

Pennine Link

Magazine of the Huddersfield Canal Society



Huddersfield Canal Society Ltd

Registered in England No. 1498800 Registered Charity No. 510201

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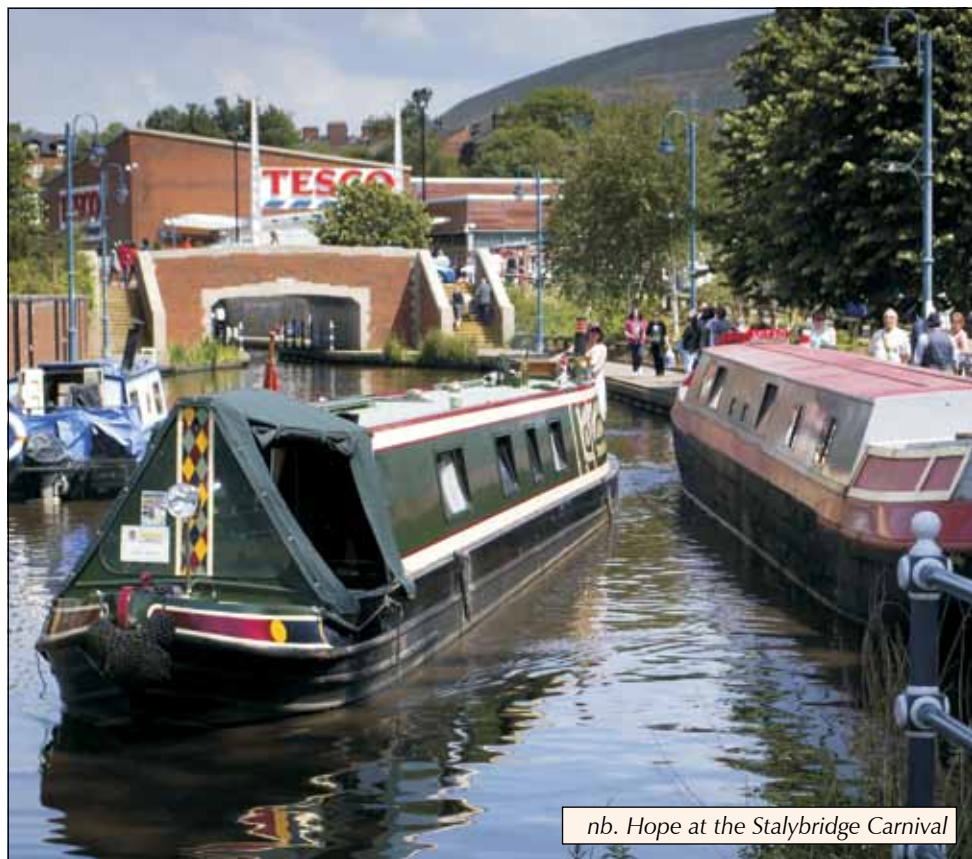


The 2013 Accounts for Huddersfield Canal Society Limited are now ready to view online. Go to our website and see the Members' Area at the foot of the page.

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

Pennine Link

Issue 187



Alan Stophier

nb. Hope at the Stalybridge Carnival

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Cover: East Manchester Community Boat Project's 'Community Spirit' emerges from Lock 6W with young supporters on board at the Stalybridge Carnival & Boat Gathering, June 2014. Photo: Eric Woulds



Editorial

No man is an island,
Entire of itself,
Every man is a piece of the continent,
A part of the main.

John Donne 1572 - 1631

This in turn took me back to my Editorial in the Summer edition of Pennine Link when I raised the issue of the security of the long term funding of our Canals

Writing 400 years ago, John Donne was making the point that no one and nothing stands alone and independent of the world around them. No matter how self-contained they may feel themselves to be, they are inescapably part of a wider world.

If this was true of the world in Donne's time it can only be all the more true in the fast moving, complex and interactive world in which we live today.

Now what you may be asking has this bit of philosophising to do with our Canals. Let me explain.

On June 19th Alan Stopher and I attended the second annual conference of the Manchester and Pennine Waterways Partnership. As reported elsewhere, it was a joint event organised and held in partnership with the Healthy Waterways Trust and it was billed as the "Manchester and Pennine Waters Forum 2014".

There were of course speakers and attendees from the world of Canals and Boating but they were joined, on the podium and in the audience, by professionals and volunteers with a range of broadly environmental interests. While listening to this diverse group, it became apparent to me that the core objective for everyone present was that of ensuring the long term health and sustainability of our region's rivers, waterways and natural environment. It was just that we were all converging on that central objective from differing directions.

both from our local authority partners and from CRT and I began thinking about the allies we could recruit in making our case.

The following are some examples which come to mind.

Walkers – by far the most popular activity that takes place along the banks of our canals and the waterway system in general is walking. Walking for health, walking for relaxation, walking to school, walking to work or walking the dog are probably the main motivations. Many of these walkers perhaps take the canal and its towpath for granted – because it is part of the daily routine – but what if it were to fall into disrepair or be totally closed off and built over? The letters to the MP, the Local Council and the newspapers would soon appear and the objections would be heard.

Angling – is one of, if not the largest, national participatory sport and canals are widely used by both angling clubs and individuals. Although perhaps less visible and vociferous than some other interest groups, the angling community comprises a large body of people who rely on the canals for their principal leisure activity and for whom the loss of the local canal would be a greeted with huge dismay.

Cycling – On the back of the 2012 Olympics and the recent Tour de France, cycling is a major growth area in this country and in our region. It pushes buttons in the fields of health and sustainable transport and it has the

potential to attract substantial amounts of investment in canal corridors (for example the current Velocity project on the Ashton Canal). The cycling lobby is therefore a potentially powerful voice which could be mobilised in support of our canals.

Heritage – The heritage lobby is powerful and vociferous and can be hugely influential in protecting historic structures, including those on canals. They are skilled at harnessing public opinion and can field many high profile and influential advocates for their cause. Locally and nationally we would do well to align ourselves with this cause.

The Natural Environment – At least equal in weight to the heritage lobby is the environment lobby. It is felt by many that waterways, such as our own, could in the medium and long term future, play a pivotal role in such areas as climate change adaptation, water management and flood amelioration/prevention. At the same time, the canals provide habitats which support a wide variety of plants and animals, particularly in their urban lengths where such habitats might not otherwise occur. Any suggestion that parts of the waterway system might be lost has the potential therefore to mobilise a large and forthright body of opinion.

Business Interests – Those involved in the field of land management and development are well aware of both the positive and negative effect of waterways on land values. It is an accepted principal that a good quality water frontage to a site can add 10% or more to the value of the site. In the same way a neglected or derelict area of water is a major disincentive to new development. Those involved would be more than unhappy should uncertainties emerge as to the continued maintenance and condition of these water assets and they are potentially

a hugely influential voice in securing the future.

This is not, neither is it meant to be, an exhaustive list. Rather these groups are just some of those with whom as canal enthusiasts locally, regionally and nationally we should be seeking common cause in the interests of ensuring the security and sustainability of our canals. There is after all strength in numbers and the decision makers will find our combined voices much, much harder to ignore.

If, as a Society, we are to support our own Canals and the network in general we need to continue to be active and operate in our present form. To do this, in turn, we need the necessary financial resources and with this in mind may I commend to you our new 220 Club. It is now up and running. The first cash prizes have been won and the result of the second draw is announced in this Edition. Membership is growing but there is plenty of room for more members so, if you have not already done so, why not sign up? Details of how to do this are included elsewhere in this Issue.

And finally - may I also take the opportunity to repeat my request, made in our Summer edition, for contributions to Pennine Link from our members. As Editor I would be happy to receive and consider for inclusion items from any member of the Society. So if you have a tale to tell, boating experiences to relate or thoughts that you wish to share, please let us have them by sending them, preferably in electronic format, to Bob at the office. We look forward to hearing from you.

Happy sailing!

Graham Birch





Chairman's Report

It's mid-August as I start on my notes for this piece which seems a little early for an Autumn edition.

On the Huddersfield

Narrow the planned stoppage to replace the troublesome 20 year old mechanism on the guillotine gate of Lock 24E (*pictured below*) was soon completed within the allotted time. There have been a few minor alerts. Beside the boat getting stuck in 41E as described by Eric Woulds in the last edition, a problem occurred with the head gates of 24W which was repaired over a weekend and then a hole appeared at Lock 22W on the offside which necessitated closure.

The normally trouble-free Huddersfield Broad was closed to replace a broken collar at Riddings Lock 6 and the Huddersfield Examiner pictured a narrow boat stranded following the emptying of the long Leeds Road pound by vandals.

These instances aside, our canals are having a successful Summer cruising season. I regularly receive updates from elsewhere on the system, where a vast range of stoppages and restrictions are notified, demonstrating the task the Canal & River Trust (CRT) has in keeping on top of planned and unplanned maintenance of a 200 year old system.

Besides the intention to work on 9 Locks this coming Winter, it is good to see that additional CRT funds are being set aside for making Lock operation improvements. I am informed that this involves replacing faulty handcuff keys where appropriate and removing unwanted ones. These keys are used on lock mechanisms which are

considered to be vulnerable to tampering by unauthorised persons.

The Canal Observers are continuing to give regular feedback on their Sections on a 2 month basis and collated reports are forwarded to colleagues at CRT to ensure they are informed of any items of concern.

Trevor's work party is out and about most Fridays along the Huddersfield Narrow cutting back towpath vegetation, greasing lock gear, painting lock gates and doing litter picks.

The Marsden Shuttle has been busy at weekends at Marsden and occasionally on wedding duties.

If anyone else would like to join these three teams, I'm sure that they will be made welcome. Just contact the office and arrangements will be made for an initial chat with the relevant supervisor. Your Council of Management has been looking



Alan Stophor

at improving volunteer induction and training arrangements to ensure that every volunteer is made welcome and given support in their preferred role.

Yorkshire played host to the spectacular Tour de France event in early July. The sun shone and it proved a success with locals and visitors alike. Now that the dust has settled, I anticipate that the awaited Colne Valley Greenway feasibility study will start and HCS will have a chance to contribute further to the discussions about design standards and priorities.

I very much enjoyed being involved in the Stalybridge Carnival. There's a full report on pages 20-23, but suffice to say that I'm grateful to all those who helped make it a successful weekend including the boat crews and canal groups which took part. The Still Waters trip boat was busy and it was great to see the water space well used. We're already talking about being involved next year. A very positive letter about a two-way transit of the HNC appeared in the September Waterways World by the winner of best boat which showed our Canal and Society in good light.

Also in June, Trevor Ellis and I spent a day complete with display and literature at the Huddersfield Histories event at Huddersfield University. It was good to renew acquaintances and network with others stallholders in the 'heritage business', visitors were conspicuous by their absence (*stand-ins pictured below*).



Alan Stophar

We're always keen to obtain feedback from canal users. To assist this we have produced a new questionnaire for boaters which is now online via our website. As well as hard copies being distributed by CRT staff when conducting the tunnel passage, we will be giving copies to our Observers to give out to boaters as they come across them on their inspections. The results will be shared with the Canal & River Trust so that both organisations have an enhanced knowledge of customers' priorities. I realise that the vast majority of our users are those walking or cycling along the towpath and towpath improvements are high in our list of priorities. Regular checks by our Observers and conversations they have with users will help us to prioritise where to spend any funds which become available.

In our office Bob Gough has tenaciously upgraded our accounts system with help from our accountants, Nairne Son and Green. It is not possible to stand still with IT matters and this year upgrading of office systems has been a time consuming and often frustrating experience for our staff.

I attended the joint annual meeting of CRT's Manchester & Pennine Partnership and the Healthy Waterways Trust, which is the successor to the Mersey Basin Campaign. Speakers included Richard Parry, CRT Chief Exec., who has made a point of reaching all parts of the 2000 mile system during his first year in post. He was open about the challenges the organisation faced and demonstrated a good grasp of the issues during the question and answer session. An afternoon visit was made to the full length of the Rochdale 9 flight and the Waterways Manager, David Baldacchino, explained emerging ideas for improvements. This most urban of canal stretches forms an important link to the South Pennine Ring from the West and I was pleased to hear some imaginative

ideas on how to improve the environment and management of this tricky stretch of waterway.

Your Society is keen to take every opportunity to publicise our canals. Our colleagues at CRT public relations department relayed an enquiry from Gridline magazine, a glossy publication which is sent to all landowners who accommodate National Grid Company equipment. Photos were taken at Tunnel End and a lengthy interview given which I hope will encourage visitors to our waterway from elsewhere across the UK.

My own canal travels have reached the London area and I've been amazed at the sheer number of people using the Regent's Canal for relaxation during a Summer weekend. Whilst I support efforts to boost the visitor economy of the South Pennines I'm very grateful that our own hidden gems do not have to cope with the intense use I've witnessed at Camden Lock.

We occasionally get asked to assist in the recording of hidden aspects of our canals. Judy Jones, CRT's Heritage Adviser recently called us in to inspect and photograph the bywash to Lock 24E which had been exposed by a contractor working for the adjacent land owner. Bob Gough was able to unearth a number of old plans which suggested a realignment of the adjacent road to accommodate the former coal merchants beside the lock chamber and I was given the opportunity to scramble in the excavation to photograph the rectangular stone channel before the water was diverted into a pipe and the original bywash route buried for ever.

It has been an excellent Summer with much warm weather and enough rain to keep the reservoirs topped up. Enjoy the Autumn wherever you are.

Alan Stopher

*The unearthed bywash, running left to right in the picture, at Lock 24E, Slaithwaite.
Bottom: Detail of the flag-topped structure and a novel view inside with the bywash running freely.*





Manchester & Pennine Update

The Summer months are often relatively quiet in terms of meetings to attend and breaking news items. The

Summer of 2014 has proved to be an exception to this and there is much to report – starting with the second M and P “Outburst”.

This took place at the Mechanics Institute, Princess Street, Manchester on June 19th. The event, attended by well over 100 people, was shared with and sponsored by the Healthy Waterways Trust. Accordingly the presentations and discussions covered a diverse range of waterway related topics.

As our opening speaker we were delighted to welcome Richard Parry, the CRT Chief Executive. In his presentation he reflected on his first year in the post and talked of his travels around the country to familiarise himself with the network and to meet and engage with as many CRT staff, volunteers and waterway users as possible. He also looked to the future and talked about the organisational changes which are being put in place within the CRT and which will be rolled out in the coming months.

He listed and enlarged upon the Trust’s series of Strategic Goals and concluded by setting out the overall Vision which is that ***“The Trust presents a unique opportunity to work together to create a positive, secure future: for our canals and rivers, for the people who enjoy and value them, and the communities that live around them”***.

He also took questions from the floor including one from our Chairman, Alan Stopher, concerning the future security of CRT funding at local and national levels. In our own region he was aware that the 20 year funding support agreement with the three local authorities was approaching the end and that efforts to secure a continuation post 2020 need to be commenced. Nationally, where the agreement with Government runs until 2027, he was confident that the direction of travel already established would ensure a secure future beyond the initial 15 years period.

Following Richard we had a presentation from Mark Garratt of the Environment Agency who talked about the work of the agency, particularly in response to the various extreme weather events which have occurred in recent years. Looking forward, he described two projects which the Agency is leading at Northwich and at Rochdale.

The third main speaker was Professor Peter Batey, Chairman of the co-host and event sponsor, the Healthy Waterways Trust. Professor Batey explained the role of the Trust and gave examples of projects in which it is involved. In particular he explained the Government’s new catchment-based approach for the management of the water environment across all areas of England.

Interspersed with the keynote addresses were a series of short, thought provoking “soapbox” presentations covering a variety of topics including restoration of grassland habitats in the Mersey Valley and a blue/green infrastructure plan for the Rochdale Canal.

The final set of presentations were given by M and P Partnership members and covered some of the key projects with which we have been engaged during the past year. Taking them in turn:

Mark Turner talked about his involvement with the Canal Connections Project and showed us examples of sculptural features installed on the Rochdale Canal as part of the project.

Jon Stopp spoke about his work on behalf of CRT in promoting volunteering. He explained how the “OWL” project on the Rochdale came about, how this led to the setting up of our own Canal Observer project and efforts that are being made to roll the idea out on other parts of the canal network.

Lucy Rodgers introduced the Velocity Project which is seeing major government-sourced investment to create cycle routes on towpaths on a series of canals, including the Ashton. She emphasised that these were not “race tracks” and would be designed to inhibit excessive speed and ensure pedestrian safety.

Keith Sexton then set out the proposal to launch a pilot Green Flag Project along the full length of the Macclesfield Canal. He reported on the positive feedback from the scheme organisers, Keep Britain Tidy, and set out the anticipated timetable.

To conclude proceedings the Canal Laureate, Jo Bell, performed a poem which she had written during the course of the morning around a collection of words and phrases written on post-it notes by the audience at the beginning of the day.

In the afternoon David Baldaccino led a guided walk along the Rochdale Nine. Alan Stopher went on the walk and has commented on it in his Chairman’s Report.

The next Partnership meeting followed closely on the heels of the Conference, taking place on Thursday July 10th.

Amongst the items discussed were:

The Tour de France – CRT had worked hard to take advantage of the huge media and visitor influx as an opportunity

*A guided walk
on the
Rochdale Nine.
A tricky stretch
of waterway and
a challenge
for CRT.*



CRT

to showcase the canals along the route and grow the recognition, locally and in the wider world, that they are a real asset to the area. It was also reported that there has been a positive physical legacy in that the towpath on the Rochdale between Mytholmroyd and Hebden Bridge has been improved and two new moorings had been created.

Piccadilly Undercroft – there is now a general acceptance that night time closure is unavoidable and work towards this is progressing. Funding has been secured and public consultation on the proposals will soon be taking place as soon as final details of the proposal is available. To date, the proposed positioning of the gates has been determined but the design is yet to be finalised. When the gates are in place a security company appointed by the City Council will be responsible for moving people on and locking up each day.

Ashton Canal Velocity Project – a contractor for this project has now been appointed and final approval is expected in September with work commencing shortly afterwards. As well as upgrading the towpath the work will also involve doing a series of works along the canal to repair, as necessary, and secure the washwalls. Although the funding is focussed on creating a cycleway, it was emphasised that signage/safety messages will make it clear that it is shared space between cyclists and pedestrians. In support of this, the budget includes an allocation to put in additional measures to slow down traffic as necessary.

Green Flag – Following the announcement at the Conference it was reported that Keep Britain Tidy are keen

to proceed and that workshops will be arranged to scope and plan the project.

The 2014 Conference – Still fresh in our minds, the Conference was reviewed and the general feeling was that it has been successful. There had been some feedback to the effect that it was not sufficiently canal focussed but the alternative view was that this was good because it served to break the mould of the “standard” canal event. It was agreed in conclusion that June had been a good time of year to hold the Conference and that we should aim for a June date in 2015.

A few days after the meeting another positive news story broke with the announcement that the Canal & River Trust has been awarded almost £350,000 to help develop better environmental and community engagement in Rochdale, Huddersfield and Birmingham.

This is to be a three year project made possible through a grant of £249,000 over three years from the Esmée Fairbairn Foundation and £100,000 funding from players of the People’s Postcode Lottery (PPL). The project, we have been told, will focus on increasing the number of groups volunteering to adopt 1-2 mile stretches of canal or river through the Trust’s ‘Adopt a Canal’ initiative, as well as enhancing the waterways’ ecology.

Further detail of the project and its implications for the Narrow together with news of our next M and P meeting, which is to be a two day workshop session, will feature in my next update in our Winter edition of Pennine Link.

Graham Birch
M&P Trustee



Museums & Attractions

The last year has been challenging for the Museums & Attractions Group of the Canal and River Trust. Serious long-term illnesses

amongst several of the senior managers left the remainder working long hours trying to catch up.

Sadly, David Henderson, the manager at Stoke Bruerne, died unexpectedly just before Christmas. As the museum closed for the Winter, the staff, including Louise Stockwin and Debbie Lumb, Head of Museums & Attractions Group, had to remove all the exhibits to allow installation of lighting and repairs to the roof and floors. The new lighting is energy efficient and more suitable for museum exhibits.

If you were interviewed last year for the CRT 20th Century Voices audio archive you may have met Dale Copley, the Collections Manager. She has left the Trust to do a PhD at Manchester University in *"the use of Insult in Medieval society"*. She will still be involved for consultancy but her role has been taken by Margaret Harrison on a temporary basis.

In June, Chris Kay, the Secretary and Trustee of the Boat Museum Society and Lead Volunteer at Ellesmere Port, visited all the Museums to make a film for the Annual Public Meeting. Eventually it is hoped that the film will run in each Museum to help

publicise the group. At Standedge, James Dean and Fred Carter were interviewed, my partner Peter and I were pleased to show off the Marsden Shuttle, Ann Barnes, also an HCS volunteer, talked about her work with the CRT Canal Explorers team and Ronnie Rose, who was caretaker of the Shuttle for many years, described his work for BW.

While James Dean was ill this last Winter and Spring, Ellen Richards and Claire Atkinson were appointed Duty Managers at Standedge and had to develop the programme of Summer events including the first Country Fair at the end of July.

This was a triumph. I've never seen so many people at Standedge before and I'm sure it will become an annual event. As well as old favourites such as animals, craft stalls and activities for children, there were gourmet food and drink stalls, a vintage tractor display and a Punch and Judy show. The CRT fundraising team, National Trust, Marsden Jazz Festival and HCS had stalls and Wendy Capelle, the acting Head of the M&A group, did sterling service guiding visitors.

Future Events at Standedge include a Bat Night on 13th September, Craft Markets on 27th and 28th September and 29-30th November, a Halloween Family Fun Day on 28th October and Fright Night on 31st October; this is from 6-11pm and suitable for children over 12.



Through trips of the Tunnel take place on alternate Saturdays, some are Over and Under trips where instead of one journey being by taxi, the National Trust lead a guided walk over the moor. (further details on the Standedge events website). On 11th October there will be two performances of "I Have A Duck Who Can Roar", words and music, with audience participation for all age groups; part of the Marsden Jazz Festival (details and tickets from www.marsdenjazzfestival.com).

Patricia Bayley



Scenes from the Country Fair at the Standedge Visitor Centre. Patricia and Peter at the Society's stand (left) ready for the imminent crowds.
Photos: Jane Whitham

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East Side News Items

Canoeist traverses Huddersfield Narrow – including the Tunnel!

At the end of July canoeist Derek Mullen from Northampton paddled his canoe from Ashton under Lyne to Huddersfield camping overnight at various “green” edges on the way.

Because of the weight of his equipment he cannot “porter” the canoe around Locks but instead pulls it into the Lock, operates it and pulls it out.

This was part of his Summer journey which had already taken him from home to Ellesmere Port, Llangollen, down the Montgomery Canal into the River Perry to journey to the Severn before rejoining the canal system at Stourport and on to Middlewich, Kids Grove and Macclesfield.

After completing the Upper and Lower Peak Forest he had intended turning down the

Ashton but finding it closed he decided to turn right at Portland Basin and venture up the Huddersfield Narrow.

Then came the Standedge Tunnel !

On the way up the West Side he had met a tug-style narrow boat with a large flat front deck. The boater agreed that he could put his canoe on that deck and so it was strapped there for his journey through the Tunnel, with Derek on the narrow boat as a member of the crew – as he put it “tea maker”.

Before the Summer is finished Derek’s canoeing will, he hopes, take him up the Ouse to York and then homeward bound up the Trent.

Keith W Sykes
Slaitwaite

The Great Stink Comes to Slaitwaite

In early August reports came from “The Handmade Bakery” in Slaitwaite of a great stink of rotten eggs coming from the Canal between Locks 23E and 24E and invading their café, bakery and nearby premises.

Investigations revealed that the source was opposite their premises in water flowing into the canal along the feeder from CRT’s Hill Top reservoir.

The flow was turned off and the stink receded. Further investigation found in samples taken from the bottom layer of water in the reservoir, from where the feed is taken, that it was not only lacking in oxygen but was high in hydrogen sulphide, hence the smell of rotten eggs.

Neil D’Arcy, CRT’s water resource manager for the area, said that, whilst he had not come across a similar situation before, the probable cause was that after the reservoir had been drained during the Summer of 2013, to allow work to be carried out on the outflow pipe and valve, vegetation had grown on

the bottom. In April 2014, after completion of the work, the reservoir refilled and water started to flow again into the canal.

However in late July temperatures increased and that combined with a lack of fresh water coming into the reservoir had caused hydrogen sulphide to be produced by the now rotting vegetation.

The relative stillness of waters allowed it to stay in a layer at depth and then be drawn off into the canal.

A specialist water contamination company was called in, hydrogen peroxide added to the water to create more oxygen. At the end of the week heavy rains came which it is hoped will help the situation.

Continued testing is taking place and it is hoped that water will again be flowing, clear of contamination, into our canal in the near future.

Keith W Sykes
Slaitwaite

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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Stalybridge Carnival & Boat Gathering

21st & 22nd June 2014





2014

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 7th November 2014

JIDOKU 31

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						R		

Our puzzle setter, John, has felt like a bit of a change and gone for a more International waterway feel! The initial letters now featured being:

Panama, Kiel, Suez, Grand canal of China, St Lawrence Seaway, The Intracoastal Waterway of the USA, Manchester Ship Canal, Rhine waterway, Caledonian Canal.

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.

Stalybridge Carnival & Boat Gathering

Stalybridge Carnival & Boat Gathering 21st & 22nd June 2014

HCS has worked with Stalybridge Festival Committee and Stalybridge Town Team to enhance The Stalybridge Carnival, now in its 38th year, to provide additional attractions for the public.

The aim was to extend this year's event for the full weekend and not just the Sunday afternoon when the main parade takes place. The Society proposed the addition of a Boat Gathering to provide additional colour and interest to the event. This is particularly appropriate in Stalybridge where the canal passes through the heart of the town centre.

We canvassed widely with the boating fraternity and whilst we only had a maximum of seven boats present, it was

enough to bring the canal to life for the weekend.

HCS had commissioned Tameside Canal Boat Trust to bring their trip boat Still Waters, which normally operates out of Portland Basin, to the event. Their crew worked tirelessly over the whole weekend with free boat trips for the public which were very popular indeed.

Mr & Mrs Edwards of Stratford upon Avon, owners of narrow boat Hope, were presented with the best dressed boat award which was judged by the Carnival Queen/Princesses.

On Saturday a small vintage car rally helped complement proceedings whilst on Sunday there was a small farmers' and craft market.



Eric Wouds

Tameside Canal Boat Trust's Still Waters manoeuvres into position ready to give free public trips courtesy of the Society.



Mr Edwards and nb Hope with a formidable judging committee.

The Wooden Canal Boat Society had a stall and brought along their latest project boat Hazel which is being 'fitted out' and nearing completion.

Tameside Sea Cadets were present smartly turned out and seeking new

recruits. Their unit, TS Quantock, in Ashton under Lyne, located alongside the Ashton Canal below Lock 1W of the Huddersfield Narrow, is one of the largest and most successful in the country. It is a fine asset for the area and provides a wide range of activities for young people.

The East Manchester Community Boat

Project also brought their boat Community Spirit along which was a great sight as it emerged from Lock 6W into Armentières Square complete with smartly dressed crew. Its appearance at the event was particularly welcome as



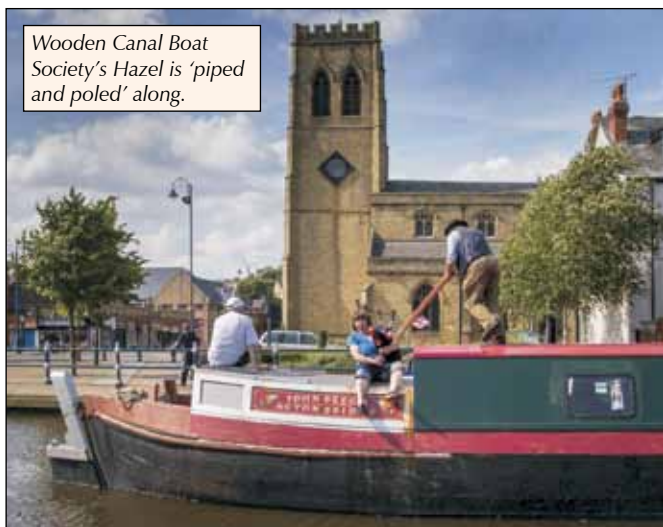
Community Spirit emerging from Lock 6W after 'nick of time' repairs.

the boat's gearbox had failed some days before and the replacement was only just fitted in time on the Friday afternoon.

The main Stalybridge Carnival Parade provided a fantastic spectacle for the vast crowds of people who came out on Sunday afternoon and the weather over the whole weekend could not have been better.

The whole event was a great success and something we could consider building on for the future. Members of the public who took the boat trips were amazed at the different perspective they had from the water and also the engineering expertise of the canal engineers of the 18th Century. They were able to see some early stonework at Lock 7W and how this has been retained and blended in with the restoration work completed in 2001.

We received many encouraging comments from the public and this event has really helped people appreciate what a great asset they have in their town. Thanks are also due to Tameside Sea Cadets, Tameside Markets Team, Wooden Canal Boat Society, East Manchester Community Boat Project and the other boat owners for their invaluable support. I would also like to thank our HCS staff Bob Gough and Claire Bebbington for their hard work both in the lead up to and during this event. Thanks also to the other HCS Council members who helped out over the weekend.



Alan Stophier

The members of Stalybridge Carnival Committee and the Town Team were delighted with our efforts which helped enhance this well-established event to provide an additional draw for the public.

HCS Council has agreed to promote this event again next year, when hopefully, we will be able to attract more boaters to really make this something very special.

We will again be working with the Stalybridge Carnival Committee and Stalybridge Town team to co-ordinate a range of events which will span the full weekend. Next year's event is programmed for the weekend of the 27th and 28th June, so please make a note of this in your diaries and try to come along.

If we are able to secure early bookings/ interest from boaters then we will be in a position to organise some specific events and perhaps a social event on the Saturday evening for example. Please consider coming whether or not you are on a boat, the Carnival Parade on Sunday

Extremely popular trips for the public aboard Still Waters



Alan Stopher

is a spectacular sight attended by several thousand people this year and there are also other attractions for visitors in the nearby Cheetham Park.

Peter Rawson

Footnote: - We are looking, with colleagues at the Canal and River Trust (CRT), for more volunteers to help maintain the canal generally and in particular on the west side. This will include the Stalybridge Town Centre Section where this event took place.

This section was restored between 1999 and 2001 and would benefit greatly from some additional general care and attention. It is the centrepiece of Stalybridge and both the town and the canal will benefit greatly from additional volunteer input.



Alan Stopher

If you would like to get involved in volunteering please contact the HCS Office on:

01457 871800 or
email: hcs@huddersfieldcanal.com

Street Scene Greenfield Group

Once again, SSGG would like to thank all the volunteers who, together with the Canal & River Trust, have worked tirelessly on the Greenfield section of the canal tow path over the last 17 months. The total amount of stone now laid is in excess of 55 tonnes! The project will continue indefinitely to include not just stone laying but also tidying up and cutting back vegetation, litter picking, Balsam Bashing, Spring planting, etc.



On Saturday 23rd August the sun shone for Saddleworth's annual Rush Cart Festival. Our volunteer group were present at Well-i-Hole, laying a stone base around the newly installed bench. Whilst work was in progress, visiting Morris Men from Somerset were pleased to pose for us.

When the base was completed, the Group were approached by regular users of the tow path in the form of two very popular 4-legged friends, Oliver and Georgie. They needed little persuasion to be photographed as well, so here are the volunteers and dogs. It was a fitting end to a busy and very enjoyable morning.

If you would like to be involved and work with us, please contact the Project Leader, Gill McCulley on 01457 870364 email: gillmcculley@yahoo.com. The Group meet twice a month and a list of forthcoming dates is available.

Steph Pelmore



Pictures: SSGG volunteers hard at work improving the towpath and canal environs in Greenfield. Top Right: Their new bench is given the seal of approval from CRT while the Somerset Morris take the weight off their clogs. All photos: GGRA

SSGG IS GREENFIELD-BASED COMMUNITY ACTION WORKING FOR YOU TO BUILD CONFIDENCE AND PRIDE IN OUR COMMUNITY

(A sub-group of Greenfield & Grasscroft Residents Association)

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New Members welcome info@ggra.co.uk or telephone: 01457 597666

What we Said Then ... September 1979

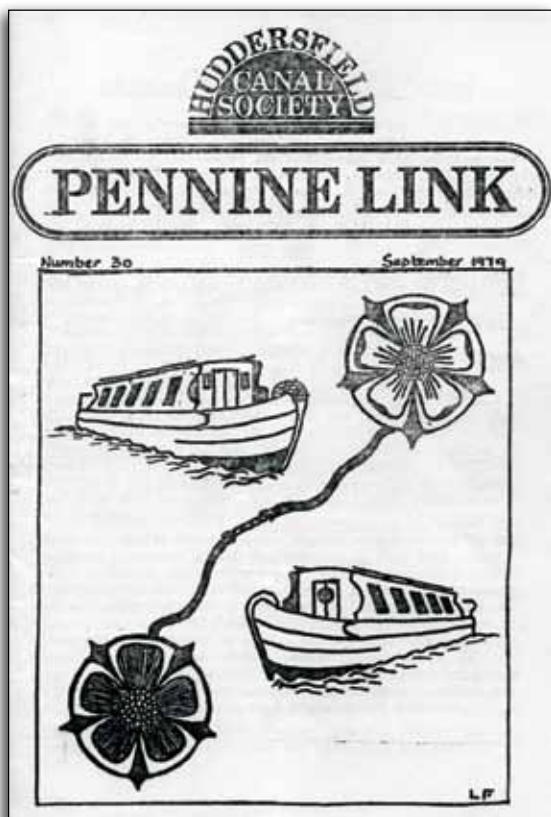
Continuing my exploration of our online archive I have on this occasion landed my Tardis in the Autumn of 1979, some 35 years ago. The Society Chairman at that time was Chris Farrar and the Pennine Link editor was Diane Charlesworth.

In her Editorial, Diane continues an account, started in an earlier edition, of her research into the routes taken across Standedge Moor from Diggle to Marsden and she includes a hand drawn sketch illustrating her conclusions.

However the main topic covered in September 1979 was the second Tameside Canals Festival which took place on the weekend of 4th/5th August at Portland Basin. The Festival was clearly a huge success and we are told that a police inspector *"estimated 10,000 people on the site on Saturday with Sunday even busier"*.

There are several items in Pennine Link describing differing aspects of the event. The first of these, penned by David Sumner, gives us a flavour of the proceedings and captures the atmosphere which prevailed across the two days. He introduces it by telling us that *"This event organised by our Society with support from the Inland Waterways Association was an overwhelming success. Members of the public commented on the happy atmosphere and Councillor Jim Bingham, Chairman of Recreation and Arts for Greater Manchester Council, 'couldn't believe his eyes'."*

Continuing, David tells us that *"Festivities began at 12 noon on Saturday when the*



beer tent opened and Droylsden Brass Band played to welcome the public as they arrived." During the afternoon entertainment was provided by a theatre group while *"'Mystery Hyny' kept the children captivated with his magical humour"*. Events then continued into the Saturday evening when there was a barbecue and music provided by a jazz band.

Day two started at noon on Sunday with a performance by the Royton Morris Men, followed by a folk group and three 'rock' groups who alternated in the main arena for the whole afternoon. The rock groups, we are told, *"were heard all over*

Ashton, beckoning people down to the festival." The Festival finished at 5-15 p.m but the clearing up "took until 5 p.m. on MONDAY".

David finishes with some reflections on the event. For himself and his fellow organisers its success "made 10 months of planning and preparation all worthwhile". It also sent out the message "restore the Huddersfield Narrow Canal, Canals are fun", a message which was broadcast through the 7,000 handouts, incorporating an HCS membership form, which were distributed over the two days. His concluding reflection is that "this festival has won many friends, influenced many people and made them aware of the potential of canals and waterways".

Chris Farrar also wrote about the Festival providing an account from his position as Chairman of the Society. He starts by quoting the Mayor and Mayoress of Tameside who spoke of having had 'A WONDERFUL CIVIC DAY OUT'.

The Mayor, Councillor JP Meredith, had performed the formal opening of the Festival and had in turn been presented with a commemorative plaque and china mug. The Mayor and Mayoress then headed the flotilla of canal craft which reviewed the fleet, dressed overall, of some sixty canal boats, narrow boats and cruisers which had gathered at Portland Basin for the event.

One of the major purposes of the short cruise was "to demonstrate to the VIPs some of the delights of canal travel and at the same time illustrate the stark and dramatic differences between the restored and landscaped Lower Peak Forest, and the shallow, weedy and neglected 'stretch' of the Ashton Canal leading up to the Huddersfield Narrow". Chris tells us that "regrets were echoed on all sides that

the trip could not extend further towards the centre of Stalybridge and hopes were expressed that it would not be too many years before this would again be possible."

Chris also refers to the festival in the opening words of his editorial but the main body of it deals with the emerging arrangements for the organisation and management of the Society. Referring to the amount of work involved in putting together the Tameside event he makes the point that "the Main Committee is basically a policy-making body and is responsible for major negotiation on important matters with statutory bodies such as BWB and the local authorities".

He continues by saying that the Committee "are determined that when a major effort is launched that it will be successful".

Arrangements were therefore being put in place to share the workload. The first step had been to set up the east and west side committees/ liaison groups. These "have functioned well" and following their success similar groups to co-ordinate activities relating to three major areas namely:

1. Publicity & Liaison
 2. Finance
 3. Projects
- had been set up.

He concludes by saying that "after our recent successes many eyes will be on us, some looking for failure, and therefore the campaign, even for a limited project, must be well planned." With this new structure in place he believes that the Society will be well placed to ensure that this will be the case and that "there is every prospect that the next year or so will be both exciting and fruitful."

In what was a packed edition of Pennine Link, three other items are well worthy of noting.

contd over

The first is an account by Robin Witter of a journey from HUDDERSFIELD TO ASHTON BY CANOE. Together with David Finnis and Den McCallun, the two day "voyage" was to carry the good wishes from the Mayor of Kirklees to the Mayor of Tameside as publicity towards the Tameside Canals Festival. The trio set out Thursday 2nd August with a Civic send-off and on Saturday August 4th the message was delivered at the opening of the Festival. The account of the journey is interesting and entertaining and if space permits, I will include a more detailed précis in a future edition.

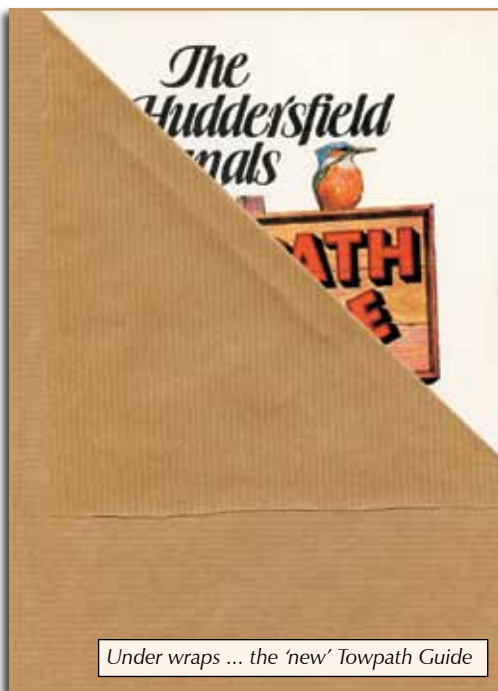
Second, a report is given of an important Waterways Press Release issued July 27th. The report gives the news the Government had decided that BWB were to remain an independent entity

and not be merged with the Water Industry. In response, the Chairman of BWB had stated that those who have invested considerable capital into the provision of facilities on the waterways can now look forward to a period of stability and growth.

Finally, there is an announcement that Huddersfield Canal Society are producing a Tow Path Guide to the Huddersfield Canals. The Guide will include a map of

the entire canal and maps of the canal section by section with descriptions of its structures, buildings, industry and its immediate area as seen from the towpath. We are told that work was progressing well on a publication which "is very necessary to increase public awareness of the canal's potential and to encourage the public to utilise one of their assets, which is sometimes sadly neglected".

Graham Birch



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Fred Carter Retires



Thomas Bourne, working for the first Huddersfield Canal Company, is said to have clocked up an extra-ordinary amount of mileage in his perambulations between Diggle and Marsden gaining the epithet "The Standedge Admiral". It is fitting that CRT's Fred Carter, retiring after 47 years' service to the Canal, is affectionately known as the "New Standedge Admiral". His retirement party at Standedge Visitor Centre was attended by his family and his friends from CRT and the Canal Society. A usually loquacious Fred, admitted he was stuck for words. He pointed out that his may be one of the shortest 'retirements',

lasting just one day, before he was back as a part-time, seasonal, pilot and guide in Standedge Tunnel helping to train a new generation of 'Admirals'.

Fred said *"It doesn't seem 47 years, I can't think where the years have gone! It's the people that have been more important than the job."* His proudest moment was meeting HRH Prince Charles at the official opening,

"He asked very informed questions and was genuinely interested in the Tunnel" added Fred.

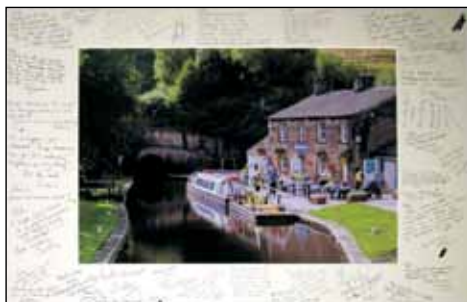
James Dean presented Fred with a superb gold watch which had been engraved

*"The New "Standedge Admiral"
on your retirement 4th July 2014".*

I'm sure we all wish that Fred enjoys his retirement, albeit a part-time one!

Bob Gough

*Top: Left to right - David Baldacchino, Fred Carter and James Dean (CRT) and David Sumner (HCS)
Below left: Fred's spectacular retirement cake!
Below right: Framed photo of Tunnel End with goodwill messages from Fred's colleagues.
Photos: Bob Gough*



Leaving a Legacy to the Society

The Society's Council undertakes an annual review of its Five Year Rolling Business Plan. The purpose of the Plan is to prioritise our activities in the context of the Vision for the future of the Society. This is ***"to ensure the viability and promotion of the Huddersfield Broad and Narrow Canals as navigable waterways within the overall network in perpetuity."***

Currently the Society relies on its reserves to fund its operations on a deficit basis. Clearly this cannot continue indefinitely. We therefore plan to move onto a sustainable footing within the next five years so that we can achieve our vision. To this end, amongst the goals set out in our Business Plan is the need to increase income from donations and legacies which have the potential to make a very important contribution to our fundraising

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

If you have already made a Will but would now like to add the Huddersfield Canal Society Ltd as a beneficiary, a simple Codicil can be used to include us. A sample Codicil form together with instructions can be downloaded from our web site or a paper copy can be obtained by contacting the Society office.

If you do not have a Will, the MoneySavingExpert website gives good advice on how to obtain one: www.moneysavingexpert.com and follow the *family/free-cheap-wills* links.

The Huddersfield Canal Society and its employees are not qualified to give legal advice. If you are worried about how best to draft a Will or Codicil, we do recommend you obtain professional advice from a solicitor with experience in Wills and Probate.

You can find a solicitor by contacting The Law Society at: www.lawsociety.org.uk and follow the *choosingandusing/findasolicitor.law* links or by phoning their Helpline on: 020 7242 1222

Huddersfield Canal Society Ltd

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220 Club

Launched at our 40th Anniversary Event, membership of the Huddersfield Canal Society 220 Club is open to all Members of the Society.

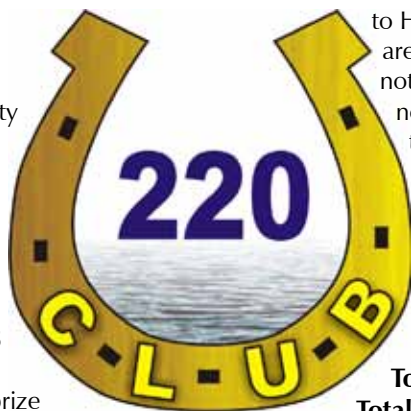
By joining, for only £2 a month, you will have the chance of winning a first prize of up to £350 or a second prize of £175 in each of the quarterly draws. Actual quarterly prize levels will, of course, depend on the numbers taking part.

The 220 Club:

- Gives the Society useful additional income allowing it to continue its work and have an influence on your canals.
- Contributes to the varied work of the Society and helps it have a healthy future.
- Is run by Huddersfield Canal Society for its members and your support is needed.

To join you need to complete an application form. This can be downloaded from our website or we will be pleased to send you one through the post if you contact Bob or Claire at the office.

We need to emphasise, however, that for legal reasons, only Huddersfield Canal Society members are eligible to subscribe



to HCS 220 Club, so if you are reading this and you are not a Society member, why not join us and then sign up to the 220 Club.

AND here are the results of our second quarterly draw:

Total Subscribers: 22
Total Prize Fund: £52.80

1st Prize:

Mr M McHugh winning £35.20

2nd Prize:

Mr F Hodson winning £17.60

Congratulations to the prize winners!

G	I	R	M	C	P	K	L	S
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