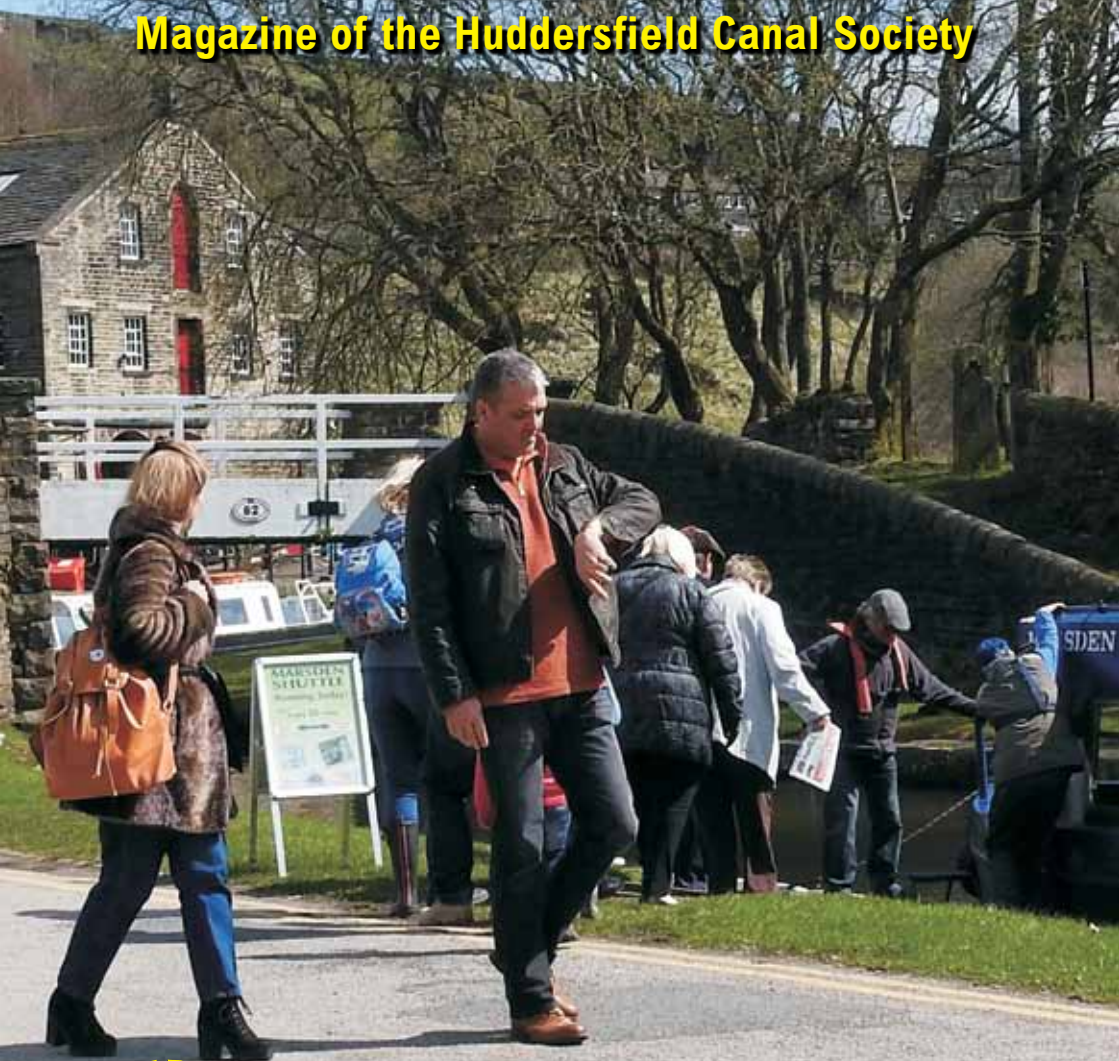


# Pennine Link

Magazine of the Huddersfield Canal Society



# Huddersfield Canal Society Ltd

Registered in England No. 1498800 Registered Charity No. 510201

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**Bob Gough** *Administrator*



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

# Pennine Link

Issue 194



Nick Waite

The 'High Wire' display team from Uppermill Community Action Network (UCAN) go through their paces at Limekiln Lock (23W), Dobcross. Although snowed-off for their 'Clean for the Queen' event, they made up for it three weeks later with a 30 bag haul of litter, a television and this length of weighty cabling.

They have started repainting the Lock gates and footbridge at Dungebooth (22W) and anticipate some much needed washwall repairs, as well as taking on the alien invaders with some hearty 'Balsam Bashing' later in the season.

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## Editorial

In the Spring edition of Pennine Link, prompted by the discussions in Council on the future direction of the Society, I

shared with you my views on the guiding principles for the Society's work in the coming years. The discussions, which I believe, are some of the most important which have taken place since restoration, are continuing and I am therefore taking this opportunity to offer some further thoughts of my own on our future.

I have said it before and I make no apology for saying again that in my view our prime purpose is to be the voice of our canals (Narrow & Broad); a voice which is there to make the case for the investment needed to maintain and enhance our canals and at the same time increase their usage now and in years to come. It is this principle which should guide our decisions on how we are to operate now and in the future.

Day in and day out we all make decisions, mostly minor, occasionally major. When decisions are being made, not just in HCS but in the world as a whole, there is a natural human tendency to base those decisions on the world as it is today. To assume that the world around us will continue as it is now and to weigh the consequences of our decisions against today's certainties. However, things are not as simple as this. As a Society, as we look to the future, we need to recognise that there are major challenges that need to be addressed. Challenges which may well change the

context in which our canals currently operate. Our planning needs to be mindful of these and we must take them into account in our decision making. In saying this, I am thinking of two major issues which lie ahead.

The first will arise around 2020/21. This is when the funding contributions from the three Local Authorities (LA) required under the Operation and Maintenance Agreement (O&M) for the Narrow will come to an end. Based on present figures, this will mean a loss of income for Canal & River Trust (CRT) of around £200,000 per year. How will CRT deal with this? Will they wish to/be able to make good the hole in the O&M budget? The LA contributions are of course just one facet of the Agreement under which the Trust are obliged to maintain the Canal for more than 100 years – but to what standard will it be maintained?

As we approach 2020 it will be our role as a Society to engage with the Trust and seek to ensure that maintenance standards do not fall in parallel with the drop in income. My own role with CRT, as a member of the Manchester and Pennine Partnership (M&P), gives me some comfort in this matter, as I sense that there is no wish or intention to reduce standards post 2020. However, the loss will need to be compensated for by some means.

One means by which this can be addressed is through continuing the growth in volunteering. CRT is not British Waterways and I am clear that there is a much more positive and welcoming approach to volunteers than

there was in the past. As a Society with local knowledge, experience of organising volunteers and our local networks, we are well placed to work in partnership with the Trust to develop volunteer initiatives.

I think, therefore, that our working model needs to be one which enables us to work constructively and flexibly with the Trust to build a volunteer network over the next five years. By doing so we will be able to obtain the maximum value from the LA funding, while it lasts, and to ensure that we do not fall off a financial cliff when it ceases.

The second challenge is even more distant in the future and will arise around 2027. This is when the CRT's initial funding arrangement with the Government will come to an end. As we know, the Trust was created out of British Waterways to operate as charity on the same lines as the National Trust (NT). However, it was recognised that CRT did not have the same income generating potential as the NT and a fifteen year transitional funding arrangement was put in place, at the end of which, the CRT should have become self-supporting.

In fact, what the situation will be at the end of the fifteen years is anybody's guess. The Trust is working hard at developing a sustainable financial base though recruitment of 'Friends', Marketing initiatives and in particular, maximising the income from its land and property portfolio – but will it be self-sustaining by 2027?

If not, what will happen? Will the Government step in or will the Trust have to downsize? If the latter, will this involve reducing the length of maintained

waterways within the network? If so, will those canals with the highest costs, relative to the level of usage, be the first to be affected? If this scenario were to become a reality, then there can be little doubt that the Narrow will be one of the canals which will be under close scrutiny.

In the modern world, ten years is a very long time and such is the speed of events that it is difficult in the extreme to imagine what the political, economic and financial context for these decisions will be ten years hence. Just cast your mind back ten years and think of how things were. Tony Blair had another year to serve as Prime Minister, George W Bush was still in the White House, the financial crash to be followed by the years of austerity was still in the future, as was the creation of CRT.

What is certain, however, is that an active and respected HCS needs to be there to speak for and safeguard the interests of our canals whatever circumstances may prevail ten years hence. The decisions we are taking now need to focus on that long term imperative and ensure the continuing sustainability of the Society.

Turning now to the present and to this edition of Pennine Link, two items may be of particular interest to any member who may be thinking of volunteering, either with the Society or the Trust. First of all, my colleague on Council, Eric Woulds, has written an entertaining piece on his experiences as a member of the crew of the Society's Marsden Shuttle. If you want to join him by signing up to train to be a crew member, you will find details of how to do so at the end of his article. New volunteers are always welcome, because the more volunteers we have, the more days we can operate.

Second, we also have an invitation from CRT for volunteers who are interested in training as Chaperones to accompany those undertaking the passage through the Standedge Tunnel. This is because the Trust, with the encouragement of HCS, is looking at the possibility of increasing the number days when passages through the Tunnel can be booked. For this to happen, more Chaperones will be needed and volunteers are being sought. For those interested, details of who to contact are given.

In conclusion, may I thank our now regular contributors for their interesting and informative pieces and also welcome a first time contributor in Dr Jodie Matthews. Jodie, a lecturer at Huddersfield University, has been appointed an Honorary Research Fellow by CRT in recognition of her research on

the representation of canal boat people in literature.

If you wish to join our contributors and have any thoughts on any canal-related matter which you wish to share or if you have a tale to tell or experiences to relate, the pages of Pennine Link are open for contributions from our members. Just forward them, preferably in electronic format, to Bob at the office.

And finally, as I write this in the last days of May, with its almost endless hours of daylight, it seems to me, so far, that the weather gods are being reasonably kind; although we do seem to be experiencing a bit of everything that our climate has to offer. However, whatever the weather and in whatever way you chose to enjoy the waterways – afloat or on foot – make the most of Summer 2016.

**Graham Birch**

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## Crossing the Divide

Members may recall David Sumner's account of crossing Standedge Moor and joining a through Tunnel trip back to Marsden in the last Issue (193).

He concluded urging members to 'go over the top' by joining this year's walk.

Claire Bebbington & I were considering repeating the event this year, but noticed CRT, in conjunction with the National Trust, had scheduled a regular series of 'Over and Under Adventures' during alternate Sundays in July and August.

The 'Adventures' start at Marsden with a guided boat trip to Diggle and the walk returns to Marsden following the old packhorse route over Marsden Moor.

The published dates are:

July 3rd, 17th, 31st  
August 14th, 28th

with each trip commencing at 10.00am from Tunnel End and the return walk finishing at 3.30pm.

Booking is essential; please call the Visitor Centre on 01484 844298 to book your place on this adventure!

*In view of these regular events, the Society will not be organising its own walk and Tunnel trip this year.*

**Bob Gough**



## Chairman's Report

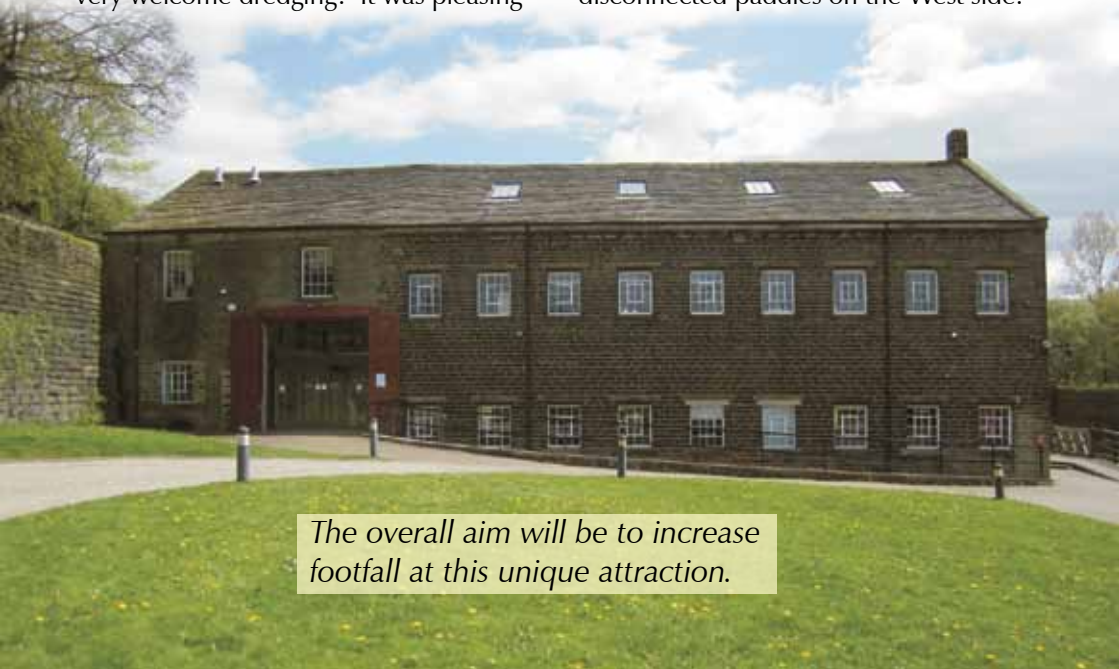
By the time this is published, the cruising season will have been underway for three months. The early indications are

that the damage to the Rochdale Canal and Calder & Hebble Navigation have impacted somewhat on the number of passages along our own canal as the South Pennine cruising ring has been temporarily broken. Having said that, as I write this in the third week of May, the weather is warming up after a cold and stormy April and each time I've crossed the Narrow Canal this week, I've seen boats moving.

We had another productive meeting with Manchester & Pennine Waterway Manager David Baldacchino in early May. The Winter maintenance tasks had been duly completed, including the very welcome dredging. It was pleasing

to learn that CRT's Customer Services team is continuing to remedy the smaller items which are a nuisance if they don't work correctly. CRT's supervisor, Nick Atkinson, told us that 19 previously disconnected paddles on the East side had been brought back into use. Boaters will know that this means increased resilience against the chances of a Lock failing to be operable. Other steps to seek out and seal leaks, particularly in Lock chambers, are proving beneficial in keeping water in the canal and increasing its navigability.

The other good news is that the Winter's devastation on neighbouring waterways has not had an adverse effect on the budget for spending on our Canal in the coming year. A full schedule of work has been tabled, including the last few Lock gate renewals in the current round and more work on leakage resolution. Work will also continue on remedying disconnected paddles on the West side.



*The overall aim will be to increase footfall at this unique attraction.*

*... we still need more volunteers to run the service as regularly as we would like ....*



These meetings are a good forum for our Society to share information with the Trust on a wide range of issues of mutual interest. Gillian Renshaw, CRT's Community Manager, explained a new initiative to evaluate the Social value of the Huddersfield Narrow Canal. This will help make the case for further Local Authority support after the funding arrangements cease in 2021.

We will soon learn more about CRT's plans to develop Standedge Visitor Centre. The overall aim will be to increase footfall at this unique attraction. Your Society will be involved in a second round of consultations in due course and will be keen to be involved in future arrangements.

On the volunteering front, the Marsden Shuttle ran most days in the first week of the school Easter holiday and has run all weekends since then. A new volunteer is being trained and a couple of members who used to crew the boat have started

to get involved again. However, we still need more volunteers to run the service as regularly as we would like to. Please contact Mike McHugh if you are interested in joining in. Trevor Ellis' maintenance team has restarted Lock gate painting on the Diggle Flight and it is good to see this stand out when passing on a trans-Pennine train.

The efforts of our own Canal Observers and the various Adoption Groups along the HNC are strengthening the community involvement, providing valuable information to CRT staff and making some important improvements to the canal environment. As an organisation dedicated to ensuring the Canal is in the public eye and well-maintained, the Society could well have a future role in providing volunteer 'meeters and greeters' to help explain to visitors and local people about its history and highlight places of interest. If any member is interested in being involved in such an initiative please contact me.

Our recent Volunteers' Social at Marsden Band Club proved popular with 40 volunteers, partners and guests enjoying a meal and socialising. It gave me an opportunity to thank our volunteers in person for the work they do on the Society's behalf. Bob's quiz posed a real challenge and generous donations raised £63 from the raffle. I'm grateful to the Club for free use of the room. We're already planning next year's event which could well be held in mid-June.

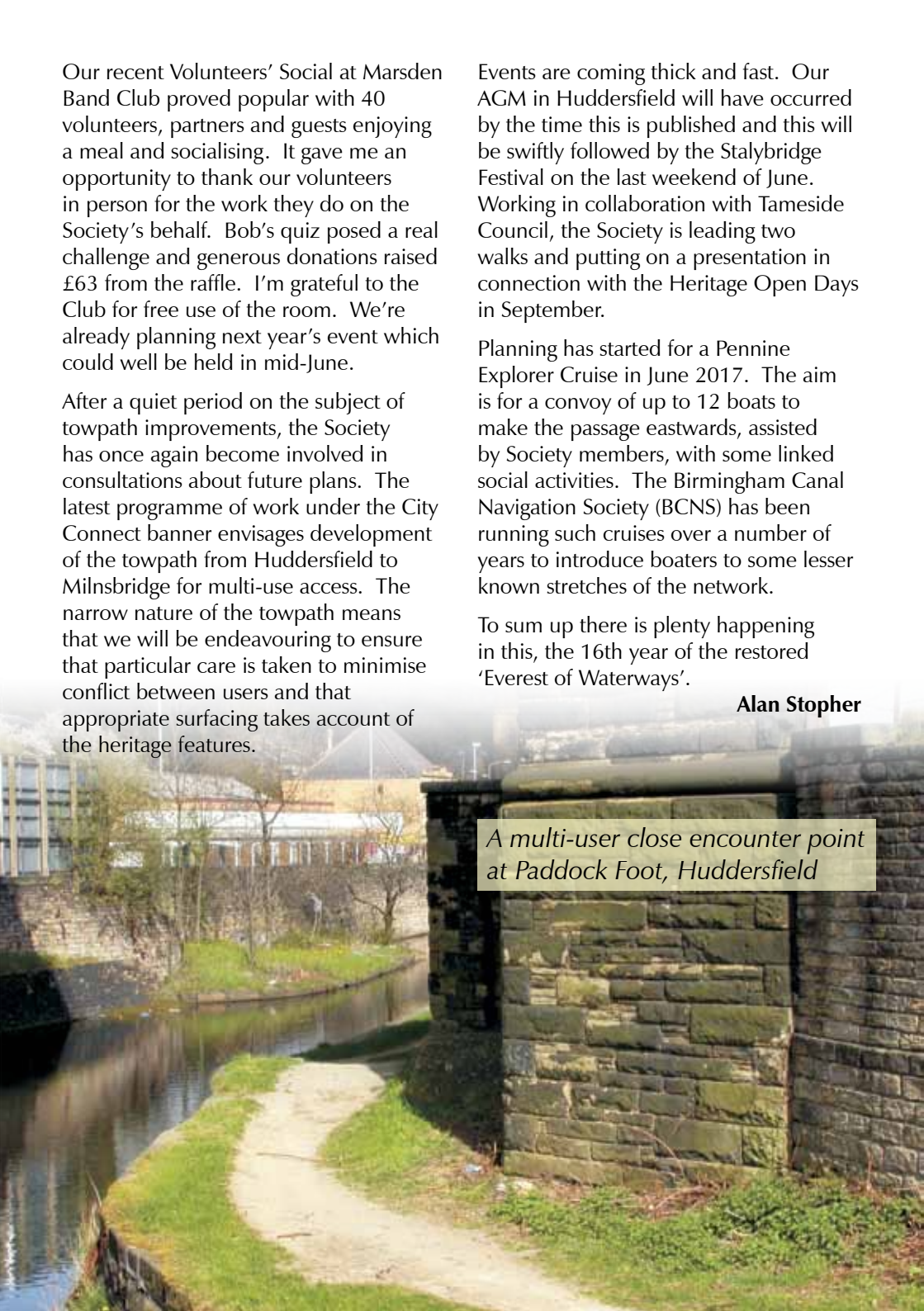
After a quiet period on the subject of towpath improvements, the Society has once again become involved in consultations about future plans. The latest programme of work under the City Connect banner envisages development of the towpath from Huddersfield to Milnsbridge for multi-use access. The narrow nature of the towpath means that we will be endeavouring to ensure that particular care is taken to minimise conflict between users and that appropriate surfacing takes account of the heritage features.

Events are coming thick and fast. Our AGM in Huddersfield will have occurred by the time this is published and this will be swiftly followed by the Stalybridge Festival on the last weekend of June. Working in collaboration with Tameside Council, the Society is leading two walks and putting on a presentation in connection with the Heritage Open Days in September.

Planning has started for a Pennine Explorer Cruise in June 2017. The aim is for a convoy of up to 12 boats to make the passage eastwards, assisted by Society members, with some linked social activities. The Birmingham Canal Navigation Society (BCNS) has been running such cruises over a number of years to introduce boaters to some lesser known stretches of the network.

To sum up there is plenty happening in this, the 16th year of the restored 'Everest of Waterways'.

**Alan Stopher**



*A multi-user close encounter point  
at Paddock Foot, Huddersfield*



## Manchester & Pennine Update

Since my last update there have been two meetings of the Partnership. The first of these was on March 17th at the Golden Lion

Hotel in Todmorden. The second was held at the Standedge Visitor Centre on May 12th. As I will explain, these meeting venues were chosen for very specific reasons.

### Calder Valley Flood Recovery Works

The Golden Lion, which is located next to the Rochdale Canal, was chosen because it is one the many businesses and homes which sustained serious damage as a result of the Boxing Day floods in the Calder Valley. At the meeting, we received updates on the progress of the remediation and restoration work and were able hear about the extent of the damage to the Golden Lion itself and the progress made with the repair work. After the meeting, on a site visit, we had the opportunity to view the extent of the damage and the progress being made with the recovery along the Valley as a whole.

Clearly the flooding and the resultant structural damage to land and property in the Valley were devastating to those who live, work and have businesses there. Indeed, there are many who, six months later, are still in temporary accommodation and nothing can compensate for the stress and misery experienced by those affected.

We were, however, pleased to learn that some positives have emerged from the situation. In particular, it was

encouraging to learn that the fundraising appeal launched to support flood-hit communities and help them get back on their feet has raised more than £140,000. This had been supplemented by £25,000 from the People's Post Code Lottery. At the same time, 3,500 hours of volunteer labour has been recorded; the volunteers undertaking tasks such as clearing dumped silt, filling in holes and resurfacing washed out sections of towpath.

In comparison with the damage caused to the Rochdale Canal, that caused to the Narrow and the Broad was minimal. However, amongst the knock-on effects of the disruption to the Rochdale has been a substantial drop in advance bookings for passages through the Standedge Tunnel; presumably because of the uncertainty as to when passages around the entire Pennine Ring will again be possible.

### Destination Strategy for the Standedge Visitor Centre

The reason that Standedge Visitor Centre was chosen as the appropriate location for the May meeting of the Partnership was because the main agenda item was for us to receive and discuss the Destination Strategy which had been commissioned by the Trust to make recommendations for the future use and operation of the Visitor Centre.

The consultancy appointed to produce the Strategy was The Visitor Attraction Company (TVAC) who attended the meeting and gave a clear and concise summary of the proposals. As an introduction, the Strategic Aims and Objectives of their work were set out.

These included the need to improve the visitor experience and broaden its appeal to attract wider audiences and encourage return visits.

It was explained that, during the course of the work, a range of options had been examined and had been tested against the strategic aims and objectives. The outcome of this was an overall recommendation that the way forward should be to build upon the undoubted assets of the Centre and use them to create “an engaging and enjoyable family day out destination”.

Amongst the suggestions for achieving this are:

- Improved orientation and signage at the Marsden Goods Yard car park, making it clear that the visitor experience starts there.
- Enhance the Tunnel boat trip by taking it further into the Tunnel and making it more interactive.
- Introduce regular, scheduled Tunnel trips from Diggle, with visitor welcome and Tunnel information provided.

- Refurbish and extend the Watersedge Café to increase its capacity.
- Create a story-driven exhibition, on the theme of the past, present and future of the canals, in the Warehouse, while also continuing to promote it as a wedding venue.
- Extend and develop the programme of events and activities in the Warehouse garden and around the wider site, to target a family audience.

On completion of the presentation the partnership members were able to question the consultants and seek further explanation on a range of issues. In conclusion, it was agreed that that proposed Plan amounted to a sound and logical approach to the future operation of the Centre.

It must be emphasised, however, that the document amounts only to a set of proposals and recommendations which must now be considered by the Trust, with decisions on how they are to be carried forward and funded needing to be made.

*contd. over ...*

## Greater Manchester Spatial Framework

In my Spring Update, I made brief reference to the Partnership's engagement in the emerging Greater Manchester Spatial Framework, a joint plan to manage the supply of land for jobs and new homes across Greater Manchester over the next twenty years.

This engagement has continued with positive results, such that it has been agreed a senior CRT Planner will work with the team to participate in the drafting and presentation of specific policies to deal with the waterways.

As a first stage in the process, our Chair, Walter Menzies, and I joined a group of CRT officers in a half day workshop with the AGMA team responsible for preparing the Strategy. The purpose of this was to discuss with, and demonstrate to, the team the importance of ensuring that the full potential of the waterways is integrated into the Framework. We explained that the Area has nearly 200km of river and canal navigations running through it which, together with the line of the Manchester Bolton & Bury Canal, cross all ten of its associated districts. Also, that nearly a quarter of all its residents live within 1 km of a canal or river.

We emphasised that our aim lay not only in protecting the network of canals, rivers and docks from inappropriate development, but also in unlocking the potential of the inland waterway networks for the greater benefit of the wider area. Highlighting, for example, the opportunity to increase the use for sustainable transport such as cycling, to exploit the canals as an energy source for heating and cooling and using canals to increase future resilience to flooding.

## News in Brief

- The application for Green Flag status for a section of the Peak Forest Canal has been submitted and the outcome will be announced following the assessors visit which will take place during June.
- The establishment of a Hub to house an office and meeting venue in central Manchester remains a very high priority for the Partnership. Discussions regarding the acquisition of premises, which will form a permanent city centre Hub, are being pursued. However, in the short term, a site for a temporary building is being sought.
- Volunteering numbers in the region continue to increase. In March 2016, 386 volunteer days were recorded and in the year from April 2015, 5,675 days were recorded.
- The legal and administrative work on the gating of the Piccadilly Undercroft is almost complete and work on installation is expected to start later in the Summer.
- Working in partnership with local authorities, Cycle City Ambition Grant has been sought and approved to upgrade further sections of towpath in the region.
- Arrangements are now complete for the 2016 Outburst. It will again take place at the Manchester Mechanics Institute. Amongst the guests will be Trust Chief Executive Richard Parry and the Trust's new Canal Laureate, Luke Kennard.

**Graham Birch**

# Stalybridge Festival Weekend

Huddersfield Canal Society and Stalybridge Town Team (STT) have again worked with Stalybridge Festival Committee to help bring in a range of activities to the Town Centre for the weekend of 25th and 26th June 2016.

HCS will, once more, be sponsoring free boats trips for the public over the full weekend. These have proven to be very popular and really helped people to appreciate what a great asset they have through the Town Centre.

This year, HCS will have its own boat, the Marsden Shuttle, in town for the full weekend to help cope with the demand for trips. Most people taking a trip on the canal have been impressed with the ingenuity of the original canal builders of the late 18th Century.

On Saturday 25<sup>th</sup> there will be a display of Classic Cars in Armentières Square and an NSPCC Family Fun Day event in the Victoria Market Hall. On Sunday 26<sup>th</sup> there will be a wide range of Craft stalls in the Square. And the Canal Society will be running a free Treasure Hunt all weekend.

There will be live music from the Stalybridge Strummers Ukele Band and the Do Your Thing Choir on Saturday, and our own Eric Woulds and friends will be performing traditional folk music on the Sunday.

**STALYBRIDGE**  
TOWN TEAM  
Working together for Stalybridge

*Stalybridge Town Team, along with the other Town Teams in Tameside, was formed some four years ago. Our team, which operates on an entirely voluntary basis, consists of 16 members and includes local ward Councillors, representatives from the business community, residents of Stalybridge and officers from Tameside Council. Briefly our overall aim is to improve the profile and reputation of our town to attract more visitors and footfall to the benefit of everyone in the community. We are striving to engender good working relationships with the business community and we also work closely with the Council to get the best possible outcomes for Stalybridge.*

We continue to work with with Canal and River Trust (CRT) to improve the care and maintenance of the Canal through the Town Centre. Our major clear up dates for the rest of 2016 are on the following Saturday mornings: 18<sup>th</sup> June; 23<sup>rd</sup> July; 10<sup>th</sup> September; 22<sup>nd</sup> October & 26<sup>th</sup> November. We normally meet at Holy Trinity Church at 9.30 am. You'll see that the 'clear up' planned for Saturday 18th June is a week before the Stalybridge Festival. There is another event at Holy Trinity on this date so we will meet at the STT 'blue' cabin, at the corner of the Tesco car park, on this occasion.

It would be really great to have the Town Centre and canal 'spick and span' to celebrate the 40<sup>th</sup> Anniversary of the Stalybridge Carnival, so please make every effort to come along and help if you can. If you would like including on the e-mail distribution list for these events, please contact Peter Rawson at:

[peter.rawson@hotmail.co.uk](mailto:peter.rawson@hotmail.co.uk)

or via the HCS Office at:

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

and we will keep you updated.

There are also a variety of opportunities for volunteering elsewhere on the Huddersfield Narrow and Broad Canals.

If you are interested in volunteering to help, please speak to any HCS, STT or CRT staff attending the Carnival.

Alternatively, you can contact the HCS office by phone on 01457 871800.



*Huddersfield Canal Society is proud to support the 2016 Stalybridge Festival*

# Stalybridge Festival

## WEEKEND

**SAT 25th & SUN 26th JUNE**

### Saturday Events

In Armentieres Square From 10.00am

**Live Music - Classic Cars**

**Canal Boat Gathering**

**FREE Boat Trips ALL WEEKEND**

**Stalls & Displays**

### Sunday Events

In Armentieres Square From 10.00am

**Handmade Craft Market** *The Crafters Festival*



# Stalybridge

## CARNIVAL



In Cheetham Park From 12 Noon

**Mulhearn's Funfair**

**Live Music With The Humbuckers**

**Trade & Charity Stalls**

**CARNIVAL PARADE 1.00pm**



**STALYBRIDGE**  
TOWN TEAM

[WWW.STALYBRIDGE-FESTIVAL.ORG.UK](http://WWW.STALYBRIDGE-FESTIVAL.ORG.UK)

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# Top hole

Standedge Tunnel certainly is.  
And our boats are pretty good too.  
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or do the whole South Pennine Ring.

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

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

# Volunteers' Social - 12th May 2016

Our second Social event was attended by 40 volunteers, including representatives from other groups, as well as CRT.

A very convivial evening at the Marsden Band Club was enjoyed by all.

*Photos: Bob Gough*

- 1 - The Chairman gives his welcome address
- 2 - An orderly queue for 'First Orders'
- 3 - Raffle prizes from generous volunteers
- 4 - UCAN volunteers discuss the quiz
- 5 - Quiz prize - A piece of Standedge rock
- 6 - Trevor sees the lighter side of volunteering
- 7 - Raffle stalwart Yvonne on folding duty





# Community Roots

Community Roots is a 3 year Canal & River Trust project seeking to improve the environmental condition of the SSSI sections of the Huddersfield Narrow Canal (West) and the Rochdale Canal. It is supported by the Esmée Fairbairn Foundation and players of the People's Postcode Lottery.

So, with the hawthorn groaning with the may and the towpaths full of Bluebells, it's an ideal time to plan our Spring and Summer canal events; making the most of the (hopefully) good weather - and our project has lots of opportunities to help people to do just that!

On Monday June 13th at 1pm we are setting off on another guided Nature Walk from Lock 6W out of Stalybridge toward Ashton. Our main quarry will be the orchids and other wild flowers, but we are sure to see birds and butterflies too. Damsels and dragons may even make an appearance! Everyone is welcome to come along, but under 16s should be accompanied by an adult.

Throughout the Summer we are also hoping to work with volunteers to survey and record this biodiversity. This is a great excuse for walking along a stretch of the canal and enjoying the wildlife. No previous experience is necessary as training will be given.

On the last Wednesdays of May and June we will be out in Stalybridge with the Wooden Canal Boat Society again with one of their beautiful restored boats. Trawling the waters for hidden treasure in the form of shopping trolleys and bikes. This is always good muddy fun and again people would be very welcome to get involved.

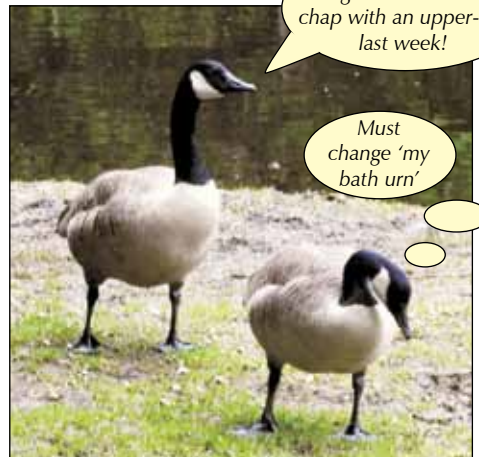
The dangers of littering the canal were brought home to me recently on the Rochdale where I was alerted by towpath users to a Canada goose who had managed to get the plastic holder for cans of beer tightly wrapped around her head. Although this wasn't effecting her breathing or eating over time it would have cut into her neck and become infected.

An RSPCA officer and I tried to lure her over with pieces of bread but just as I was about to lunge for her, the officer warned me that their wings were stronger than that of a swan and he had previously had his nose broken by one! I admit to being somewhat reluctant after hearing this, especially with her mate circling protectively.

Unfortunately neither of us managed to catch her that time, but the RSPCA caught her later and removed the plastic.

For further information on any of these events or opportunities please contact me: [rhys.wynne@canalrivertrust.org.uk](mailto:rhys.wynne@canalrivertrust.org.uk)

**Rhys Wynne**



Nearly  
got that Roots  
chap with an upper-cut  
last week!

Must  
change 'my  
bath urn'

## JIDOKU 37

	P	M	L		K	G		
		I	R					
G								
I						C		
			K		R	L		
	R		G	P	I		M	
L		C	S					I
		R			M			
			I	K			L	

The initial letters featured being:

anama, 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.

Solution on Page 31

# Uppermill Community Action Network

We intended to take part in the 'Clean for the Queen' event on Friday 4th March but as the litter was under several inches of snow, the event had to be cancelled. We were able to reschedule it three weeks later and 15 volunteers managed to collect a TV set and over 30 bags of litter from around the canal and river. On the same day our helpers Anne Moseley and Jo Franklin kindly supplied us with bacon sandwiches in addition to the regular tea and coffee (*below*).

During April and May, volunteers have shared the tasks of litter-picking and wild flower planting. We cleared a heavily weeded area on the offside of Dungebooth Lock (*opposite*) and planted wild flowers supplied by Kew Gardens as part of the Grow Wild initiative.

We have also started to re-paint the Lock gates and footbridge at Dungebooth. As this was the first Lock to be restored by HCS volunteers, it is fitting that it is

the first one to be spruced-up by UCAN volunteers. A future project could possibly be to site a bench at this Lock with a commemorative plaque to mark its original restoration by HCS.

At our Project Day on Saturday 30th April, our adoption of the Uppermill length of the Canal was made official when we were presented with the Canal and River Trust adoption certificate by Steve O'Sullivan, Volunteer Development Co-ordinator for CRT. To celebrate the occasion we were again treated to bacon sandwiches and to show our appreciation we presented Anne and Jo each with a bouquet of flowers and a framed photograph.

It is hoped that we may start the much-needed wash-wall repairs in June, and we are to receive welcome assistance from a team of Officers and Cadets from the Police Special Constabulary, based at Uppermill Police Station, as part of





Nick Watts

National Specials Weekend, which also coincides with National Volunteer Week. Later in the month, the local Scout group from Uppermill Methodist Church have offered their services and by then we should be in the 'Balsam-Bashing' season.

Thanks are due to all our volunteers for what they have achieved and I must also record our appreciation of the services of CRT's Phil Smith for his invaluable support and assistance.

We have future Project Days planned for 11th and 28th June and will shortly be confirming dates with CRT for the remainder of this year. Any readers who wish to join UCAN or require more information are most welcome to contact me at:

[peterkillan@hotmail.com](mailto:peterkillan@hotmail.com)  
or 01457 878361

**Peter Killan**



*Bob Gough comments:*

*Mention of a commemorative plaque reminded me of two wooden signs the Society had made and attached to the new gates of both Dungebooth and Limekiln Locks. Removed when the gates were replaced, they have been with the Society ever since. Purely by chance, I photographed them 32 years to the day after the official re-openings!*



# Tales of an Ancient Mariner

## *Part the First....*

Complete misnomer, as I'm neither ancient or a mariner, but it's a good start to a story!

Mike McHugh, in addition to being the Society's Treasurer and Company Secretary, organises the Marsden Shuttle boat crews. Some time last year he mentioned that the Shuttle hadn't been able to operate on all the Summer weekends it should have due to a lack of people volunteering to be boat crew. I was a little surprised at first – who wouldn't want to spend a day messing around on a boat in one of the most picturesque canal locations in the country? The logical next thought was, well why aren't I doing it then? Unable to come up with an answer of any description, I said "I'll do it...."

Now, I've never owned a boat, although over the years I've spent a lot of time on them, mostly hired, some blagged. With a few exceptions (including the Kennet and Avon which is on my bucket list and the Lancaster which should be) I've cruised more or less the entire English

navigable canal network at some time or other. Although I wouldn't call myself an expert canal boater, I think I'm a relatively safe pair of hands to have on a tiller and a throttle, never having returned a boat to its owner with anything more than a little less hull blacking than it started with.

Oh, and nearly without a propeller once, but that wasn't my fault. As such, I was happy that I could assist with crewing the Shuttle, which for those of you who don't know it, can't be regarded as the QE2 of the inland waterways. You do, however, need some training to be boat crew, which is rather re-assuring as no one wants to be pitched into a job without knowing what you're supposed to be doing. I wasn't sure exactly what this would be, but looked forward to whatever was coming. I should, at this point, mention that Mike had suggested I might like to 'do the Skipper training'. Similarly, I had no idea what this might be either, but thought 'that sounds like fun'. More of this later.

Mike put me on the crew list, and the first thing you do is have a 'taster day' with



*All aboard the Marsden Shuttle  
at Tunnel End, April 2016*

an experienced Skipper, so last October I had a very pleasant day out with Terry Lomas, transporting visitors to Standedge Tunnel End from Lock 42E by Marsden Station, and vice versa. You start the day by dismantling the floor at the stern (nautical term, aka back end) of the boat so you can do all the engine checks you never do in a car – oil, water (in the engine – top up), water (in the bilges – remove) and gear linkages i.e. is it attached and working. You screw down the stern gland to stop water leaking in up the propeller shaft, and finally turn on the batteries. Apparently nothing happens if you don't. You also set up the boat by taking off the metal sheets that protect the windows from over enthusiastic ducks and stone throwers, attaching the tiller, which has been removed to prevent it being removed for 'weighing in' as I believe it's called (it's brass), and putting out the life belts and boathooks in case anyone falls into the canal. Finally you put on a life jacket (which can take several minutes – they're something like a minimalist straitjacket) and you're almost ready to go. Turn the ignition key (remembering to ensure the boat is out of gear) and the satisfying 'chug'

of a diesel engine that'll be with you for the next 6 hours or so informs you that you're ready for business. By the way, Terry told me where the engine came from. It seems it started life mixing concrete. Considering what's on the bottom of the canal, not much difference really.

Leaving the mooring outside the Visitor Centre at about 11.00, we headed first for Tunnel End, partly to see if we had any passengers, but mainly to put the board out to say the boat was running. First stop at Lock 42E, and another board goes out to let people know they don't have to walk to Tunnel End. We took it in turns to steer the boat on a return journey, which lasts about 15 minutes each way. You might find a group of people waiting for you at either end – traffic tends to be from Marsden to Tunnel End in the morning/early afternoon, and the opposite direction later on.

A little persuasion works well if you see people who are obviously undecided – one strategy is to ask children if they'd like a boat ride. Once they've said yes, you can see the parents/grandparents/uncles/aunts etc. fumbling to see how much change they've got, and it's as good as HCS's!

*contd. over ...*



When not at the back end, you're handling the docking, tying up, helping people on and off, collecting fares and of course having a chat with your passengers. You also hand out HCS leaflets to any interested parties, and stick 'Junior Navigator' stickers on the passengers. These are of course intended for children but there's no point being ageist so anyone who wants one gets one when I'm handing them out. A word of advice to anyone who encounters the sticker sheets – peel off the bits around the actual sticker first. It makes life a lot easier.

There are, of course, no Locks between Lock 42E and the Visitor Centre, but the trip is remarkably interesting and not unchallenging for the person on the tiller. There are two 180-degree turns to accomplish usually with an audience, particularly at Tunnel End, so getting it right is rather important. There are also 2 sets of narrows to navigate where the canal is only a couple of feet wider than the boat – bouncing the boat off the wash walls is likely to dislodge passengers from their seats so it's a case of "our aim is to please, so the helmsman's aim helps..." There are also plenty of people to say 'hello' to on the towpath – as anyone who's steered a boat knows you only need to look away from the bows for a couple of seconds to find that you're heading somewhere in the direction of the bank and not down the middle of the canal. Still, you're wearing lots of HCS branded merchandise so as a Society representative it's incumbent to project the right image. On a nice sunny day that's not too hard. Fortunately when it's cold, windy and hailing there aren't too many people on the towpath either.

At the end of the day, we counted up the takings and shut the boat down. In short it's a reverse procedure to the start up, without the engine checks. By 5.00 pm I was away, heading home with the warm glow of knowing I'd done my bit for HCS.

Or it could have been the blood returning to my cheeks – it was a bit nippy.

This was during October half term, and I'd been crew during the last week of the Shuttle season. Despite the chill in the air, there had been plenty of people around that day, and the canal side was looking resplendent in its Autumn colours. The company had been good, the passengers were all friendly, and I'd had fun handling the boat and improving my manoeuvring skills. By the end of the day, I was managing to turn the Shuttle round at Tunnel End without bouncing off both wash walls!

I'd had a thoroughly enjoyable experience, and was looking forward to doing it again in 2016. I confirmed my interest in doing the Skipper thing with Mike, and got on with my Winter, as you do. I wouldn't say I'd forgotten about the Skipper training, but I was pleasantly surprised when Mike let me know when it would be. It was going to be early March; it would be on the canal at Ashton Under Lyne, and, as I was to find out shortly, it was snowing....

**Eric Woulds**

*Part the second, next time:*

### **Trevor, and his watery part in the Certificate of Community Boat Management....**

*If you'd like to become part of the Boat Crew team, contact Mike McHugh at: [mcq.mike@gmail.com](mailto:mcq.mike@gmail.com) or phone him on 07771 760157. There's a short training session, and commitment is as much (or as little) as you can manage. Every day we have a volunteer boat crew is another day the boat can run, so even a few days a year can make a difference. Have a great day out, gain some canal boat skills, and help HCS all at the same time!*

# Tunnel Chaperones - Volunteers Needed!

It is often observed that our Narrow Canal doesn't seem to attract a lot of boats; refreshing solitude for boaters, but fewer stimulating opportunities. Weekday transits of Standedge Tunnel have been cited as a factor in deterring would-be 'weekend' boaters.

The Tunnel is most likely to be on many boaters' 'bucket list', particularly since the system of chaperoning boaters in their own craft was introduced in 2009.

Feedback from the Society's 'Boaters Questionnaire' has shown almost unanimous support for the system, with the chaperones giving invaluable navigation advice as well as historical information.

Currently, CRT operate transits three days a week (Monday, Wednesday and Friday) taking a maximum of three boats both ways each day. One constraint on

the number of boats passing through the Tunnel is the staff required to operate the transits.

With each group of three boats, it takes 5 members of staff: one in the Tunnel Operations room at Tunnel End, one in the "shadow" vehicle in the old railway tunnel, and one 'chaperone' on each of the three boats.

Passages could be increased with more chaperones and CRT are asking for volunteers to supplement their present staff. Full training will be given.

For initial enquiries and further information please contact:

**Steve O'Sullivan**


Volunteer Development Coordinator  
Manchester and Pennine Waterways

[Steve.Osullivan@canalrivertrust.org.uk](mailto:Steve.Osullivan@canalrivertrust.org.uk)



## Street Scene Greenfield Group - Summer News





With the increased number of volunteer groups, Canal & River Trust (CRT) have appointed a full time Volunteer Co-ordinator to attend the project days in a “hands on” capacity. The programme of works this Summer includes Planned Preventative Maintenance of Lock gates and repairs to wash walls. These tasks will be undertaken alongside the usual gravel laying, vegetation pruning etc. More recently, the Group has been concentrating on restoring the fencing beyond Hall’s Lock towards Uppermill (left).

Improvements to the Greenfield stretch continue to be greatly appreciated by the many local residents and visitors who frequent it and working party dates for the next four months, as agreed with CRT are as follows:

Saturday 9th July, Thursday 21st July

Saturday 6th August, Tuesday 16th August

Saturday 3rd September, Thursday 22nd September

Saturday 8th October, Tuesday 18th October

The Group is also delighted to report that the Rowan tree planted in February, in memory of local resident Roger Broadbent, is thriving.

The Group meet twice a month for about two hours. There’s something for everyone, and everyone is welcome so come along, meet the Team and enjoy some camaraderie as well as a dose of fresh air and healthy exercise.

If you would like to be included in the mailing list for further details of locations on the days etc., please contact the Project Leader, Gill McCulley: 07963 521195/01457 870364 or [gillmcculley@yahoo.com](mailto:gillmcculley@yahoo.com)

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# Romantic Poetry & the 'Ductile Streams'

*Jodie Matthews writes:*

As a scholar of literature and representation, I am interested in the ways in which British waterways appear in historical works of fiction.

One example is the poetry of Anna Letitia Barbauld, a leading light of English Romantic-period literature. She was born into a family of Dissenting Presbyterians in Leicestershire in 1743. Later, moving to Lancashire with her father's job at Warrington Academy, she became friends with the chemist, philosopher and important figure of the English Enlightenment, Joseph Priestley.

Priestley was born in Birstall near Huddersfield and might be seen as an early progressive influence on the poet. Barbauld's presentation of Enlightenment progress is notoriously ambiguous, and the canals play a surprisingly evocative part in that presentation.

The Enlightenment flourished in Europe in the eighteenth century and was characterized by ideals of liberal, secular, democratic societies.

On the one hand, the poet believed in the liberty that the Enlightenment project seemed to offer. On the other hand, she was alert to the exploitation and exclusion implicated in the progress that the Enlightenment promised.

In 'The Invitation', published in 1773, Barbauld used the building of the Duke of Bridgewater's canal as a symbol of the wider industrial development taking place across the country – and that would later include Sir John Ramsden and Huddersfield canals. The full poem can be found on the Romantic Circles website. ([www.rc.umd.edu/editions/contemps/barbauld/poems1773/invitation.html](http://www.rc.umd.edu/editions/contemps/barbauld/poems1773/invitation.html))



*Anna Letitia Barbauld (née Aikin)*

*by John Chapman, after Unknown artist  
stipple engraving, published 1798 NPG D4457*

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As the academic Penny Bradshaw noted nearly twenty years ago, the fluid movement of the canal in Barbauld's lines isn't just a literal interpretation of the waterway, but suggestive of the freedom the Industrial Revolution might bring to the nation.

Barbauld writes of *'smooth canals [...] stretch[ing] their long arms, to join the distant main'*. On a bright day, the water is a *'silver urn'*. On the one hand, this engineering feat is, simply, progress and a *'pleasing wonder'*: a traveller *'views the alter'd landscape with surprise'*. On the other hand, the construction of the canal is problematic.

Men digging the canal, the *'sons of toil'*, must *'scoop the hard bosom of the solid rock'* with *'many a weary stroke'*. This is hard-won progress, and those who do the toil don't get the canal named after them.

This work *'Compel[s] the genius of th' unwilling flood/ Thro' the brown horrors of the aged wood'*. The *'genius'* of these lines is ambiguous once more.

We have come to associate engineers such as James Brindley with that term, referring to his natural aptitude for the

work; certainly this is a use of *'genius'* that chimes with a reverence for science and reason that we associate with the Enlightenment.

But Barbauld uses the term in an older sense, that of an attendant spirit. The *'genius of th' unwilling flood'* here is a sort of guardian of the waters, a nature spirit who does not wish to be turned through the *'aged wood'*. The canals might be an engineering marvel, but the Industrial Revolution they heralded did not bring liberty and prosperity for all, and Barbauld's work explores this tension.

**Jodie Matthews**



*Jodie is a Lecturer in English Literature at the University of Huddersfield. Her research on the representation of canal boat people led to her working with the*

*National Waterways Museums and the Canal & River Trust, and she has been appointed Honorary Research Fellow by the Trust. To get in contact about her research or about the Waterways Research Network, contact:*

*j.matthews@hud.ac.uk*

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# 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 do not have a Will, the MoneySavingExpert website gives good advice on how to obtain one: [www.moneysavingexpert.com](http://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, 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](http://www.lawsociety.org.uk) and follow the *choosingandusing/findasolicitor.law* links or by phoning their Helpline on: 020 7242 1222

Thank you.

**Huddersfield Canal Society Ltd**  
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## 220 Club - 9th Draw

Unfortunately, a couple of paying subscribers have fallen by the wayside but it still gives a quarterly Prize Fund of £114, with a first prize of £76 and second prize of £38. The more who subscribe, the higher the prize fund offered!

Of course, the **220 Club** also:

- 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 the enclosed application form or download it from

our website: [www.huddersfieldcanal.com](http://www.huddersfieldcanal.com)  
Do consider completing a Standing Order and then you'll never miss a draw.

For legal reasons, only Huddersfield Canal Society members are eligible to subscribe to HCS 220 Club, so if you are reading this and not a Society member, join us and then sign up to the 220 Club.

### AND here are the results of our ninth quarterly draw:

**Total Subscribers:** 48  
**Total Prize Fund:** £114.40

**1st Prize:**  
Mr T Johnson winning £76.27  
**2nd Prize:**  
Mr A Shepherd winning £38.13

*Congratulations to the prize winners!*



R	P	M	L	I	K	G	C	S
S	L	I	R	G	C	K	P	M
G	C	K	P	M	S	I	R	L
I	K	P	M	S	L	C	G	R
M	S	G	K	C	R	L	I	P
C	R	L	G	P	I	S	M	K
L	G	C	S	R	P	M	K	I
K	I	R	C	L	M	P	S	G
P	M	S	I	K	G	R	L	C

Solution to Jidoku 37

#### MEMBERSHIP RATES

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