys is a wonderful corridor for human relaxation and enjoyment and for wildlife. I hope many of you will be able to get out and about along the route in the Summer months and if you feel like recording things that need attention or improvement, please note them down and send them into the office.

Alan Stopher
Chairman



Canal & River Trust Update

In my update in our Spring edition, I reported that the main focus of the Manchester and Pennine Group's work was on the

production of our Strategic Waterway Plan and the preparations for our planned Spring Conference.

As I write this further update, I am pleased to be able to report that:

- The Plan - our Manifesto - is now in the public domain - having been produced as a consultation draft in time for the Conference.
- Our first annual conference - featuring the launch of the Manifesto - took place at Salford's prestigious Lowry Centre on May 13th and proved to be a great success.

Moving back a couple of months, however, I can report that our second Partnership Business meeting of the year took place on March 14th and was hosted by Shire Cruisers at their Sowerby Bridge headquarters.

As well as discussing the Manifesto and plans for the conference, we received and were taken through the Manchester and Pennine Business Plan 2013/14 – 2015/16. This was a timely reminder that, whilst as a Partnership, through our Manifesto, we are looking at a timescale of ten years and beyond, the CRT has a huge task in carrying out the day to day operation and maintenance of the network.

At the conclusion of the meeting our host Nigel Stephens organised a visit to see and transit through the spectacular Tuel Lane Lock on the Rochdale Canal.

In the weeks following this meeting, work continued on planning for the conference and finalising the Manifesto. This involved a number of ad hoc meetings and a large volume of e-mail traffic to exchange ideas, views and comments on the emerging document. In addition, we were all filmed and interviewed to create a "vox pop" collation to be shown at the conference.

May 13th eventually dawned and we gathered at the Lowry for the big day. The conference itself took place in the

On the day, each of the student groups was allocated a slot of no more than ten minutes. The task was to present their findings to an audience of their tutors, Manchester and Pennine Partnership members and invited guests: comprising those who had provided local input and advice during the project.

By two o'clock, the 150 guests booked in for the conference, had arrived and were welcomed by our Chair, Walter Menzies. He introduced the draft Manifesto (*below*) and explained that it was laid out as a workbook with space to write comments and ideas on the content and format.

**It's time to protect
our canals and rivers.
It's time to inspire and
excite. It's time to put
our waterways at the
heart of everyday life.
This is the draft of our
manifesto but now we
need your thoughts
and ideas...**

Name and job title
.....
Organisation and address
.....
Email
.....
Date received

**Manchester and Pennine
Waterways Partnership**

 **Canal &
River Trust**

[illegible]

He further explained that the aim of the Manifesto was to seek to create a vehicle for the Partnership to engage with all sections of the community, to increase accessibility and to inspire more people to recognise the value of the waterways.

Following this introduction, the first part of the event comprised a series of short presentations, including one by Vince Moran, the Operations Director at CRT, on the widely publicised breach on the Trent and Mersey Canal. We then moved on to a panel discussion in which a variety of questions covering a wide range of topics were addressed by the panel members.

The final and most important part of the afternoon was the discussion of the Manifesto. Everyone present had been provided with a copy and it was emphasised that it was very much a draft on which those present were being consulted. On arrival, the audience had been split in groups of about ten and allocated to a table. Each Manchester and Pennine member was also allocated to a table and was asked to chair a discussion on the document amongst the group.

The annotated copies of the workbook were then collected at the end of the afternoon. However, for those who wanted more time to think about their responses, a dedicated e-mail address was provided to which additional comments could be submitted.

As I write, the responses have been collated and the Manifesto is being re-drafted with the aim of presenting it in its revised form to the Partnership in early July. I will report further on the final document in our next edition of Pennine Link, but in the meantime, as and when

the document becomes available via the Internet, I will provide details in Pennine Link Extra.

Finally, there are two other items of CRT related news that need to be included.

First, I was pleased to learn that my colleague on HCS Council, Patricia Bailey, has been invited to join the new CRT Museums and Attractions Partnership. This group will be responsible for the Standedge Visitor Centre (amongst other attractions) and it will be good to have her voice at the table.

Second, as you may already know, the new CRT Chief Executive has been appointed. His name is Richard Parry and he will be taking up his post in July, following the retirement of Robin Evans. He comes to the CRT from First Group where he has been a senior manager in First's rail business. Prior to that, he worked for 19 years for London Underground and subsequently Transport for London, where he held a number of senior positions in the management of London's rail network.

Graham Birch

Trustee, Manchester and Pennine
Waterways Partnership



CRT Chief Executive, Richard Parry; now with boats, rather than trains, on his shoulders.

Profile - Eric Woulds

A series of Profiles where Council Members, in their own words, tell of their involvement with the Huddersfield Canals and the Society. We begin with newly appointed Eric Woulds.

Back on the cut again.....

In 1985, while I was happily working at Kirklees Planning in Development Control (planning applications), I was told that I was being transferred to the Improvement Team. My knowledge of the work carried out in the section at the time was restricted to their efforts in stone cleaning and counting how many people shopped in Huddersfield so I was less than impressed. However, when I got there, I discovered that, amongst other things, I was also taking over the embryonic job of Project Officer for the Manpower Services Commission (MSC) Narrow Canal restoration scheme. As I already had quite an interest in the recreational value of canals (space doesn't permit the story of the Llangollen Canal and the epic journey in 1982 to Ellesmere which involved 30 pints of home brew followed by a late dash to the pub), things were looking up on the work front.

The next 6 years or so were probably the best of my 36 at Kirklees. I was part of a closely-knit team of people who were tasked with restoring as much of the 'track' (as British Waterways liked to call it) as was practical, and within the budget that was mainly extracted from the MSC. My training as a planner was largely redundant during the time I spent working on the canal. However new skills, like buying vans, moving rare plants, finding alleged otters (mink, actually) and organising canal festivals were soon acquired. About the only time I reverted



to planning was in finding sites and dealing with planning issues for the occasional silt dump. Somehow, after the machines had moved in to set them up they never looked the same as they did on the plans, but I wasn't going to say anything.

A lot of the important work happened at the British Waterways Offices at Dock Street in Leeds. Regular liaison meetings were held there and I was given the job of taking the Minutes. Anyone who attended these will recall the legendary lunches. Many agreements were made in this hospitable environment, particularly after lunch, which were duly recorded. We may have lost out on the infamous hydraulic lock gear saga but I can happily say that what we lost on the 'swings' we often more than made up for on the 'roundabouts'.

There were many 'inspection' trips into Standedge Tunnel, and after signing your life away (literally) and donning the appropriate protective clothing we were soon driving down the disused single rail tunnel, then sliding down muddy adits into the flat-bottomed inspection boat to

check the condition of the Tunnel at some point or other. It was always fun when we got to a blockage, as someone had to get out of the boat in chest waders and lever it across. Needless to say, I never volunteered to wear the chest waders.

After almost 6 years of having a daily enthusiastic diet of wash-walls and towpaths, lock gates and chambers, and more silt than perhaps was good for me the funding, unlike the canal, was starting to dry up. However my last year was spent in looking to the future and it was at this time the first leisure study was commissioned by Kirklees to outline the economic value of full restoration. Plans were also drawn for the re-instatement of the channel through the Huddersfield blockages, and through Slaithwaite town centre. We had an exhibition at Slaithwaite Library where the plans were on display. Not many people came, and those who did departed with a wry smile on their faces saying something like 'it'll never happen ...'

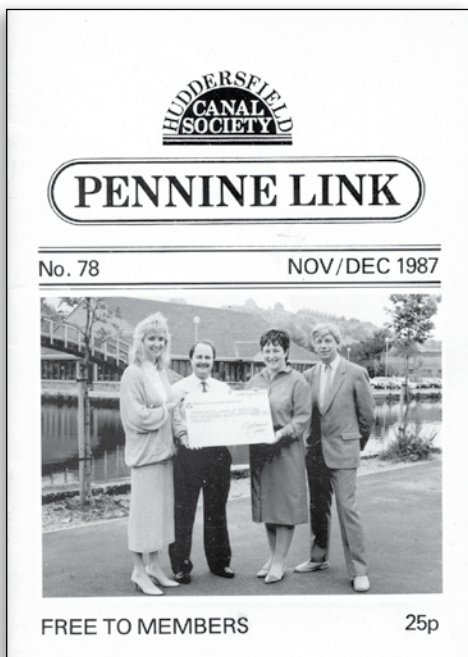
It was time for me to move on and canals gradually disappeared from my working life. I did however make a promise to someone that I'd be back if I thought I could do something to help. Having retired from the daily grind in 2010, I now have both the time and the inclination, and the HCS Council of Management have graciously agreed to let me loose on the canal once again.

My particular interest is along the lines of local 'ownership'. Whilst CRT priorities are naturally of an engineering nature, the quality of the environment is probably of high importance to most users. Canals in particular are fairly unique in that the majority of users aren't there to fulfil the primary purpose – apparently only 7% of users are navigating the wet bit so it follows that 93% are there for some other

reason. If these are people who live nearby and are there regularly then they have a vested interest in looking after everything about the canal environment that makes them go there in the first place. I'm interested in gaining support for a local stewardship scheme, as pioneered on the Rochdale Canal. There are already many established community organisations in the Colne Valley, and it may just be a case of tapping into these. However, there's some work there to be done so I'll see what can be achieved.

I should add that when I'm not actively engaged on HCS business, or 'pottering' (something retired people appear to make a profession of) I tend to be found doing something with ridiculously large, heavy and over complicated musical instruments. I also have Huddersfield Narrow Canal to blame for my affiliation with Morris dancers, but that's another story.

Eric Woulds



Cover boy Eric, far right, though not politically!



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TRADITIONAL ENGLISH TEA WITH A MEDITERRANEAN TWIST

Swapping the Classroom for a Tearoom!

Stalybridge Mum swapped the classroom for a tearoom offering traditional tea, homemade baking, scones, soup of the day & meals.

Located in the heart of Stalybridge, a mere scones throw away from the Huddersfield Narrow, with thirsty and hungry boaters passing nearby, it's too good an opportunity to miss.

The twist comes from the Mediterranean influence offering Meze Brunch as well as evening meals and occasional event evenings, usually on the 2nd Thursday of each month. Why not pop down for a bit of sunshine and friendly atmosphere; go on spoil yourself. After all, you deserve it!



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07814 109536



"Absolutely beautiful! Such a lovely, light sponge!"

PAT

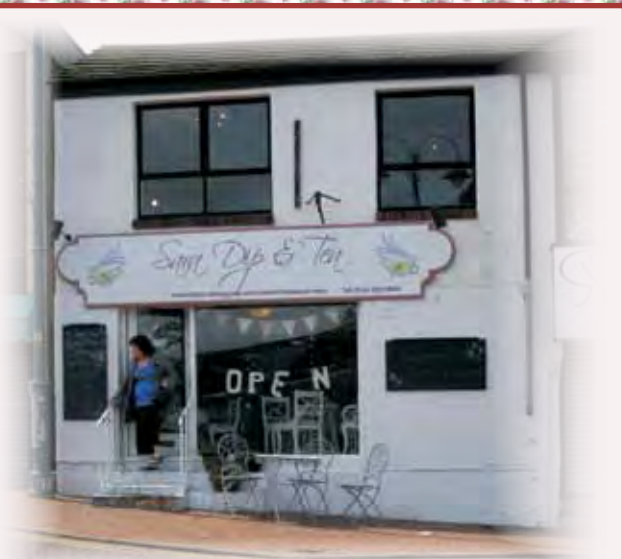
"OMG, those lovely little chocolate truffles are the best thing ever to grace my mouth"

KATIE BUTTERWORTH

"Tasted like a little ball of chocolate heaven - can I come and live with you?"

EMILY GELLARD

TRADITIONAL ENGLISH TEA WITH A MEDITERRANEAN TWIST
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JIDOKU 27

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

Bridge Plates - The Saga (almost) Over

Members may recall that one of the initiatives that the Society took on when the canal was restored was to provide Bridge Number Plates, based on the original design, for every bridge on the Narrow Canal. I think it would be about 2006-7 when the programme sprang into action and BW (as they then were) installed plates as fast as we could produce them. It seemed like a good idea at the time to provide plates for the Broad Canal, as this had been included in the original numbering scheme. These were duly produced, but there the matter stopped.

For the past several years we have been trying to find out why nothing happened. It transpired that the problem was that BW would need to apply for Listed Building consent for 8 bridges and Historic Monument clearance for Turnbridge. There the matter rested until a meeting took place at which we, the Canal Society, agreed to apply on their behalf. Finally, just before Christmas, eight identical envelopes – all stamped First Class – hit my doormat.

Then, in April, Steve Cooper from the Canal and River Trust came on the scene. Apparently he had been involved with the plates on the Narrow and very quickly arranged for the plates that we had supplied all that time ago to be fitted. There remain a handful of bridges to resolve – the footbridge at Deighton, soon to be plated as Bridge 7, and the footbridge at Aspley Basin, which we hope to arrange shortly. There is also an issue about the main University footbridge, which apparently had plates fitted but which has since been refurbished and no longer carries them.

Many thanks to Steve and his colleagues at CRT who have helped to bring about a conclusion. This is a good example of the way in which the Society can work with the new body and, hopefully, bodes well for the future.

Trevor Ellis

Plate No 9 on Annis Lee Bridge at the tail of Lock 6E, Huddersfield Broad Canal.



J. & E. Morton, Milnsbridge

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

J. & E. Morton were tar distillers and chemical processors with a works in Milnsbridge, close to the canal basin.

Morton's in Milnsbridge was an offshoot from a pottery business that was long-established at Salendine Nook in Huddersfield. That business was started by refugees from Scotland around the time of Queen Elizabeth, who were potters by trade and developed into miners of the local fireclay and coal. The clay also contained a high percentage of alumina (see *The Mining Industry of Huddersfield*, Wray). From this they apparently started with chemicals at Salendine Nook and later expanded down to Milnsbridge, though we do not know at what date. Records of the Milnsbridge business in documents are scarce, possibly because it was a subsidiary.

They appear at first to have received waste-products for processing from small local gas plants. The firm are not listed in local directories for 1876 and 1879, but an invoice from J. & E. Morton for the carriage of gas products from Edward Fisher & Co, silk spinners, Longroyd Bridge Mills dated 1883, seen at a meeting where a collection of letterheads was on display, provides the earliest firm date that we have for the Milnsbridge site. Small local gas plants were progressively replaced by larger local authority gas works providing a mains supply. Between 1871, when the Huddersfield Council bought out the original, private, gas company, and 1900, production trebled as the council

took over supplying gas from these small local plants and it would only be after electricity became more widespread that demand for gas stabilised. This would explain the building of new boats by Mortons as late as the early twentieth century.

In the 1900 Huddersfield Directory, Edmund Morton of Quarmby is listed under "Manufacturing Chemists" and has premises at Pollard Street (then under Longwood) just on the other side of the River Colne to Tanyard Road and the canal basin. The London Gazette has an entry for 20/04/1906, dissolving a partnership between Edmund Morton, Frederick Morton and Frederick Morton the Younger, but stating that the latter would carry on the business as J. & E. Morton. The firm appear in the Huddersfield Directory for 1909 as Chemical Manufacturers at Milnsbridge and a Mid Yorkshire Trade Directory of 1910 as Chemical Manufacturers at Pollard Street, Milnsbridge, suggesting they had premises on both sides of the river

According to an unpublished work held in Huddersfield Library "The Gas Adventure and Industry in Slaithwaite" by Golesti, the Slaithwaite Gas Light Company agreed in 1911 to sell all ammoniacal liquors to "F. & C. Morton" of Milnsbridge for a period of 7 years. As Slaithwaite amalgamated with the Longwood Gas Company in 1914 and production in Slaithwaite ended in December 1915, this agreement can not have run its full course.

Frederick Morton of "Chemical Works, Milnsbridge", is listed in 1912 as having

been a member of the Chemical Society, London, since 1893.

In 1917 Kelly's Directory the firm continue at the same address. A report of the finding of the body of a child in the canal at Fountain Grove in the Colne Valley Guardian of 17/08/1917 mentions that there had been no traffic for three weeks "on account of a stoppage at Bradley", which raises a question about whether Morton's had any traffic from Huddersfield gasworks at this time.

They appear in a Huddersfield Directory in 1924 and the LMS Wharf listing of 1927 shows firms still using the canal including J. & E. Morton, about whom it gives the following information: "Chemical Manfrs., Tar Distillers etc. Works situated near Narrow Canal at Milnsbridge. Traffic consists of tar and ammonia liquor, carried from Sowerby Bridge, Elland and Brighouse Gas works, situated on the Calder & Hebbly (*sic!*) Navigation. Average monthly tonnage, 273 tons. Firm use General Wharf at Milnsbridge and pay a wharfage charge of 2d per ton. Traffic is unloaded from the boats by means of a pipe line". (To this day, the edge of the basin between the crane base and Tanyard Road is partly covered in spilled tar. Interestingly, even more so is the offside tail of the old Lock 3E, leading me to speculate whether it was used as a loading point at some time.) 273 tons would represent upwards of 10 loaded boats per month at that date. The final Directory entry that has been traced is for 1931/32 and it is thought that they operated until 1935. They do not appear in the Huddersfield Directory for 1937.

Boats

Mortons are supposed to have operated *Gleaner* which was purchased from Abram Hinchliffe, presumably when he gave up carrying on his own account around 1902. They had *Lily* built in 1907 and *Florence* in 1911 both by Sephton Bros., Tusses Bridge, Coventry. *Lily* was registered as *Huddersfield 1* and *Florence* as *Huddersfield 2*. It is not known why Huddersfield became a registration authority so late in the day, the Canal Boats Act having been passed in 1877.

A list of traffic on the canal in 1917 includes the following:-

"16/5/17: *Eleanor* John Howe
Pool 39 Marsden to Pool 8 Milnsbridge:
Liquors & Tar." This is the only other Morton boat for which we have a name. We do not know where *Eleanor* was registered, or if it had a cabin rather than operating as a day boat.

A Morton boat was the last working boat through Standedge Tunnel in November 1921, being recorded as travelling from Diggle to Marsden. As an isolated trip, this is most likely a boat being purchased, though we can not be absolutely certain of the direction as other entries on the same pages are known to be reversed. However, it seems most likely to be correct as it is the first entry and appears on the right-hand page. (Most errors seem to have occurred when a first entry was made, understandably, on the left.)

Narrowboat Magazine Spring 2007 has a photo from the CRT Archive showing *Lily* being built by Sephton Bros., Coventry in 1907 and reproduces its registration certificate as *Huddersfield 1*, which is held in the West Yorkshire Archives.

The picture clearly shows a short Huddersfield length narrow boat divided internally into compartments.

Amongst the images held by HCS is one which may show *Gleaner* when the boat was 70ft long and belonged to Abram Hinchliffe. The picture shows a party from Rock Mission, Turnbridge and is supposed to be from 1904 (or 1905?). The problem is that this does not fit with information on the 1901 Census, which records the boat at Woodside Mill in Elland and suggests that the boat was then short enough to fit the CHN locks. The origin of the photo is identified as being from Edward (Ned) Hinchliffe and the article then referred to with information from Neil Fraser (presumably he had that from Edward Hinchliffe) referring to the trip as being to and from Slaithwaite. *Gleaner* is also known to have been registered as Mirfield 231, which implies that it was short enough to reach Mirfield at the time of registration, though unfortunately the Register does not survive. The possibility is that the photograph is earlier than 1904 as the boat would then have been owned by Mortons, rather than Hinchliffe and it could be earlier than 1901. Alternatively it is not of *Gleaner*.

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 mentioned). Following the closure of Mortons, *Gleaner* was supposed to have been sold to the LMS as a maintenance boat and later used in the Standedge Tunnel. Then, it was unnamed, but sometimes known as *Marsden*. 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 possibly become, required a new cabin, so possibly the work was never done! Later pictures show "*Marsden*" without cabin. Among the late Geoff Brown's papers there was a letter dated 8th November 1987 from Joseph Boughey to Brent Hinchliffe about a record he (Boughey) had seen at Stoke Bruerne (presumably now at the Waterways Museum, Ellesmere Port) of the boats remaining on the canal in the years between 1949 & 1953. He hoped this may help identify the boat that had been removed from the canal in 1984. It is possible that the boat on the bank had been numbered RB/1/HM and was known as *Marsden*. What wasn't as clear is whether that had been *Gleaner* or another boat, possibly one of the others bought by the LMS from Morton's. From the information he had seen, Boughey knew that one of these was scrapped in 1948, one sunk in 1951 and the third carried on until 1962.

Geoff Brown had also made a note of a telephone conversation that he had with Donald Sykes (ex BW based at *Marsden*) on 9th February 2000. Donald confirmed to Geoff that *Gleaner* was the boat rescued from the canal in 1984 and put on the bankside before it was broken up and that it was the boat that had been used for tunnel trips until 1962. Donald said that before the last trip into the tunnel, the hull was in such a bad state that "you could have put your foot through it" and that metal patches were added. After the trip the boat was partly broken up and sunk. Measurements taken on the bank by Geoff Brown and Neil Fraser suggested that *Gleaner*/*Marsden* was slightly over 60ft. long, so

presumably of the maximum length that would fit diagonally in the CHN locks.

The Standardge Tunnel register of passages from September 1874 to August 1937 (originally at Tunnel End, now at the Waterways Museum) records only 5 passages by Morton boats, only one of which seems to be a return:

On 28th May 1903: 1 passage from Marsden to Diggle, followed on 9th June 1903 by a passage from Diggle to Marsden. This could possibly be a boat movement for repair or maintenance, possibly at Woolroad?

On 29th. September 1907, one passage from Diggle to Marsden, presumably the arrival of *Lily* as a new boat – registered at Huddersfield 7th October 1907.

On 26th. September 1911, one passage from Diggle to Marsden, presumably the arrival of *Florence* – registered at Huddersfield 9th October 1911.

On 6th November 1921 a passage from Diggle to Marsden, the last recorded working boat through the tunnel. This may be another boat purchase. (Unfortunately by this date, passages are so few that the double page spread covers from 1920 to the end of recording in 1941 and we do know that the passages of the “*Success*”, the last boat recorded, in 1937, are reversed.)

As mentioned, a list of passages on the canal during May 1917 has the following information about J. & E. Morton:

1/5/17: Lily John Howe
Pool 38 Marsden to Pool 8 Milnsbridge:
Liquors & Tar

16/5/17: Eleanor John Howe
Pool 39 Marsden to Pool 8 Milnsbridge:
Liquors & Tar

John Howe had appeared in the 1891 Census as a “Boater” (aged 28, born Huddersfield) at Kilners Buildings, Longroyd Bridge (now a garage forecourt by Lock 4E on the Narrow Canal), before appearing in the 1901 Census at Woodside Mills, Elland on “*Gleanor*” (now giving his age as 36). In 1911 he was living at Tanyard Road, Milnsbridge, very close to Mortons, but described as “General Labourer”. He appears as Master of “*Eleanor*” and “*Lily*” for J. & E. Morton in these toll records for 1917, so may well have accompanied Hinchliffe in his move to that company.

From other evidence we have, it appears as though any trips loading at the town gas works between Sowerby Bridge & Milnsbridge were not accounted for on the 1917 list, possibly because they would have been recorded for tolls paid at Cooper Bridge and those records were kept elsewhere. The Registration certificate for *Lily* specifies “Sowerby Bridge, Halifax and Marsden” as the “route on which the boat is intended to ply”. The one for *Florence* omits Halifax.

When Mortons closed in 1935, at least some of their boats were sold to LMS as maintenance craft, though Neil Fraser in his extracts from the local press mentioned that three were purchased by Poppletons of Deighton (we have not yet traced the source). A letter from Joseph Boughey to Brent Hinchliffe amongst Geoff Brown’s papers has the information that three 57’ boats were bought by the LMS Railway for £471. If both items are correct, it would mean that Mortons had at least six boats at the time they ceased trading.

Trevor Ellis

2013 South Pennine Ring Festival

The Rochdale Canal Festival has been running successfully for many years and is now part of a bigger initiative providing a fantastic programme of events across the whole South Pennine Ring.

The lively events include walks, talks, canoeing, angling, cycling, family friendly events and opportunities to learn about nature and heritage. Many are free and involve local communities, like Todmorden Lantern Parade, a magical twilight extravaganza with traditional boats and family craft workshops for all ages.

Traditional horseboating demonstrations, poetry workshops, bat and nature identification walks and much more will also take place, with a focus on the Rochdale Canal between 27th July and 4th August across East Manchester, Oldham, Rochdale and Calderdale.

One highlight is the Underground Walk lead by the Manchester branch of the IWA through the Manchester & Salford Underground Canal Tunnel, one for intrepid canal enthusiasts and those interested in a unique chance to learn about a hidden industrial gem. See the website for details.

Anyone organising events across the South Pennine Ring, including the Huddersfield, Peak Forest, Ashton and Rochdale Canals and the Calder & Hebble Navigation can contact Claire Teague on 07795 838335 or by email, to be included in the publicity material.



Full details of all events can be found on:
www.myrochdalecanal.org.uk/category/events

Email Claire Teague at claire.teague@canalrivertrust.org.uk

The festival has a new Facebook page and a popular twitter feed.

Visit www.facebook.com/2013canalfestival or [@myrochdalecanal](https://twitter.com/myrochdalecanal) for details.

Stalybridge Town Team



Bob Cough

The role of our local high street or town centre goes far beyond providing a few essential items of shopping in between our regular trips to the supermarket; they are sources of local employment, provide an important hub for social interaction and can be key indicators on the health of the local economy.

Sadly, our town centres and high streets have been badly affected by changes to our shopping habits. Out-of-town shopping centres with free parking and the rising trend for Internet shopping, suit the busy lives of many people.

Stalybridge Town Team was set up to address such issues and to implement positive change in the wake of the Portas Report. The team consists of local business representatives and residents, faith representatives, elected councillors and council officers, all with a common interest in Stalybridge and a common desire to improve the town.

Stalybridge Town Team has also been responsible for delivering a number of events, from a Christmas 'switch-on' to

regular farmers markets and community litter-picks. All these events support the town's economy, whilst at the same time publicising what the Town Team is trying to achieve.

And with the Canal so prominent in the Town Centre, the Team are organising a Canal Festival over the weekend of 3rd and 4th August 2013. The Society, keen to support local initiatives, will be involved by running a free Treasure Hunt on Sunday the 4th. Meet from 10.00am to midday at Lock 6W, Armentières Square, to collect your Hunt Map and Clues, and put your sleuthing to the test!

The Team has gone from strength to strength over the last 12 months, attracting interest from local businesses and organisations wishing to work in partnership for the benefit of Stalybridge and this has given the town a vibrant air with local businesses now looking positively towards the future.

Kevin Garside

*Integrated Neighbourhood
Services Manager, East Tameside*

Museums & Attractions Partnership

Society Director, Patricia Bayley, talks about her recent appointment to the Museums & Attractions Partnership.

Following my retirement from the chemical industry last Autumn, Alan Stopher asked me to put my name forward for a position on the Museums and Attractions (M&A) Partnership of the new Canal and Rivers Trust (CRT). I was interviewed at the National Waterways Museum at Ellesmere Port, on a beautiful afternoon in May, and am delighted to have been accepted.

I believe it is vital that we educate and enthuse the younger generations to ensure that the canals will continue to be restored and thrive. It was through the first visitor centre at Tunnel End Cottages, (now called Standedge) and the former Nottingham Canal Museum, that I discovered the fascinating world of canals, their history and their role in the development of the Industrial Revolution and the making of the modern world.

Those first museum visits led to major changes in my personal life too. After joining HCS, I met my partner Peter at the Huddersfield Opening Ceremony of the restored Narrow Canal in 2001. Now we crew the Marsden Shuttle water taxi and enjoy canal holidays together. I have also been a member of the HCS Council for about three years and before that, was their Marketing Officer.

Since the Restoration of the Huddersfield Narrow Canal (HNC) and the opening of the Tunnel, Cottages and Warehouse as the Standedge Visitor Centre (SVC), I have watched the development of the Attraction with interest. With my business experience, I was worried

about its viability and British Waterways' commitment, especially when it had low visitor numbers and was competing for scarce resources needed for engineering works and maintenance.

Tourism is vital for the regeneration of the Colne Valley and the wider South Pennine Region since so many of the textile mills have closed. Standedge is an important site, attracting tourists from all over the world. I think it is very positive that CRT has moved SVC and Anderton Lift into a separate Museums and Attractions Group with the National Waterways Museum at Ellesmere Port, Stoke Bruerne Museum and Gloucester Waterways Museum, all previously run by the Waterways Trust. They can now benefit from shared staff and resources backed up by the advice of the M&A Partnership.

As I write, I have not yet attended my first M&A Partnership meeting, but James Dean, the Manager at Standedge, has told me of interesting projects being planned, about which I hope to report in future editions.

Outside my role in the Partnership, the Canal Society will be working more closely with James and staff in the M&A Group, especially on the joint recruitment and management of volunteers who will be increasingly important for the success of Standedge and the CRT.

Pedestrian counting devices at several points round the Centre now measure how many people are visiting the Warehouse, the café or just walking though the site on their way to the moors. This will help James identify

how the site is being used and where improvements can be made.

The Watersedge Café in the Cottages had a record week over May half term, with a 10% increase in customers and a 25% increase in takings over the previous record, following a refurbishment by local designer Janet Hagger of Greenfusions at The Loftspace. Visitors can enjoy either the family-themed “Explorers” room (*pictured right*), with brightly coloured and inviting furniture, or the “Legger’s Rest” room, with more traditional furniture and décor, for those looking for a relaxing cup of coffee and a cake. Behind the scenes, there is an enlarged kitchen and a chef has now been employed to produce a new menu, including a full afternoon tea with Yorkshire Tea. Perhaps, one day,



Tricia Bayley

Standedge will become as famous as Betty’s at Harrogate.

Bob Gough, our Administrator, will be assisting Dale Copley, the CRT curator, to identify objects for the new display cases which are to be installed in the Warehouse in early July.

There is a new indoor soft play area on the ground floor (*pictured left*) which is popular with local families.

In the attractive Loftspace on the second floor, Janet Hagger’s Greenfusions business is nearly a year old. She offers classes in a number of different crafts and regular Craft and Chat sessions - see www.greenfusions.co.uk. Her husband teaches loomknitting and finds it appeals to men who seem happier with a male tutor! When I visited one afternoon, Janet was teaching sewing skills to a class of home-schooled teenagers. Several other artists work with Janet and their creations are for sale in the Loftspace and also at the regular craft fairs.

Patricia Bayley
Trustee, M & A Partnership

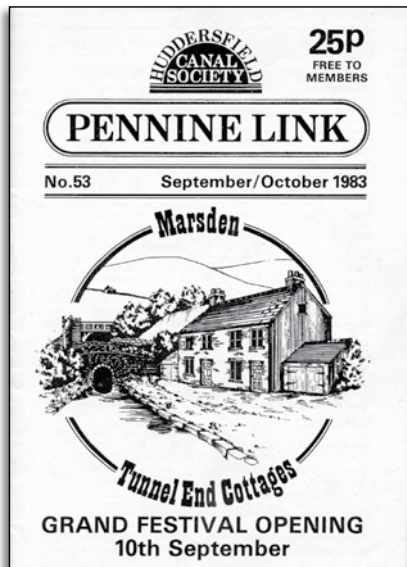


Tricia Bayley

Tunnel End Cottages - 30th Anniversary

Our thanks to Society stalwart and ex-Publicity Officer, Dave Finnis, for reminding us of a forthcoming anniversary: the official opening of Tunnel End Cottages on the 10th of September 1983. The Cottages are significant in being the Society's first HQ and, at the time, an important campaigning centre.

We can do no better than quote from Dave's background article of the time (below), published in Pennine Link, Number 53.



Opposite: A youthful David Sumner (HCS Chairman) speaks at the official opening of the Cottages. Photo: Robert Carter

tunnel end cottages

Some four years ago, at a time when the Society seemed to be at a crossroads, a group met to discuss opportunities for positive restoration action. One suggestion was the scheme that has now materialised at Uppermill, while another was to save the derelict Tunnel End Cottages at Marsden. ...

The attraction of the Tunnel End idea was that the cottages formed part of the most famous view of the Huddersfield Narrow - a place that attracted visitors, even in a derelict state, to see Standedge Tunnel, one of the "Wonders of the Waterways" and the highest level on the canal system. It seemed a good point to contact people and from which to develop our campaign.

A draft lease was obtained in December of 1979 and we started work on the buildings, sheeting over the windows, clearing the interior and "bodging" the roof. It rapidly became apparent that we had a major project on our hands ... Fortunately, at this time, the West Yorkshire Countryside Rangers were on the lookout for premises in Marsden and decided to join with us in the restoration. After some delay, a Manpower Services Commission scheme was approved and work began.

Now the cottages are almost ready. Finishing and decoration should be complete by September. Our exhibition to introduce people to canals, and the Huddersfield Narrow Canal as the most important canal, is being printed, and we have at least some of the exhibits we need.

Already our involvement has started to pay off in the form of Local Authority interest in towpath boards, picnic sites and now the Marsden-Slaithwaite scheme. We hope to develop this towards the re-opening of Standedge Tunnel. Four years may seem a long time, but such results will be well worth it.

Obituary - Geoffrey Ali

Our Treasurer, Mike McHugh, writes:

I am sad to report the untimely death of Geoffrey Ali, our boat coordinator. I got to know Geoff last year when working on the Marsden Shuttle. Then a novice to boating, he had a natural ability and took to handling the boat skillfully in a remarkably short space of time.

This year he took on coordinating our boat crews and was tackling this with much enthusiasm. I was with Geoff on his last day on the boat and will always

remember sharing a busy, friendly and enjoyable Bank Holiday together.

Alan Stopher and I attended his funeral service which was extremely moving. The family had provided a plate for donations which, most generously, they sent to our Society, acknowledging Geoff's enjoyment of his time on the Marsden Shuttle.

He will be greatly missed.

Mike McHugh



Geoff, on the front at Whitby

Street Scene Greenfield Group (SSGG)

Repairs to the Greenfield Section of the Canal Towpath

Our community project to repair the Greenfield section of the canal towpath is gathering pace. The Canal & River Trust kindly supplied the first 3 deliveries of stone and from then on, the materials have been paid for out of the generous donations and grants SSGG has received, including £500 from the Huddersfield Canal Society. Thanks have been extended to everyone for their financial support.

The work, initially dogged by bad weather, has been overseen by the Canal & River Trust and by the end of May, our enthusiastic group of volunteers had laid some 14 tons of stone to combat some of the worst stretches. There is much more still to be done and the project

will continue for at least another 12 months. Improvements are already very much in evidence and numerous positive comments have been received from cyclists and pedestrians. The Group is committed to seeing the project through to the end and hope to complete the full length of the Greenfield section.

If you would like to be involved in the project, in the first instance please contact the Street Scene Co-ordinator Peter Lowe on 01457 870524 email: plowe@peter-low-consultancy.co.uk or Gill McCulley on 01457 870364 email: gillmcculley@yahoo.com. A list of dates and proposed activities up until October is available (towpath repairs/clearing vegetation/litter picking etc.).

Steph Pelmore



SSGG volunteers starting work on the towpath at Shaw Hall Bank, March 2013.

SSGG IS GREENFIELD-BASED COMMUNITY ACTION TO BUILD CONFIDENCE AND PRIDE IN OUR COMMUNITY (A sub-group of Greenfield & Grasscroft Residents Association)
New Members welcome info@ggra.co.uk

Standedge & The Loft Space

What's Going on at Standedge?

Passers-by and casual visitors may have been wondering what has caused the sudden appearance outside the Standedge Visitor Centre of flocks of multi-coloured sheep, bottle sculptures and a giant spider. The answer is that the Loft Space, on the top floor of the building, is now a hive of activity and in fits of exuberance, this is liable to spill out onto other parts of the site.

There are four resident businesses in the Loft Space: Janet Hagger's Greenfusions, printmaker Sharon Hockin, weaver Ruth Gilbert and textile artist Anne Pennington. The sales area includes work by other local artists and makers and a range of kits, materials and equipment.



The heart of the project, though, is encouraging more people to get involved in creative activities. There is an ongoing programme of one-day workshops for adults, children's activities throughout the Summer holidays, and a membership scheme for people wishing to use our Space to Create, either by arrangement or at regular sessions on Wednesday evenings and Thursdays. Do come and look.

Our opening times and details of what's going on can be found on the Standedge website: www.standedge.co.uk or www.greenfusions.co.uk or on The Loft Space Facebook page.

Ruth Gilbert

Solution to Jidoku 27

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MEMBERSHIP RATES

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