

Pennine Link

Magazine of the Huddersfield Canal Society



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Huddersfield Canal Society Ltd

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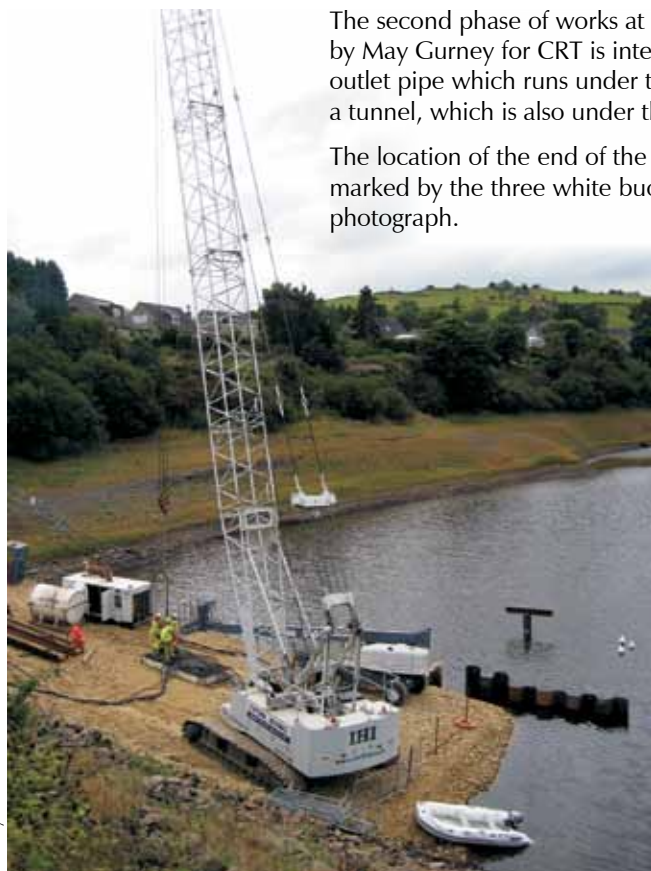
NON-COUNCIL POSTS

Claire Bebbington *Marketing Officer*

Bob Gough *Administrator*

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



Keith Sykes

The second phase of works at Hill Top reservoir, Slaithwaite, by May Gurney for CRT is intended to repair or replace the outlet pipe which runs under the dam wall and its valve, in a tunnel, which is also under the wall on the “dry” side.

The location of the end of the pipe on the “wet” side is marked by the three white buoys at the far right of the photograph.

The reservoir was drained down to a level sustaining the fish stock and over the past month a stone track has been laid down to the water’s edge for the crane and other heavy equipment.

Piling is now being installed around the buoys with a view to pumping out the contained water and exposing the outlet pipe for works to proceed.

It is expected that the works will be completed by the beginning of November 2013.

Keith Sykes

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Editorial

Many years ago, when I was young, perhaps about ten years old, one of my uncles asked me a trick question. The question was,

"before Australia was discovered, what was the biggest island in the world ?". Thinking myself a clever little chap I answered *"Greenland"*. Of course, I was wrong, the answer was Australia. Just because our Northern Hemisphere forefathers didn't know it was there didn't mean it wasn't there or make it any smaller.

Now, what, you may be asking, has this to do with our Canals or indeed canals in general. It is simply that this long ago incident has come to mind several times recently whilst I have been involved in discussions at meetings of HCS and CRT on the related topics of marketing, promotion and publicity.

These are important topics because, to those of us involved on an almost daily basis with our canals as boaters and/or enthusiasts, it is perhaps difficult to believe that there is large percentage of the population who know very little about our canals.

For many, the experience of canals is limited to a glimpse through the car window, a picture on a post card, calendar or biscuit tin or a news story, such as the recent Trent and Mersey breach. Indeed, more than twelve months on, there is still a substantial proportion of the population who are unaware that British Waterways is no more and that the CRT has replaced it.

My own experience from a straw poll amongst my friends and acquaintances, many with a professional background in planning or civil engineering, reveals a lack of awareness of the existence and role of the CRT. Similarly, my experience in Oldham is that knowledge of the Huddersfield Narrow Canal falls away dramatically beyond its Saddleworth hinterland.

This brings me back to my opening anecdote. Like Australia 400 years ago, to many people our Canals, and canals in general, remain a closed book. The problem with this is that in a world where every penny counts and where good causes compete for public generosity this relatively low profile puts us towards the back of the queue.

Whilst BW remained in public ownership it could be argued that this was less of an issue. However, CRT is now a charity whose initial funding settlement runs for just 15 years. HCS likewise is a charity which has recognised in its five year Business Plan that by the end of 2016 it needs to put itself on a sound financial footing if it is to continue in its present form.

The answer to this has to be to market, promote and publicise our own Canals and canals in general. To adopt the philosophy of the multi-million pound advertising industry whose mission is to sell commodities and services to people who at the outset did not know that they wanted them. At national, regional and local levels we need to try to attract businesses, groups and individuals to our cause.

In part, the aim of this will of course be to grow our membership numbers and secure direct financial contributions. However, I believe that what is at least equally important is the need to grow a consciousness of and an attachment to our waterways. So that when we need to lobby politicians, publicise appeals and apply for funding there is a critical mass of people and organisations locally and nationally who can be called upon to make known their support and commitment.

It may be a long way off, but the aim should be for the CRT and the waterways for which it is responsible, not least our own wonderful Canals, to hold a comparable place in the affection of the nation as the National Trust.

I am pleased to say that I am far from being alone in having reached these conclusions. Both within our Society and in the Manchester and Pennine Partnership (M and P), concerted efforts are being made to reach a wider audience.

In M and P the conclusion was reached at a very early stage of the Partnership's life that it had to be outward looking. That our first key output would be a "plan" which would be attractive and relevant to those not involved in the waterway world. A document which would provide 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.

The result was the M and P Manifesto which has been approved by the Partnership having been revised and finalised for publication in response to the many comments made at the May

14th Conference. The Manifesto is just the starting point and the task now is to ensure that it becomes an effective tool for engaging with and enthusing the many facets of society within our region.

Within our own Society we are also moving forward on a variety of fronts all aimed at engaging with our canal-side communities. To give just a few examples:

Our new web site is now well established and we are looking at ideas to develop it further in the early months of 2014.

We are working with the CRT to establish a scheme of Observers and Community Adoptions as described in the Spring edition of Pennine Link.

Our links with the Standedge Visitor Centre are being developed with a view to offer our services as volunteers to assist with its operation and at the same time offering us the opportunity to take advantage of the potential which exists to promote our Society to visitors. The Marsden Shuttle will of course also continue to operate.

We are contributing to the 2013 Pennine Ring Festival and we are aiming to hold a major community event in the Summer of next year which will be part of the 2014 Festival. There are a number of options under discussion as to the precise nature and venue of the event, but a decision/announcement will be made in the near future.

In Summer 2014 the Tour de France will be coming to England and specifically to Yorkshire. Its route is expected to bring it through Huddersfield and close to our Canals. We have identified this as a major opportunity to bring the Canals to the attention of the many spectators who

are expected view the Tour as it passes through our region and perhaps even a worldwide television audience.

More news on all of these will be provided through Pennine Link Extra (so please sign up if you have not already done so) and in the Winter edition of Pennine Link.

And finally – on this occasion I would like conclude with a semi-personal item, which is to offer my friend and former colleague Simon Papprell congratulations on his recent appointment as Enterprise

Manager for the Central Shires division of the CRT. I appointed Simon to the post of Regeneration Officer with Oldham Council seven and a half years ago at which time he took over from me the lead role in promoting the regeneration of both the Huddersfield Narrow and Rochdale Canals. Throughout his time at Oldham he has been a great friend of both of the Canals and of our Society and we wish him well in his new post with CRT.

Graham Birch



Chairman's Report

It's been an excellent Summer to get out and about on our inland waterways. Although there has been little steady

rain on the Pennines there is no talk of drought yet.

Graham Birch and I spent a pleasant day taking the Chair of CRT's Manchester and Pennine Partnership, Prof. Walter Menzies, to key points along our Canal. We showed him many of the best features as well as some of the more challenging parts of our waterway. We were pleased that Walter was able to set aside a day in his busy diary and trust that it has helped his appreciation of what we as a Society value and what we would like to see improve through working in partnership.

On the operational side, there have been a number of short term stoppages to deal with faulty paddles and to stem leakage. The planned second phase of work at Hill Top reservoir in Slaithwaite has meant virtually emptying the reservoir. A pump

has been installed at Lock 12E to top up the lower pounds from the River Colne.

Residents often say that they would like to see more boats on the Huddersfield Narrow Canal and to help with this the Society is keen to see the canal become easier to navigate. In July we met with the CRT Waterways Manager to discuss operation and maintenance matters. It is pleasing to see that next Winter's lock gate replacement programme is dealing with the last few from the 1980s restoration which are time-expired. This means that over successive Winters most of the 62 Locks not renewed during the Millennium project have had new gates. A number of sections have been targeted for dredging and some of the more leaky areas are to be grouted. All this will help with improving the depth of water for deeper draft boats. The Society has prepared a list of favoured locations for the development of moorings which can be used as the basis of prioritising additional overnight stopping places. Another area of focus is the towpath. Many sections particularly in the Colne Valley have badly eroded through heavy

use and a list of the worst areas has been compiled. Whilst obtaining funding will be a challenge, we agreed that the early objective should be to establish which surface treatments would be appropriate in which locations. I have just come back from a meeting of the Colne Valley Environment and Transport Group which is keen to promote a Colne Valley Greenway for multi-use. This is likely to use sections of the towpath and I'm pleased to say that your Society will be involved in discussions from the outset to ensure that heritage and environmental considerations are taken on board and that towpath work benefits all user groups. In order to capture boaters' views of their canal experience we are preparing a questionnaire to be given out to them as they traverse Standedge Tunnel. Whilst the Society has its own notions of priorities for improvement, there's no substitute for asking the customer.

Our Canal has by no means suffered the only unplanned stoppages during the main cruising season. I have been struck by how many stoppages have affected the waterways of the North East. Near to home, the Calder and Hebble pound from Salterhebble to Sowerby Bridge has been severely affected by a collapsed culvert on the Halifax Arm. A serious fire and resulting dangerous wall closed the Sheffield & Tinsley Canal for three weeks. Numerous electrical problems have occurred at moveable bridges on the Stainforth and Keadby Canal near Thorne. A number of Locks on the Trent have suffered electrical or hydraulic failures. The Canal and River Trust has had its work cut out keeping on top of repairs to get these waterways back into operation within an acceptable timescale.

Our canals were built to transport goods and whilst most of us have no illusions

about the prospect of a return of canal carrying on narrow canals, I was shocked and saddened to hear of the sudden closure of the sand and gravel wharf at Whitwood near Castleford. 500 tonne barges have brought aggregates from the Trent Valley to West Yorkshire for decades and saved countless long distance heavy lorry journeys. Lafarge's purchase by Tarmac has precipitated the change with the latter having reserves which are not readily accessible by boat. The hardest hit will be the dedicated boatmen who have lost their jobs. Following so soon after the end of oil barge delivery to Fleet Oil Store at Woodlesford, I sincerely hope that Leeds City Council's tenacity in retaining wharves in the city for barge unloading has not been wasted. The Aire and Calder is a great waterway which is designed for freight. The huge locks down to Goole are mechanised and operated by roving CRT staff who ensure the smooth passages of commercial traffic. Other than oil traffic from Hull via Goole to Rotherham on the Sheffield and South Yorkshire Canal there is no regular commercial traffic now in Yorkshire. All this seems very short sighted given the need to reduce our carbon footprint and the known hazards of pollution from heavy road traffic.

Nearer home, the Marsden Shuttle crews have had a frustrating Summer as the boat's starter motor failed in August and it took some while to be repaired. Thankfully it was back in service by the Bank Holiday weekend and just in time to fulfil a wedding booking at Tunnel End.

We presented Ronnie Rose with an engraved brass windlass and illuminated certificate to thank him for all his work in looking after the Marsden Shuttle. The resulting article in the Huddersfield Examiner prompted two calls from people

interested in offering to help with the boat and we think we've found a suitable replacement for the caretaker role.

Your Society takes Health and Safety seriously and ensures that each activity is covered by up to date risk assessments linked to an overall policy. Accidents can happen though and it was particularly unfortunate that our volunteer work group leader and vice-chairman Trevor Ellis tripped and fell whilst going to collect paint for the gang at Lock 7E. It proved to be a bad break of the wrist and we all wish Trevor a successful recovery from the operation to reset it. Coming so soon after the death of his wife Colleen it has been a very difficult time which Trevor has battled through with his customary resilience. Mike McHugh and Eric Crosland have been a great help in ensuring that the work party has been able to make progress whilst Trevor has been unable to drive.

In consultation with CRT colleagues, the Society has been developing its ideas about how best to roll out and coordinate volunteer canal length observers and find community groups to adopt stretches of canal. By the next issue we should be able to provide more on this important topic.

HCS has had a stake in the Standedge Visitor Centre from its inception. It was the 'jewel in the crown' of the successful Millennium Commission bid and £250,000 of the Society's own capital went into the refurbishment of the former warehouse building. Back in 1998 British Waterways took the risk in delivering the centre within the overall budget and thereafter ran it as one of its own attractions. HCS's involvement was confined to a table carrying our leaflets until two years ago when our

own interpretation boards enhanced the display. In the run up to the formation of the Canal and River Trust it was apparent that HCS was once more welcome to get involved in ensuring the future viability of the attraction. Council member Patricia Bayley has been leading on our developing relationship with CRT at the Standedge Visitor Centre. Elsewhere in this edition, Patricia sets out the areas in which your Council has agreed we should assist, in order to develop and improve the Centre and encourage more visitors. Our contributions of advice and volunteer time will be on the clear basis that we supplement the efforts of CRT staff.

In mid-October we are hosting a meeting of the Northern Canals Association in a conference room at Kirklees College's new Waterfront site. I am keen to develop links between our Society and the College and this event will be a good start. Canal & River Trust trustee and lifelong inland waterways enthusiast John Dodwell is top of the bill at this meeting and the theme is relationships between the new Trust and canal associations.

There is no doubt that our waterway with its amazing Standedge Tunnel continues to attract interest from documentary producers over 200 years after its completion. We were pleased to be present when our patrons Timothy West and Prunella Scales were filmed navigating Standedge Tunnel for a programme on More 4.

As Summer turns to Autumn our canal corridor takes on a different hue but still invites exploration. How about seeking out a stretch of towpath less familiar to you and reporting back on what you find? Better still: take a camera with you and enter our Annual Competition.

Alan Stopher



Canal & River Trust Update

July 2013 marked the completion of the first year of operation for the Canal and River Trust (CRT). To mark the event,

on the morning of July 2nd, a series of gatherings were held up and down the country to which all CRT staff and partnership members were invited. At the events coffee and cake were served and a video presentation was played setting out the achievements of CRT in its first year and included a message from the new Chief Executive Richard Parry. I attended the event held at the Trust's Rochdale depot and was pleased to be able to meet many of the staff who are responsible for the operation and maintenance of our region's waterways.

Two days later it was back to business when the next plenary meeting of the Partnership took place in central Manchester. This was the first full meeting after the May 13th Conference, our "Outburst", and we took some time to reflect on the day and take stock of the subsequent consultation responses.

It was agreed that the "Outburst" had been a great success, having generated a huge body of constructive feedback which was being put into the re-worked Manifesto. Work was continuing on what would become the final draft and the aim would be to sign it off for publication at our September meeting.

We further agreed that the "Outburst" should become an annual event and plans are already in place for an event in June 2014. In the interim we recognised

that, to maintain the momentum, it was essential to keep "in the loop" all of those who attended on the day or who submitted comments. We therefore discussed a range of options for maintaining/increasing interest and keeping people engaged, with particular reference to how we could use Social Media to achieve this.

To complement the Manifesto, CRT is working to develop Strategic Waterway Plans for each region and Heather Clark (CRT's Head of Planning) updated us with progress. She explained that these plans would be combined to form a National Strategic Plan. Unlike our Manifesto they would be detailed documents, designed to inform internal decision making. They would also be important as a means of giving potential external partners, in particular funders, the confidence that the Trust has a robust and considered approach to its strategic decision making.

We also discussed two other important matters, both of relevance to our own Canals.

The first concerns the opportunity for publicity and promotion offered by the decision to hold the opening stages of the 2014 Tour de France in England, and more specifically in Yorkshire. The route is expected to take it through Huddersfield where it will pass close to both the Narrow and the Broad. The exact route will be revealed in October but with a worldwide television audience and large numbers of spectators there are potential opportunities to publicise and promote our waterways. We agreed that this was an opportunity which should

not be missed and one which will be pursued in the coming months.

The second concerns the “Rochdale Nine” in central Manchester and in particular the underground section of the Rochdale Canal which runs under Dale Street. This lies to the south of Ducie Street Junction and must be used by any boat wishing to enter either leg (the Rochdale or the Ashton) of the Pennine Ring from central Manchester.

The problem is that it has become a crime and disorder “hot-spot” to the extent that there have been a number of fatalities which have drawn criticism from the Coroner. Various options to reduce the risk have been tried, including increased police activity, installation of rescue equipment and CCTV – but problems persist. The towpath through the area is not owned by the Trust and owners Manchester City Council are proposing part time closures with a locking gate system.

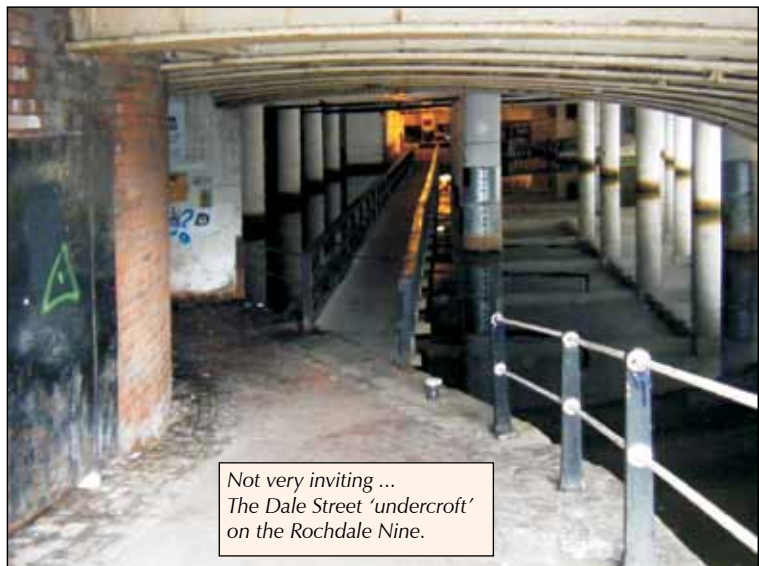
In discussing the problem, the Partnership felt that, whilst the Council’s solution might be unavoidable in the short term, a more positive outcome should be sought which will attract and encourage boaters and pedestrians rather than excluding them. This will need major investment, but in this city centre location this need not be out of the question and the Partnership is committed to promoting the search for options

which will result in an attractive, usable, risk proof environment. At the conclusion of the meeting we visited the area to see the problem for ourselves and my photograph illustrates the issue.

As a step towards finding a solution, a further meeting took place later in July when CRT staff, Partnership Members and other interested parties came together to discuss a range of innovative solutions to a problem which must be solved.

During the holiday period two further informal meetings took place. The first was to look in detail at the opportunities that Social Networking might offer in promoting our waterways and the work of the Trust. The second, at the end of August was to bring us up to date with progress and seek our views on the latest draft of the Manchester and Pennine Strategic Waterways Plan.

Our input was fed in to a further draft which was discussed by the full group at our next plenary meeting on the 5th



*Not very inviting ...
The Dale Street 'undercroft'
on the Rochdale Nine.*

September. This meeting took place at Marple Library and we were pleased to meet and welcome the new CRT Chief Executive Richard Parry. He was accompanied by Frances Done, who has recently been appointed to the CRT's National Board of Trustees.

Frances knows our area well having worked as Director of Finance and then Chief Executive of Rochdale MBC. During her time with Rochdale, she played a key role in securing the restoration of the Rochdale Canal. After leaving the Council, she went on to hold a number of high profile public positions at a national level, including serving as Chair of The Waterways Trust from 2003 – 2012 and overseeing its merger with BW to form the CRT. In introducing herself, Frances said that in her role as Trustee she intended to take a particular interest in the waterways in our region, including the Narrow.

From a full agenda there are a couple of items I would like to highlight. First, as promised at the July meeting, the final version of the M and P Manifesto was tabled and approved. This will now be circulated to all of those who attended or were invited to the Conference. It is also available to all via the Internet on the Manchester and Pennine page of the CRT web site. You can therefore now download the first ever Manifesto for the canals in the Manchester and Pennine waterways area by going to:

<http://canalrivertrust.org.uk/media/library/4080.pdf>

Second, the main item on the agenda was the continuing work on the Strategic Waterways Plan. The emerging Plan comprises three sections dealing with key topics: **People** - *The Social Role of the Waterways*,

Prosperity - *The Economic Role of the Waterways*

Place – *The Environmental and Cultural Role of the Waterways.*

Under each of these headings we have agreed a series of Strategic Objectives and Priorities. The next stage which we will be working on in the next couple of months is the development of a three year programme of actions, consistent with these Priorities. The aim is to have our plan and those for all of the other regions complete by the end of 2013.

The meeting finished with a presentation about proposals for the nearby Marple Wharf development site on which our views were sought. It is a prominent site located, at the junction of the Macclesfield and Peak Forest Canals. Following the presentation we had the opportunity to visit the site with a walk along the Peak Forest towpath on a pleasant late Summer afternoon.

Graham Birch

**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 our first manifesto.**

**Manchester and Pennine
Waterways Partnership**



Jo Bell - The Canal Laureate

In October 2012 the CRT announced appointment of the first ever Canal Laureate in the person of Jo Bell. Her brief is to bring a new perspective to the nation's historic canals and rivers and encourage more people to see their local waterways in a new light.

Appointed after consultation between CRT and the Poetry Society, Jo's task is to actively engage new and existing audiences through community workshops, performances and blogs as well as writing new verse inspired by the canals and rivers.

One such piece was inspired by, and written on the day of, the CRT Conference in May. On the day, everyone present was invited to provide a word or a phrase on a slip of paper. Jo was then given less than an hour to create a canal themed poem out of the material provided.

Opposite is the poem which she created and performed at the conference.



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Manifesto

A crowd-sourced poem for CRT from Jo Bell

We want lockside living and a towpath where we can eat;
a canalside pint of Guinness on a sculpted canalside seat –
A stripe of green to walk the dog and listen to the birds;
unforgettable hen nights; lanterns and light shows and stained glass words.
We want a canal fit to live on; we want fish and chips
at Hebden Bridge, or romantic walks with salt and vinegar on our lips.
Born on a boat, conceived on a boat; we want a cut that's fit for our kids
with herons in the backwaters, seen over the city's dustbin lids.
We want mystery – magical pike caught in the evening gloom,
disembodied hands waving from an Ancoats warehouse room.
We want hen dos and parties, the liveliest days of our lives;
the look on our children's faces as they watch the lock water rise.
We want to work like navvies; painting gates and clearing banks;
we want to go through Piccadilly without seeing someone do something rank!
We don't want to sink another boat; we don't want to think of the day
when we did sink a boat, and then sat in some poo, and wished it would all go away.
We want industrial heritage because Manchester did it first:
we don't want another dead cat which when we poked it, burst.
We want champagne and Boddingtons; we want to make a splash
but not by falling in again. We want to raise some cash.
We want the best of the new and old; the brave and the bright and the silly.
We want to see a kingfisher flashing through dusk in Piccadilly.
We want art that's grown up – AND Meccano bridges that look like toys.
We want peace – and to get it we're prepared to make a noise,
where boaters dressed like Michelin Men struggle through the rain –
because rain is the North West's weather, and we're feeling it again.
We want to be waist deep in water declaring CANALS ARE WET!
We want deer and pike and eels; we want geese and bats.
We want cake and kayaks, we want working boats;
we want drizzle and fireworks. We want to stay afloat.
We want rainbows in greasy pools and that diesel smell that doesn't shift;
the tunnels at Standedge and Harecastle, the great cathedral of Anderton Lift.
We want cygnets and sinfulness, a flash of skin amongst the reeds –
we don't necessarily want to repeat the pedalo journey from Liverpool to Leeds.
We want a world where anglers and boaters can live together, side by side –
or at least get along politely, without too many homicides.
Two centuries of change, two centuries of standing still.
A hundred boats up the Rochdale Nine? Where there's a waterway, we've got the will.
Some of this, we already have. For the rest, we're willing to try.
Someone pipes up, yes, and we want motherhood, we want apple pie.
What we want is a larger freedom. What we're talking about is love.
If we don't want for ambition, then we'll get all of the above.
We want our canals to thrive in perfect watery health.
What we want is to make this place a better version of itself.
In twenty years, when someone asks, we want to look them in the face
and say – WE made all of this happen. Our canals were too wonderful to waste.

JIDOKU 28

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

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.

Top hole

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

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

Our Patrons at Standedge Tunnel





Little did the Johnsons and Kennedys know when they booked Shire Cruisers' boat *Cornwall* to 'do' the Narrow, they'd have some rather special guests hitching a lift through Standedge Tunnel.

But that's what happened when our Patrons, Timothy West and Prunella Scales, joined them at Tunnel End with a film crew from London-based production company Spun Gold TV.

They had been filming at various locations on the canal network for a forthcoming series to be shown on More 4 and no trip to the North West would be complete without doing the Tunnel!

CRT stalwart Fred Carter was on hand to chaperone Tim on the tiller, while Pru stayed on board – much drier and warmer, chatting with the hirers. When they emerged from the Diggle Portal, Pru was filmed at the bow enjoying the cruise, despite the heavy rain.

It was their first trip through the Tunnel and I asked Tim what he thought of the experience. He said "A very exciting trip and I was surprised how varied the navigation was. Fred not only took care of the navigation, but also my bodily well-being! It was certainly a feat of endurance" He added "I was mindful of the achievement of those who cut the Tunnel and the conditions they had to endure."

While in the North West, they will also be filming on the Rochdale Canal.

Bob Gough

Top Left: Tim & Pru meet Fred Carter at Tunnel End. BG
Top Right: Tony Johnson (left) and Chris Kennedy await their guests; wives June & Julie relaxing on board. BG
Above: Fred explains the finer points of Tunnel navigation to Tim who is fully kitted out for the trip. PS
Left: Pru is filmed taking in the sights at Diggle as they emerge safely from the Tunnel. PS
Photos: BG-Bob Gough, PS-Peter Smart

John & James Brierley, Slaithwaite

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

John Brierley appears to have been a carrier acting on his own account and before that may have been a boatman employed by others. In the Huddersfield Chronicle, Saturday July 26th. 1851, "WASTING WATER ON THE CANAL – John Brierly, a waterman, was convicted in a penalty of £2, or in default of payment to be committed to the House of Correction for two months, for having, on the 3rd. inst, neglected to close the cloughs of the lower gates of the fourth lock on the Huddersfield canal, before closing the upper ones." In the Chronicle for July 16th. 1853 'John Brierley, boatman, was fined 40s. and costs for wasting water by 'drawing the lower paddles of the 31st lock before he had closed the higher gates', so it would appear that this was common practice.

We have not been able to trace him on the 1841 and 1851 Census, which is a pity as it would have been interesting to find his parents for a couple of reasons. Firstly, if his father had been a boatman, this could have taken us right back to the early days of the canal. Secondly, there is another John Brierley who operated as a carrier in Stalybridge. He was also born in Slaithwaite around 1826 and it would be interesting to know if they were related in any way, particularly as the surname was not common in the area.

In the census for 1861, John Brierley appears at Old Church Yard, Slaithwaite, aged 39 (so born c.1822) as "Waterman employing 4 men", born at Lingards (that part of Slaithwaite in Almondbury parish, south of the River Colne, which formed the boundary between the Huddersfield and Almondbury parishes). He had a wife and a son, James aged 4 (so born c.1857) described as a "scholar". On the canal in Slaithwaite in the same census is a boat

"Lister", crewed by Joseph Bamforth, 61, which appears to belong to J. Brierley.

A report from The Huddersfield Weekly Examiner for 23rd March 1870 states that John Brierley's boat "Wonder" got stuck in Standedge Tunnel whilst travelling from Diggle to Marsden.

John Brierley appears again in the 1871 census, then aged 49, and living at Old Hall in Slaithwaite. (His wife, Jane Brierley (52) is also listed as "Boatman".) On the canal at Marsden in that same census were two boats, of which "Arrow" was crewed by Alexander Entwistle, 56, born Wigan; Abel Brierley, 49 born Slaithwaite; John Hudson, 41, born Birkby; and James Brierley, "son of master", aged 14, born Slaithwaite. Under the Slaithwaite census summary, there is a reference to 2 Bargemen being absent on the day of the Census – presumably the Brierleys? Oddly, the "Arrow" is also recorded in the same Census at Bottoms Wharf, Mossley, but with a crew of only three – Abel Brierley, James Brierley and Alexander Entwistle! (Despite managing to appear in this one twice, Abel Brierley and Alexander Entwistle can not be traced in any other Census. John Hudson only appears the once in any Census.)

John Brierley appears in Huddersfield Directories for 1868/70/3/6/9 as "Boatman". In Kelly's Directory of the West Riding of Yorkshire, 1881, the list of "Notable Inhabitants" of Slaithwaite includes "John Brierley, Canal Carrier".

By the 1881 census John Brierley, aged 59 was shown as a Boat Owner employing 4 men and living at Lewisham Road. James, now 24 is described as "Boatman's Assistant". They have a lodger, William H. Smeeton, 15, a Boatman's Assistant, born Huddersfield. No boats appear to be listed, although the description of the census area around Warehouse Hill in

Marsden includes a mention of "canal boats." (Whether the documentation was not copied to microfilm or whether the mention is because boats had been included in previous years is not known).

In the 1891 census there is no mention of John. James Brierley was then Head of family, 34, and described as a "Boat Owner", living at Lewisham Road. James' wife Mary E. aged 30, and daughter are listed on the Census. Steven Whitwam's local history website shows a grave (D248) in Slaithwaite churchyard for a John Brierley of Lewisham Terrace, who died on 27 June 1885 at the age of 61. The full text reads *"In affectionate remembrance of Jane wife of John Brierley of Slaithwaite who died May 19th 1876 aged 58 years. Also of the above named John Brierley of Lewisham Terrace Slaithwaite who died June 27th 1885 aged 61 years. Also of James Brierley son of the above who died September 4th 1928 aged 71 years. Also of Mary Eccles wife of the above James Brierley who died October 16th 1933 aged 72 years. Also of Jane Ann daughter of the above and wife of Fred Bamforth who died October 21st 1945 aged 59 years."*

In the 1894/5 White's Directory, J. Brierley appears under "Boat Owners" at 10 Lewisham Road, Slaithwaite. (Later Huddersfield Directories (e.g. 1900/9) do not include Slaithwaite.)

In the 1901 census James, wife and daughter were still at the same address described as "Canal Carrier/Employer". There are two Canal Boatmen living with the family as Boarders, Tom Hirst 19, born Holmfirth and David Whitehead, 15 born at New Mill. From the age, this must be the David Whitehead of "Standedge Tunnel record" fame and could possibly go some way to explaining the well-known photograph of him in Slaithwaite.

"Brierley's and others" are mentioned as General Carriers in Slaithwaite by Sugden in his book "Slaithwaite Notes" (first published 1902) but with the only dates

being a reference in the introduction to "the last 50 years". As we know they were certainly still carrying at this time, this is of little assistance.

We do not have any later notice of Brierley in Directories and his traffic through Standedge Tunnel ceases in October 1905. In the 1911 Census at 10 Lewisham Road James Brierley (54) describes himself as "Boatman (Canal)" and "Employer".

As stated, the grave in Slaithwaite churchyard also contains, James, who died on 4 September 1928 at the age of 71, and his wife, Mary Eccles, who died 16 October 1933. An Obituary, in the Colne Valley Guardian for 7th. September 1928 reads: *"Whilst walking along the canal bank on Tuesday evening, Mr. Wilde, of Royd Street, Hill Top, Slaithwaite, discovered the dead body of an elderly man lying on the path – opposite the Shaw Carr Wood. He informed the police and the body was later identified as that of Mr. James Brierley (71) of 10, Lewisham Road, Slaithwaite. The Coroner was informed of the circumstances, but decided that an inquest was unnecessary. Mr. Brierley was a son of John Brierley, a man well-known throughout the West Riding through his ownership of several canal barges with which he carried on an extensive transport trade between the Colne Valley and important industrial centres. When his father died the son carried on the business and he too became popular over a wide area. When railway competition became too keen and the canal was practically out of action, Mr. Brierley became a fireman at the Slaithwaite Spinning Co., but retired some ten years ago. He was a Liberal in politics, a member of the No.2 Working Men's Club, and a Churchman. He leaves a widow and a married daughter. The interment takes place at Slaithwaite Church this afternoon."* It appears from this that James Brierley must have given up carrying several years before 1918.

Boats and Traffics

As noted above, there are a number of mentions of John Brierley's boats:

In the census for 1861 at Slaithwaite, the boat "Lister" has as Master (not present) what appears to be "John Brierly" (sic). It is "engaged in the Coal trade".

The Huddersfield Weekly Examiner 23/04/1870 reports the boat "Wonder", loaded with balks of timber and logwood, becoming stuck in Standedge Tunnel eastbound and being taken back to the boatyard at Woolroad.

In the 1871 census, "Arrow" appears twice; at Mossley Bottoms and at Warehouse Hill, Marsden, but there is no indication of cargo.

In addition to those already mentioned, the Traffic Register for Huddersfield November 1879 – July 1880 includes references to J. Brierley carrying Stone (1882), Iron (1883) and Sand (1883), though without boat names.

There were a number of closures of Standedge Tunnel in the 1890s, while the final double-track railway tunnel was constructed. Between June 1893 and September 1894 the Tunnel was closed continuously and the railway offered rail transport for three traffics, which were presumably the ones to resume after the closure. These traffics were all from points alongside the Canal and included undressed stone from Linthwaite to Mossley, almost certainly from the wharf of John Walker at Lock 17E. The other traffics were from Huddersfield to the Tame Valley: acid to Greenfield and, the longest haul, grain to Buckley & Newton, millers in Mottram Road, Stalybridge. (Buckley and Newton had their own boats) Brierley resumed carrying through the Tunnel almost immediately it re-opened, along with Buckley and Newton, and seems a very likely candidate for the stone trade at least. The Standedge Tunnel Book includes frequent passages by Brierley's boats in the

period 1894 – 1905. There are several occasions when three boats are west of the Tunnel at the same time.

L.J. Boughey, in his Waterways World article "Last Traffics on the Huddersfield Narrow Canal" some years ago, had Brierley carrying grain, flour and bricks as well as stone. The bricks would most likely have come from the same source as the stone, as John Walker had the only brickworks in the Colne Valley at Linthwaite, close to the wharf where his stone traffic originated. Boughey also says that "Between 1899 and 1904 grain was carried from the Aire & Calder for the Colne Valley Corn Millers at Slaithwaite." Putting two and two together, this and the resulting flour would have been other potential traffics for Brierley, the Corn Mill being very close to his Slaithwaite base. Sugden in his "Slaithwaite Notes" does suggest that Varleys, millers up until the 1870's, had their own boats, but this may not have been the case for later owners of the mill, including Slaithwaite Co-op.

We do not know where Brierley's boats were registered. Mirfield might be an option, but would presumably require them to be short narrowboats, able to reach there. This would have imposed a load penalty on the traffic through the Tunnel. The other nearby registers were Manchester and Marple. Unfortunately, the Mirfield and Marple registers do not seem to exist and Manchester only starts in 1909, with earlier records having been destroyed. Christopher M. Jones has recently come up with a reference to a boat "Gordon" registered at Marple by a "Joseph" Brierley of Slaithwaite, which may possibly be a mis-recording of "James" or "John".

The Standedge Tunnel Book shows Brierley as one of the main carriers through the Tunnel in the period after it re-opened in 1894 and gives his last passage as October 1905. Stone to Mossley was mentioned as one of the traffics transferred to rail

during the Tunnel closure. On the 1906 OS Map there is a "steam crane" marked at Grove Road wharf, which must have been installed at a fairly late date for some specific traffic, as no such provision is known elsewhere on the canal. The time spent west of the Tunnel by Brierley boats averages 2 or 3 days, which would fit with this as a destination. There are a few trips significantly shorter, around 1 day or even less, which might suggest a closer destination and very occasional ones of 5 to 7 days, which could represent weekends or delays. Unlike some of the other carriers, where times differ markedly in one direction, it is hard to differentiate the times taken through the Tunnel and this might suggest that most trips carried a cargo. The register of passages from September 1894 to August 1937 records between 9th September 1894 and 13th October 1905 approximately 812 return passages. This analysis shows that Brierley's boats made around 45% of all of the Tunnel trips recorded in the Tunnel Book between 1894 & 1937 and the percentage during his active years will be higher still.

Towards the end of his period of carrying through the Tunnel, in 1903 - 1905, the length of time spent by some boats on the west side of the Tunnel increases dramatically, from an average of 2 to 3 days to sometimes 10 to 15 days. It is impossible to tell whether this represents a new, longer-distance traffic, but it may be significant that times through the Tunnel now suggest that they may be empty westbound and loaded eastbound, which would suggest some change. There are perhaps as many as 16 of these before the records start to cause serious concern and there are discrepancies when the trips are analysed in detail. There are a number of known problems with entries being transposed and even missing in the Tunnel Book and there seems to be a particular problem with the entries as they thin out in 1905, which do not make any sense as entered. The result is that boats

apparently head west and do not return for perhaps two months or even longer. If the entries are reversed they would make a lot more sense and this seems a possible explanation. It would not be the only case of entries being made on the wrong page in the book.

Brierley must have continued to carry on the east side after 1905, given his Census entry for 1911. There is no record of Brierley in the brief toll records for April and May 1917, though these are probably incomplete in terms of the east side of the canal and do not appear to include any incoming cargoes or empty boats. However, his obituary, quoted above, would tend to suggest that he had given up earlier than this, if he had worked at the Slaithwaite Spinning Company for a few years before retirement. Another clue as to when and why he may have given up appears in the Colne Valley Guardian of 21 February 1919 when, in an article about a post-war brick shortage, the paper says that there are no brick kilns in the Colne Valley since the closure of Messrs. Walkers Exors of Roydhouse, Linthwaite. They were almost certainly one of Brierley's main customers. The date of closure is not given, but the article does not read as if it were very recent. Consulting directories, Walkers appear in Kelly's WR Directory 1912 as "Walker, John (exors. of)" but not in the Halifax, Huddersfield and District Trades Directory 1915-16 or Kelly's WR 1917, so they may have closed in the period 1913 - 1915, possibly prompting Brierley's move to the Slaithwaite Spinning Company. Brierley appears in Kelly's Directory for 1904 but not the 1912 edition.

It is impossible to be certain where Brierley's boats ended up, though they must have been fairly old by 1913-15 and they may have been broken up or possibly transferred to the L.N.W.R. or one of the few surviving east side carriers.

Trevor Ellis

Letter to the Editor

Dear Graham,

Can I add a little to Trevor Ellis's article in the last issue of *Pennine Link* about J & E Morton of Milnsbridge and in particular about a photograph of a boat at Ramsden Mill?

This photograph (*below*) was reproduced in an article in *The Huddersfield Examiner* in September 1984. It had been submitted to the newspaper by the late Edward (Ned) Hinchliffe who lived in Lockwood, Huddersfield. The boat belonged to Mr Hinchliffe's father's Uncle, Abram Hinchliffe. He had been a Huddersfield-based canal carrier for more than 30 years (approximately between 1871 and 1907). Although we only have a few details of his trade, it is known that Abram Hinchliffe carried fruit and vegetables to Huddersfield. He had broad beam vessels on the Broad Canal presumably bringing vegetables grown on the Plain of York or in the East Riding of Yorkshire from Wakefield or Castleford. And it looks as though he collected vegetables via the Narrow Canal from Manchester that had been grown in the Fylde area of Lancashire.

The photograph was said to show Mr Hinchliffe's boat carrying a party from Rock Mission at Turnbridge in Huddersfield on a day trip to Slaithwaite in about 1905. There has been some doubt about the location but Trevor and I agree that the photograph was taken near to Ramsden Mill. Edward Hinchliffe identified one of the children in the photograph as being himself. That boy appears to be about 5 years old and, on that basis and because Mr Hinchliffe was born in 1896, it seems that the trip may have been earlier, perhaps in about 1901.

Since the 1984 newspaper article, the boat in the photograph has been understood

to have been Abram Hinchliffe's boat **Gleaner** which, as Trevor's article says, passed into the ownership of J & E Morton of Milnsbridge when Mr Hinchliffe stopped carrying goods on his own account. Trevor refers to **Gleaner** being at Elland at the time of the 1901 census and also to it being registered in Mirfield, both of which facts require that boat to have been no more than 60ft long so as to be able to traverse the short locks of the Huddersfield Broad Canal & the Calder & Hebble Navigation. But the boat in *The Examiner* photograph appears to have been a full length narrow boat. On the understanding that the photograph showed **Gleaner** it has been thought that the boat must have been cut down to the shorter length very soon after the photograph was taken.

Recently, however, Bob Gough has come across an article in a July 1895 edition of *The Huddersfield Chronicle* which proves that **Gleaner** had never been a full length narrow boat. The article refers to a party



of teachers and scholars from Holmfirth Methodist Free Church who travelled by train to Huddersfield (long before the closure of the Holmfirth branch) and walked from the station to Aspley where they embarked on a then new boat belonging to Abram Hinchliffe. This carried them via the Broad Canal to Colnebridge from where they walked to the Bradley Pleasure Gardens. The article identified that new boat as being called **Gleaner**.

So, although Abram Hinchliffe did indeed own a boat named **Gleaner** and that boat passed into the ownership of J & E Morton, **Gleaner** was always a short boat able to traverse the locks of the Broad Canal. Thus the boat in the photograph could not have been **Gleaner** (unless Mr Hinchliffe had two boats of the same name, which is very unlikely). It had to be a different full length boat that Mr Hinchliffe must have used in his trade to Manchester. Maybe sometime we will find evidence of the name of the boat in the photograph.

Keith Gibson

The Boat in question.



Neil Fraser Archive

Trevor adds a postscript:

“Eleanor” or “Gleaner”?

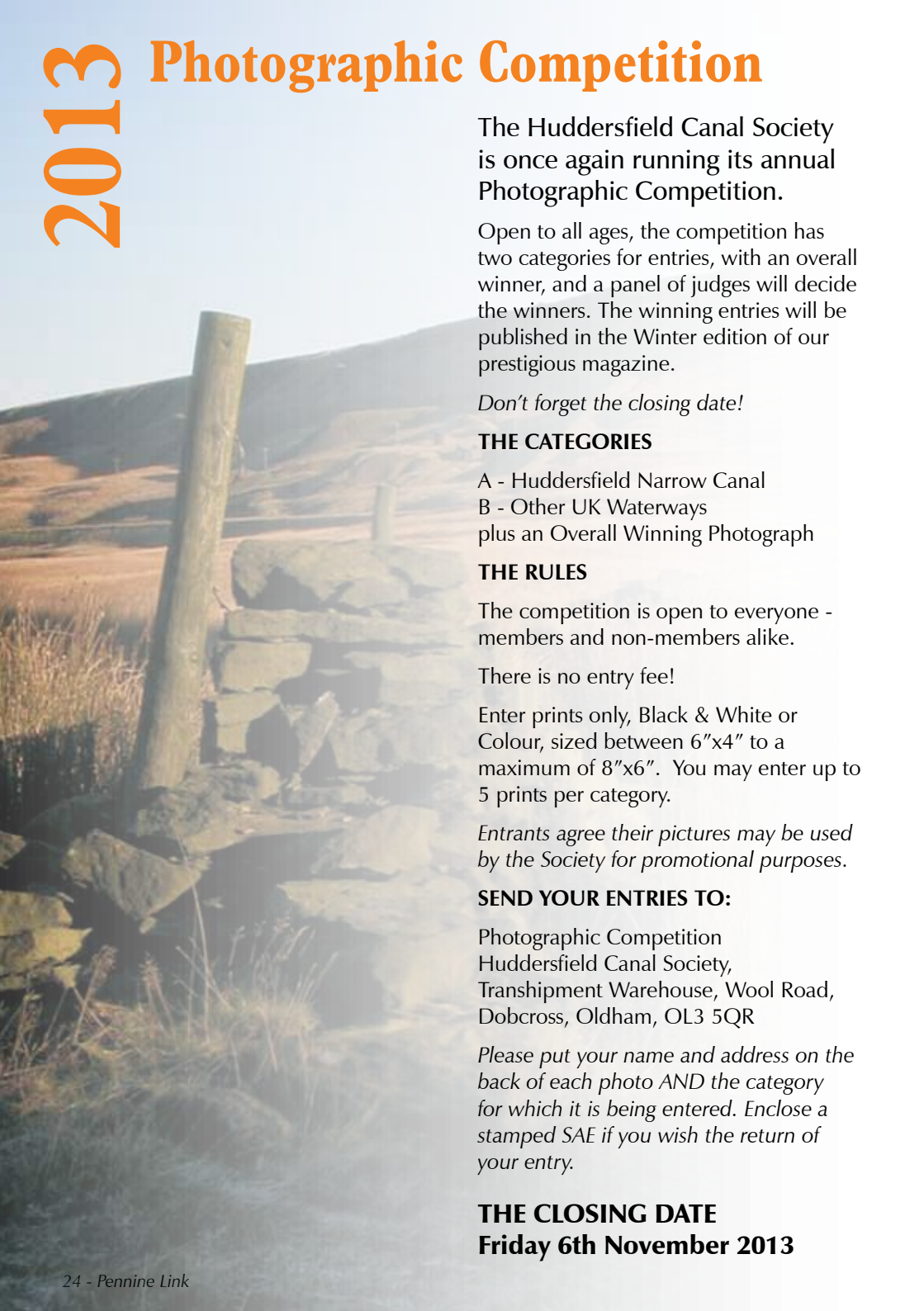
Following the last issue, Brent Hinchliffe (a relative mentioned in the article on Abram Hinchliffe a little while ago) rang me with something so obvious that I had missed it. I mentioned the boat “Eleanor” recorded in a list of traffic for 1917. Could this be the Gleaner”, he asked. This immediately struck me as exactly the sort of thing that happens in transcribing handwritten material.

When I started to investigate, this material is extracted from a list of boat passages along the canal made during the month of May 1917 which was given to Keith Gibson by David Kitching. David’s friend John Pitman had transcribed the original document some years ago. It had no title but appears to be part of the records that the LNWR kept of passages made on the canal presumably showing boats that had paid tolls. Unfortunately there is no record of where the original document is, and without a title it could be very hard to trace. The problem, from several documents that we have seen, is that this kind of thing was always intended to be ephemeral and was often written in the back of an old book used for some other purpose. Presumably when the monthly or quarterly return to head office had been done, it was normally destroyed.

I think that there is a strong possibility that “Eleanor” is in fact “Gleaner”. We know that “Gleaner” was owned by Mortons. If the “E” was not well written or done in a florid style, anyone not familiar with the name and trying to transcribe it would probably go down the route of ‘boats are frequently given girls’ names – what does this look like?’ “Eleanor”!

Trevor Ellis

2013 Photographic Competition



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

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

Don't forget the closing date!

THE CATEGORIES

A - Huddersfield Narrow Canal
B - Other UK Waterways
plus an Overall Winning Photograph

THE RULES

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

There is no entry fee!

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

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

SEND YOUR ENTRIES TO:

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

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

THE CLOSING DATE
Friday 6th November 2013

Obituary - William (Alec) Ramsden



Valley Correspondent, before taking up town centre duties.

A staunch trade unionist he was both clerk and father of the Huddersfield Examiner NUJ chapel and was, for ten years, clerk of the Yorkshire Area Council of the NUJ. For many years he served on the organising committee of the Huddersfield Press Ball.

A sports enthusiast he was a keen follower of both Huddersfield RL Club and Huddersfield Town AFC reporting the activities of both clubs for the Yorkshire Post and other periodicals.

In the late 1990s, Alec Ramsden interviewed himself for an article in Pennine Link. Alec had joined HCS in the early '70s and soon become Press Officer after an invitation via Keith Gibson. His self-penned obituary, written in 2003, to make sure people got the facts correct, is reproduced in full below, without the blue pencil! Dare I say that Alec was the archetypal Yorkshireman? As a journalist and our Press Officer he gave us a very professional image and his contacts, particularly with Kirklees and West Yorkshire Metropolitan Council, frequently over a pint in the Albert, helped keep our campaign in the public spotlight.

Alec Ramsden, who has died aged 81, was a veteran West Yorkshire journalist. For nearly 25 years, until he took early retirement in 1993, he was Chief Reporter at the Huddersfield office of the Yorkshire Post.

He started his journalistic career as a copy boy on the Telegraph and Argus at Bradford, and moved to the Dewsbury Reporter series, where he had charge of the Mirfield Edition. He then moved to the Huddersfield Examiner, initially as Holme

A waterways enthusiast, who had cruised most of the canals of England, he was for many years a member of the Council of Management of Huddersfield Canal Society. He was a director and trustee of the Society and its Press Officer. He was also Chairman of the Marketing Group of the Huddersfield Narrow Canal Joint Committee.

He was also for many years a presenter of the Kirklees Recorder – the area's talking newspaper for the blind.

The facts may be correct but behind this laconic obituary there was a lot more to Alec. He was a very enthusiastic and able journalist who would always give a positive spin to the restoration scheme. Some say that Alec was curmudgeonly and in his own words "I occasionally fall out with people" but he was a really good friend of the Society and his part in the restoration drive was immeasurable. Many people were unsung heroes. Alec Ramsden was one and we all miss him as will Graham his only son.

David Sumner

Profile - Peter Rawson

We continue our series of Profiles of Council Members with newly appointed Peter Rawson.

I was delighted to be elected to the HCS Council of Management in January of this year. I was put out to grass by Tameside Council in October 2010 and I am enjoying re-engaging with some of the people I had worked with during those hectic years of publicly funded canal restoration in the 90's and early 00's. I live on the outskirts of Stalybridge and am particularly interested in the Tameside Section of the canal, having been heavily involved in the restoration of the canal from 1990 to its reopening in April 2001.

My career started as a trainee Engineer with the Borough of Hyde in 1972 and continued subsequently with Tameside Council following reorganisation in 1974. Apart from a short dalliance in the private sector as Senior Project Engineer with Roland Bardsley (Builders) Ltd of Dukinfield, I was employed by Tameside right up to early retirement from my final post as Group Engineering Design Manager. I gained a BSc (Hons) in Civil Engineering in 1976 and qualified as a Chartered Civil Engineer in 1984.

During my career I have been involved in the design and construction of a variety of public works including: highway infrastructure, major drainage schemes, land reclamation, contaminated land treatment, and of course, canal restoration. Tameside managed to secure significant Derelict Land Grant (DLG) funding from the Department of the Environment (DOE) in the 1990's for a range of projects including several schemes on the



Peter with his wife Susan at home in Stalybridge

Huddersfield Narrow. I was Team Leader of a group of experienced Engineers and responsible for delivering these projects. The canal schemes included works contracted out to HCS (Restoration) Ltd., accepted by the DOE as being exceptionally good value for money. Other DLG funded major works were contracted out to main contractors and these included Staley Wharf, Hartshead Infill and major earthworks alongside the canal between Scout Tunnel and Lock 12W, Mossley.

In the mid to late 1990's I was part of the team of officers from Tameside, Oldham and Kirklees, British Waterways and HCS involved in seeking and securing the final major tranche of funding needed to complete the restoration of the canal. Securing funding through the Millennium Commission and English Partnerships was a lengthy and hard won process. It was about this time when our current Chairman, Alan Stopher was appointed to project manage the overall programme. This was no mean task given the range of parties involved and testament to his navigational skills which were also much needed later when we worked together on

the total restoration of Ashton Market Hall! This final tranche of major works included *inter alia*: Bates and Sellers in Huddersfield, Slaithwaite, Standedge Tunnel and Stalybridge Town Centre. In the 1980's Tameside MBC had adopted a canal route through Stalybridge which avoided land occupied by a major employer in the town, Delta Crompton Cable manufacturers. This ambitious project, which had been shown to be viable by British Waterways and others, involved the canalisation of a section of the River Tame. Clearly there were difficulties with this proposal, including restricted times of usage in times of high river flows and the potential for increased flooding risk, but the fact that a viable route through the town had been demonstrated, may well have helped convince the DoE to invest significant DLG monies elsewhere on the canal. In the end Delta decided to sell on their site for redevelopment (now Tesco Stalybridge) leaving the way for reopening the canal along its original line and removing the uncertainties of river navigation, although I suspect some of the more adventurous of you would have enjoyed the challenge! I was Project Manager for the Stalybridge Town Centre restoration which was designed and delivered by a team of dedicated Engineers under my control.

My wife and I are regular walkers and often use the towpaths in both Tameside and Oldham and, living in Stalybridge, I frequently get questioned on the maintenance and upkeep of the canal, especially by those who are aware of my involvement. I am very keen to help secure the long term future of the canal for all users. It is a major asset for both the urban and rural environments of the areas through which it passes. HCS is currently engaging with CRT to encourage voluntary participation to help with the operation and maintenance of the canal. I have been asked to help secure the involvement of local groups and companies in Tameside and am very happy to invest my time to the benefit of both the canal corridor and the area generally.

As well as walking I have taken up regular cycling again after a gap of about 40 years. My greatest feat thus far being a three day jaunt from Morecambe to Bridlington in June – a real shock to my system! Don't worry though you probably won't see me cycling on the towpath and therefore are unlikely to be unfortunate enough to experience the sight of me clad in Lycra!

Peter Rawson

Peter, far left, with a delegation from the Department of the Environment visiting the Narrow.



Steve Whitby

Museums & Attractions Partnership



Things are moving on apace in the transition from the government-run British Waterways into the charity Canal and River Trust (CRT). Huddersfield

Canal Society (HCS) recognises this changes our relationship with them and we are working away behind the scenes on a number of mutually beneficial projects to help.

CRT has government grants to ease the transition in the first few years but in the longer term will no longer be able to rely on them being at the present level and it needs to develop a core of paid employees aided by a large group of committed subscribers and volunteers. Roughly 40% of the population of all ages and ethnic origins carry out voluntary work; our task is to persuade them to volunteer on the canals.

The Huddersfield Narrow Canal is lucky to have Standedge Visitor Centre (SVC) which has been moved into the CRT Museums and Attractions Group. During the final phase of restoration, HCS put a quarter of a million pounds into the setting up of the Centre and continues to support it by providing crew for the Marsden Shuttle Water Taxi.

As most of the canal museums have a "Friends of....." organisation and as HCS already run the Water Taxi, it has been agreed to try and expand our role and act as Friends of SVC, as well as working with the local regional groups on the Canal Operations and Maintenance.

That is the basis on which I have been appointed to the advisory Museums and Attractions Partnership.

We want to help increase the number of visitors by publicising the Centre more widely and add value to the visitor experience to increase their satisfaction with their visit. We believe that with more satisfied visitors this will help the reputation of the Huddersfield Canals and educate more people about the value of the canal system.

Increasing SVC's revenues will make it more viable and secure and attracting more people into the Colne Valley will benefit the tourist industry in Marsden and the wider South Pennine Region.

We want to dispel the outdated "gritty, dark satanic mills and a canal that is impossible to boat" image and replace it with the truth that these are beautiful valleys with fascinating industrial heritage and a wonderful canal with 'Standedge' that is the 'jewel in the crown'. Standedge Tunnel is regarded as one of the wonders of 18th/19th Century engineering and is visited by professional engineers from all over the world.

Through Standedge Visitor Centre HCS can help CRT to get that message to the wider public and enthuse younger generations to enjoy and care for the Canal that we worked so many years to restore.

So what are we trying to do at Standedge? We are talking to James Dean, the manager at SVC and gradually defining roles where we think we might be able to help.

Trevor Ellis's maintenance team will be extending their remit to include work at the Visitor Centre.

The Marsden Shuttle will continue much as before, but with the retirement of Andrea Fisher and Ronnie Rose from taking care of the crew and boat, Tony Zajac, Mike McHugh and I are looking at the operation and planning the repairs and refurbishment needed this Winter.

We are trying to streamline the crew rostering and develop a timetable to allay complaints from customers who want to be able to predict departure times. We have recruited a new boat caretaker and have some volunteers to train as boat crew. More volunteers are always welcome!

We will coordinate some Marketing and Interpretation roles with SVC including having a permanent HCS stand at SVC and providing guides to answer questions and promote the Museums and the Society at Family Fun Days and other busy events.

A few of us tried out the role this Summer and among many interesting people I met was Bill Peel who was walking that popular challenge from Land's End to John o' Groats in aid of Great Ormond Street.

You can support him at:

www.justgiving.com/Bill-Peel

A retired wildlife photographer, who I am hoping will enter our competition, Bill gave me some birdwatching tips and a lady, who had walked over Standedge moor, wanted to know the bus times for a more relaxed return to her boat moored at Diggle Portal.

We had great fun and this Winter I am going to write up all the questions as an FAQ reference book and stock the stand with maps and timetables. If you have any questions you want answering or would like to volunteer to help in this 'meet & greet' role please contact me through info@huddersfieldcanal.com or by contacting Bob or Claire in the Office.

We will also be looking for volunteers to distribute posters in their local venues, though specific details have yet to be agreed.

The warm Summer helped to increase visitor numbers and one of the ducks even produced a second brood. Sadly, our boat had a burnt out starter motor which took a few weeks to fix, but it gave



me the chance to watch CRT Explorers volunteers providing fun activities for children. The Explorers team, based at Bingley 5 Rise Locks have a range of literature encouraging children to play safely near canals; some advice I could have done with before I wobbled off my bike into the Leeds-Liverpool Canal!

The CRT team on the Tunnel boats and at the café continue their excellent work. Claire in the café was one of the brides who held their wedding receptions in the Thomas Bourne Room.

Dale Copley, the Trust's Collections Manager, came to Standedge to record reminiscences about the canals for the Twentieth Century Voices audio archive and to install exhibits in the new display cases.

Bob Gough supplied articles for the HCS case including the champagne bottle signed

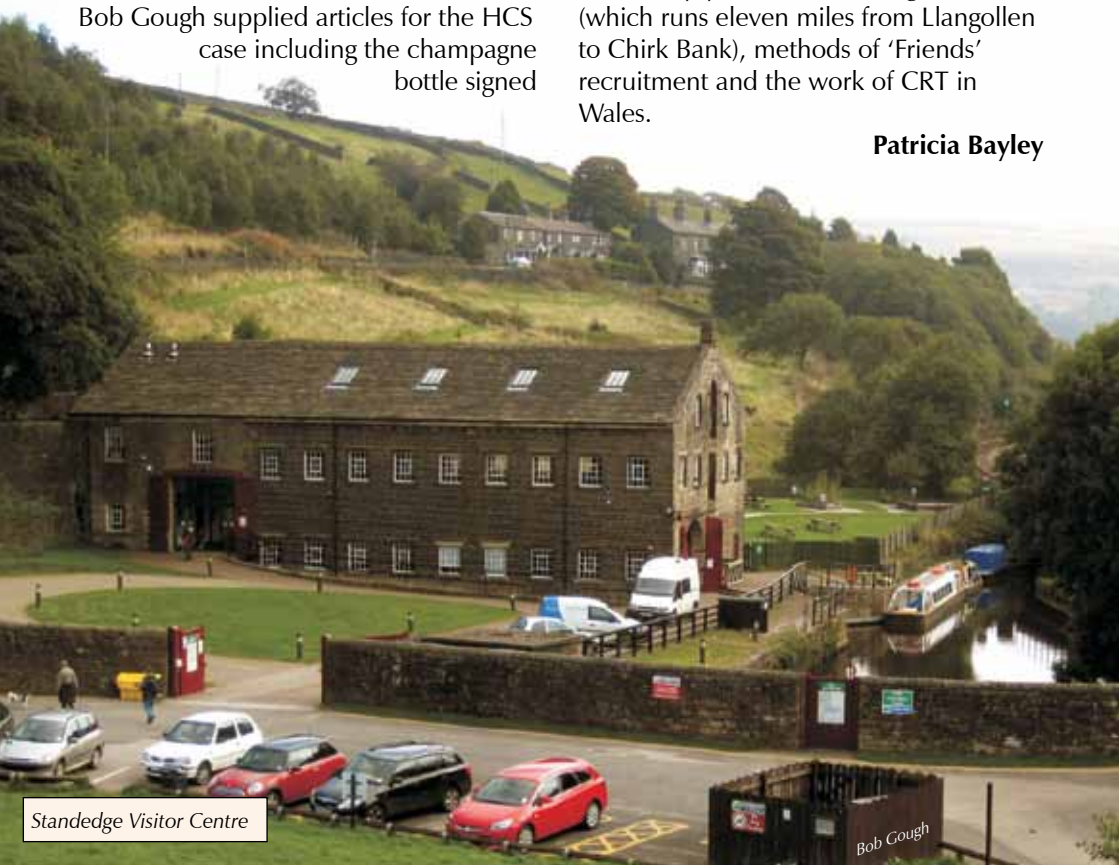
by David Essex when he launched the Marsden Shuttle and the May 1974 letter from British Waterways Board clearly stating there could be no question of restoring the Huddersfield Narrow Canal to navigation.

The Museums and Attractions Partnership Meeting in September was at Pontcysyllte Aqueduct to celebrate the inclusion of the small Pontcysyllte Visitor Centre in the Museums and Attractions Group.

We met at the café at Jones the Boats' Wharf for the morning workshop on the Museums and Attractions Strategy, followed by lunch on the boat, crossing the Aqueduct and the normal Partnership Meeting.

We heard very interesting talks about the Pontcysyllte World Heritage site (which runs eleven miles from Llangollen to Chirk Bank), methods of 'Friends' recruitment and the work of CRT in Wales.

Patricia Bayley



Standedge Visitor Centre

Ronnie Rose Retires



Ronnie's well wishers at Tunnel End:
Left to right - Mike McCann, Trevor Ellis, Patricia Bayley, Chairman Alan Stopher, Ronnie Rose, Andrea Fisher, Alan Kershaw and Alan Haigh.

Bob Cough

Ronnie Rose, our stalwart volunteer who was caretaker for the Marsden Shuttle water taxi, had, at the age of 75, decided to retire from the post.

He was presented with an engraved brass windlass and certificate, signed and sealed by members of Council, at an informal gathering at Tunnel End in July.

A local Marsden man, he had worked for British Waterways as a mason's assistant.

Ronnie could always be relied upon to keep the Shuttle tidy and in working order. New volunteers have come forward to take on his role and we all wish him the very best for his well-earned retirement.

HCS

Solution to Jidoku 28

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

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