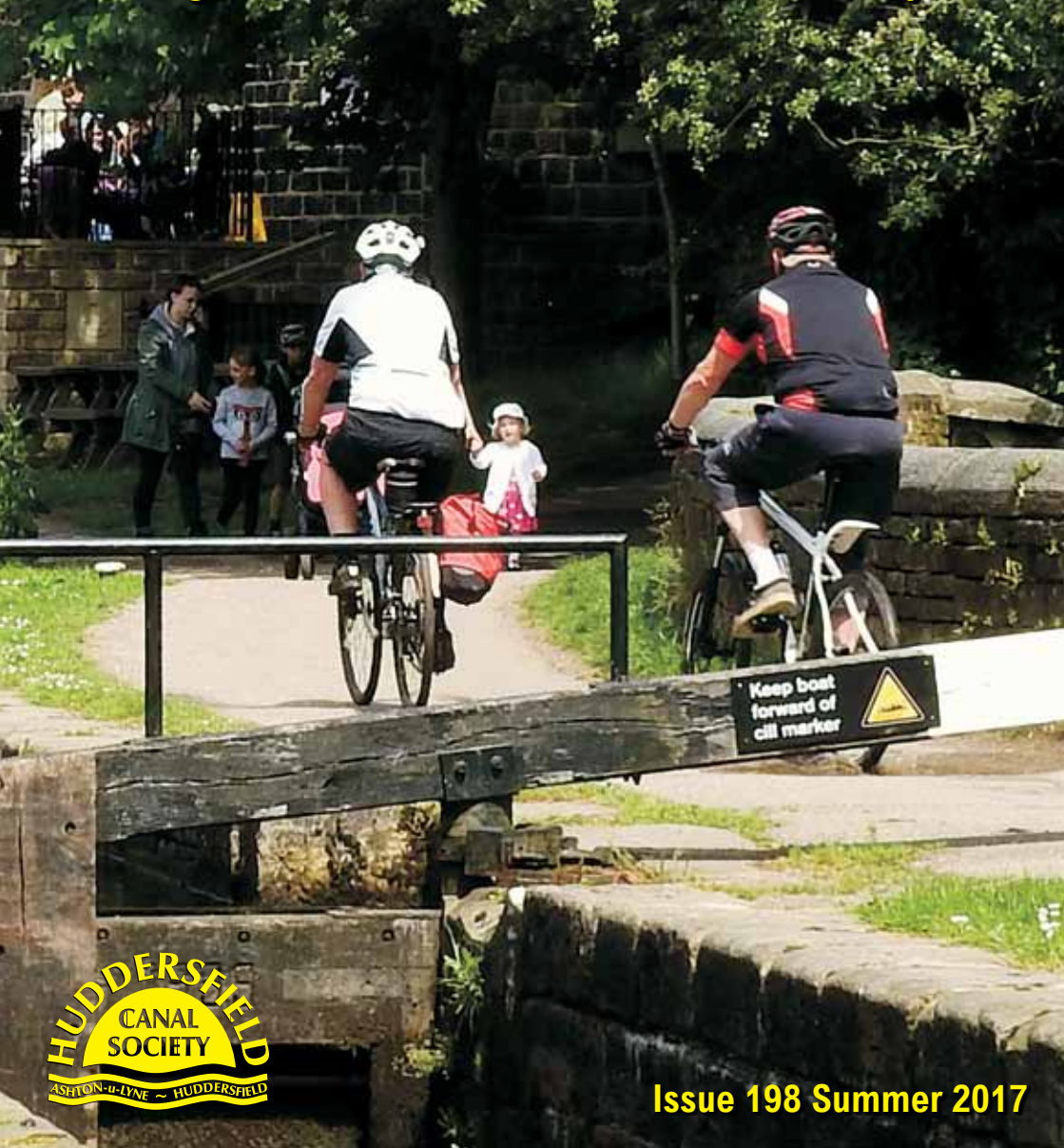


Pennine Link

Magazine of the Huddersfield Canal Society



Huddersfield Canal Society Ltd

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NON-COUNCIL POST

Bob Gough Administrator



Pennine Link

Issue 198

David Calverley



A sociable Mallard takes flight

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

Cover: Sharing the space; the towpath at Lock 23W, Uppermill. Photo: Bob Gough



Editorial

It is reported that participation in cycling has shown significant increases in the current decade. This is attributed to

people of all ages being inspired to “get on their bikes” by British successes in the Tour de France and London Olympics. While further successes in the 2016 Rio Games maintained the momentum.

This trend had been welcomed in the corridors of power because it addresses two key policy areas. First there are the benefits to the environment in general and to air quality in particular resulting from people choosing to travel by bicycle rather than by car. Second there are the benefits to health resulting from increased numbers taking regular exercise through cycling.

These benefits have prompted the government to allocate funding to facilitate continued participation and promote further growth in cycling. Amongst the objectives of the funding has been the creation of safe environments for cyclists where conflict with motor vehicles is minimised and preferably avoided entirely. The search for suitable routes soon homed in on the ready-made network of almost 2,000 miles of largely level towpaths offered by the nation's canal network.

Amongst the first projects to be supported was the creation of the Ashton Canal Cycleway, a 10km safe, accessible, traffic-free route linking Ashton with central Manchester. This was part of the first phase of the Greater Manchester £42m Cycle City Programme. The works undertaken on the Ashton included the laying of a new, all-weather towpath,

improvements to access points to the canal for pedestrians and cyclists, new solar powered lighting and new signage.

There were proposals to extend this route along the Narrow from Portland Basin to Stalybridge but for the present this appears to have been put on hold. However, as reported by our Chairman in the Spring 2017 Issue of Pennine Link, the Narrow will benefit from a scheme currently being drawn up for the Huddersfield end of the Canal. It will be part of the City Connect project which is also being funded by the government's Cycle City programme. In this case a £60 million fund has been secured as a result of a bid by the West Yorkshire Local Authorities.

The programme will deliver a series of projects across the West Yorkshire region of which one will be to upgrade approximately 4.6km of the towpath along the Narrow. It will create an off-highway cycle route with high quality surfacing from Longroyd Lane (Bridge 25) to Low Westwood Lane (Bridge 40) opposite Titanic Mills. Proposed improvements will include re-surfacing, re-pointing of some cobbled areas, clearing excessive vegetation, drainage improvements and signage.

So on the face of it what we have is a really positive, win/win situation involving a welcome and substantial investment in the Canal Corridor while at the same time creating a safe environment for a healthy, sustainable mode of transport.

But, not everyone is entirely happy with the anticipated end product and two particular areas of concern have been identified i.e. loss of heritage features and conflict between users. Taking these in turn:

Heritage - The Narrow, in common with most of the network, is over two hundred years old. Much of its charm and attraction lies in its architecture and engineering reflecting the skills and practices of the era in which it was built. There is therefore a concern that the creation of an all-weather cycleway built to 21st century standards will result in the loss of original features and so detract from the intrinsic attraction and character of the waterway.

In examining the draft proposals, Council has been mindful of this concern. Therefore, whilst supporting the project, we have urged the designers to retain original features wherever possible. For example: we have asked that stone setts be retained on the lock slopes and have requested that if a source of setts can be found for lock slopes where setts no longer exist, they be re-laid in the traditional manner.

Conflicting Use – CRT actively promotes the waterway network as an antidote to the stresses of modern life. A place where people can relax and escape. As they put it in a recent press release *“Even in the heart of the busiest cities and towns you're never far from a cool, calm canal. A place to take a deep breath, shut out the noise and take life at your own pace.”*

However, the concern of many is that the upgrading the towpaths to become designated cycle routes will be seen as giving priority to cyclists at the expense of the safety and enjoyment of other towpath users. There is, after all, nothing relaxing about having to jump clear of a Lycra-clad, would-be Olympic racer trying for a personal best on the towpath.

The problem can be addressed in part through detailed design, for example by using speed reducing surfacing materials,

rumble strips and other physical speed inhibitors as well as effective signage. However, the key to successful co-existence will be education.

The Trust recognises this and in response, in 2016, their ‘Share the Space – Drop Your Pace’ campaign was launched. Its aim is to support and welcome responsible cycling while at the same time ensuring that the towpaths are safe and welcoming to all users of all ages.

As part of the campaign, a Towpath Code has been published on their website and a fold-away leaflet has been produced. They emphasise that towpaths are popular places to be enjoyed by everyone but that pedestrians have the priority. Cyclists are advised that while on the towpath they need to be ready to slow down and give way to pedestrians and that the towpath is not a place for time trials.

The Trust is therefore saying and aiming to do all the right things while at the same time welcoming the investment. One can only hope that their ‘Share the Space’ campaign proves to be effective and that we all can continue to enjoy our canals both on the water and on the towpath.

And finally may I thank all those who have contributed to this edition of Pennine Link and remind you that if you wish to join them the pages of Pennine Link are open for contributions from all our members. Just forward them to us, preferably in electronic format, to Bob at the office.

For now, however, I hope that the weather will be kind to us and that you will be able to enjoy the waterways this Summer in whatever way you chose be it afloat on foot or on two wheels.

Graham Birch



Chairman's Report

It's a busy time for your Society. By the time you read this we will have held our AGM followed by the Volunteers' Social

at Standedge Visitor Centre and started our first Pennine Explorer Cruise. As I write in the third week of May all twelve places have been taken on the Cruise and we have a waiting list in case a crew drops out. During the first weekend, the crews and their boats will take part of the Saturday of the Stalybridge Festival. Various evening events have been organised to entertain the visiting narrowboat crews during the week-long traverse from West to East. Volunteers from our Society and the Calder Navigation Society will assist the passage through the 74 Locks of the Narrow and, for those able to venture beyond Huddersfield, for the Broad Canal too. We're hoping for some topping up of the reservoirs before the event – they have dropped from 100% full to 78% full over the last 2 months of little rain - and decent weather during the cruise.

I have recently welcomed Martin Clark onto our Council of Management. Martin is well known to readers of his authoritative Pennine Waterways website which has lead with the news as well as archive material in our area for 20 years to my knowledge. He has provided valuable website assistance to the Society over many years and it is good to have his expertise on our management team. He has already contributed to discussions about how best to keep the website up to date with news following the decision to no longer email out Pennine Link Extra newsletters.

There have been a few unplanned short duration stoppages. Tree fall at Mark Bottoms Bridge, Paddock in April took a day for contractors to tackle. Restricted flows in ground paddles at Lock 21W in Uppermill resulted in a suspension of navigation for three days in late April. A hole appeared in the canal bed at Lock 29E in mid-May and a repair was quickly made. At around the same time an unexplained water loss between Locks 9E and 1E meant that the channel took a day and night to refill to navigable levels.

The Marsden Shuttle has made a good start to the season running between the top lock at Marsden and the Standedge Visitor Centre every weekend and some days during the Easter school holidays. The boat was also used for a wedding and is booked for two further ones. Plans are in place to take the boat down to the Stalybridge Festival to offer free trips. New volunteer crew members would be most welcome as some of our more seasoned skippers and crew have, for a variety of reasons, not been able to volunteer much this year. Please contact Mike McHugh if you are interested; free training will be given.

Trevor Ellis's maintenance team has been concentrating on greasing lock mechanisms to ensure that they are all operating well in time for the Explorer cruise. This operation needs to be repeated more frequently than hitherto as the biodegradable grease used to avoid poisoning wildlife tends to wash off quite quickly.

Trevor has also been busy researching and writing a history of the Standedge Tunnels. Making the Society's archives available in this way is one of our prime responsibilities and we are lucky to have someone with the knowledge and attention to detail to tackle such a project.

Council member, Tony Zajac, is leading on the compilation of a schedule of locations for the distribution of canal and Society information leaflets. New leaflet holders have been acquired and these will be placed along the length of the canal in amenity blocks, visitor centres and at friendly businesses. If any member reading this has any suggestions for good locations and would be happy

to hold a stock of materials to ensure they are topped up, please contact the office.

Before the close of the consultation, I submitted a full set of comments to the Cycle City Connect project team on their proposals for towpath improvements between Longroyd Bridge, Huddersfield and Lowestwood Lane, near the Titanic Mill. These included detailed observations from a full 'walk through' with my colleagues Keith Sykes and Eric Woulds. The work has to be completed by Spring 2018, so deliberations on the final scheme will need to be concluded soon. Another towpath improvement scheme proposed for Ashton to Stalybridge appears to have been cancelled with funding diverted elsewhere and the Society's concerns have been raised with the Waterways Manager.

From a personal point of view the Summer cruising season is the time when my wife and I continue our voyage around the canal network. We have now started year 6 having left the Midlands for the Cheshire Plain. Most of the remaining network to be tackled is in the Pennines and North Yorkshire so we have a few Locks to pass through this year and the next, much of it with help from family members and friends.

As HCS President, David Sumner says, canal boating is the quickest way of slowing down, and gives us some respite from all that is happening in an increasingly fraught political climate at home and abroad. If you are out beside or on the waterways this Summer I wish you and your families a peaceful time in the natural and man-made environment.

Alan Stopher



Manchester, Pennine & Potteries Update

Extension of the Partnership Area

As you will see from the heading of this update, Manchester and Pennine is no more

and we are now the Manchester, Pennine and Potteries Partnership (MP and P). This change has come about because as from the beginning of the current financial year the former Midshires Partnership is no longer operating and responsibility for the waterways it covered has been allocated to the neighbouring Partnership areas. In the case of M and P, its remit has been extended southwards to include the southern end of the Trent and Mersey and the Caldon Canal.

Predictably, matters relating to our extended area have featured prominently on the agendas for our two most recent plenary meetings on March 30th and May 11th, the former having also been held at Westport Lake Visitor Centre in Stoke. My former colleague Simon Papprell, now CRT's Enterprise Manager for the Stoke area, attended both meetings and presented comprehensive reports on waterways issues in the Potteries.

In particular he explained that Stoke City Council has a strong commitment to the city's canals and that it has a substantial capital sum allocated to fund a two year programme of canal corridor improvement projects. This will be delivered in partnership with CRT and will complement the Trust's own works programme for the area. The project will be overseen by a joint management Board on which my Partnership colleague Keith Sexton will be joined by CRT officers and City Council officers and Members.

2017/18 Business Plan The other major item at the March meeting was the agreement of the Partnership project plan for the new financial year. A list of priority projects was agreed and partnership leads for each were identified. Amongst the projects are:

Continuation of the Green Flag project which will involve a two yearly review of the Macclesfield Canal Green Flag and a review of the Peak Forest Green Flag in conjunction with the assessment of the Heritage Award bid for Marple.

There will be continued efforts to secure a Manchester Hub. Regrettably the early establishment of a temporary base on Canal Street have stalled for reasons beyond the Trust's control. However, negotiations will continue with the landowner with a view to establishing a base within the next 12 months.

Support for the Pennine Explorer Cruise planned for the end of June. The Trust is committed to providing all assistance and publicity necessary to ensure its success and hopes that it may, perhaps, become an annual event.

Support for and engagement in an events programme aimed at raising the profile of the Trust and the Canal Network to new audiences. As well as several Trust led events such as the Explorer Cruise and the 2017 Outburst, the Trust will have a stand at the Cheshire Show on June 20th/21st and it will be participating in the Manchester Pride event on August 26th.

A more prosaic, but no less important, project will be work to engage with and establish an awareness of the Trust with the key players in the emerging regional government structure. This will include the newly elected mayor of Greater

Manchester and his Cabinet, leaders of the Northern Powerhouse and those responsible for progressing the Spatial Strategy for Greater Manchester.

Measuring Social Value I have reported in previous Updates on the discussions which have taken place concerning the potential impact of the Local Authority Operational and Maintenance Agreement coming to an end in three years time. In response, last year the Trust appointed consultants Social Value Business Ltd to prepare a Social Value Framework to be used to support a case for continued funding post-2020. The work has been led by the firm's Director, Richard Dickens and at our May meeting he attended and presented a draft report on the work that has been done.

He reminded us that past impact evaluation studies have concentrated primarily on the economic benefits of restoration. By contrast the Social Value approach takes a much wider view and seeks to attach a measurable value to the range of benefits arising from canal restoration.

He then introduced his report and explained that it represents a framework and guide to implement social value reporting by MP and P across the region. It starts by defining Social Value, explains how it is created and then sets out the key steps for researching, evaluating and reporting on it.

The information collected will cover the fields of health, education, housing, justice and environment as well as employment and the economy and will enable the Trust to calculate the direct, indirect and added value that the region's canals generate. This will in turn provide the basis for the Trust to make the case for future support to the public sector and grant funders. The draft report was circulated to Partnership members for comment.

Standedge Visitor Centre At the May meeting an update on actions following the completion in Spring 2016 of the Destination Management Plan for the Visitor Centre was given.

It was already known and understood that Standedge was not being prioritised for major investment in the next two years but over the Winter period some new business ideas have been put into practice for both the Café and the Warehouse.

At the Café changes have seen the outside picnic benches replaced by more flexible café style furniture and the menu rationalised. However, the main focus has been on the warehouse with the aim of maximising the income from weddings and parties. This has involved the purchase of chairs and tables sufficient to accommodate 200 guests and also the purchase of a bar so as to secure a secondary income from functions. In addition, a wedding licence is being sought.

Waterways and Boats in Bloom This is a new venture for 2017 which is aimed at recognising that across the canal network many examples can be seen of boaters and people living beside the towpath growing and caring for plants and flowers. Over the Summer, CRT staff and volunteers will look out for anyone contributing to making the waterways more attractive and certificates will be awarded. At the end of the season, special Boats in Bloom and Towpaths in Bloom Awards will be made.

Outburst 2017 This will take place on Thursday July 13th, the venue again being the Manchester Mechanics Institute on Princess Street, adjacent the Rochdale Canal. At the time of writing, the programme has yet to be finalised but CRT Chief Executive Richard Parry will again be in attendance.

Graham Birch

At last, the Llangollen Canal

It is nigh on 50 years since my first canal journey – to Llangollen as a Senior Scout – and it is 30 years since our first HCS meeting – at the Olive Branch, Marsden. We met a very persuasive lady called Anne who encouraged us to become involved in some capacity. You have a lot to answer for Mrs Crosland!

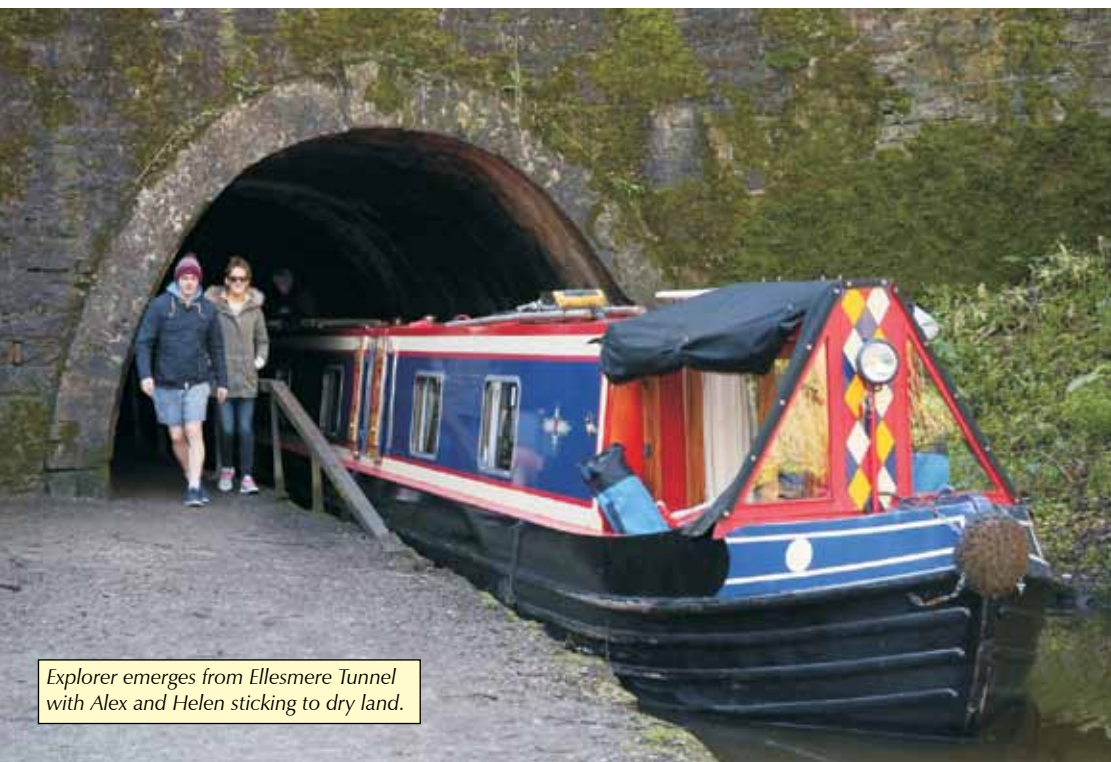
So, we organised East Side meetings, became part of the East Side Festival Committee and regularly crewed boats at both Tunnel End and over at Ashton. In fact I was one of the Society's first six people with a boatman's licence. All the while we took Scouts, family and friends on canal holidays (not all at the same time, though!).

And so to 2016. We have our own boat – well, a twelfth of one. A 50 year dream come true. And where was our

first cruise? Why, Llangollen, of course – for the 6th time! After all, it is an ideal trip for new people (Helen & Alex, our daughter & her boyfriend). Plenty of work (locks), plenty of rest (no locks), tunnels and aqueducts.

An interesting optical illusion occurred on the final stretch to Llangollen. I was constantly under the impression that we were cruising downhill! It did not stop there. On the return journey I could have sworn that we were travelling UP hill! Has anyone else experienced this? It was a first for me.

Considering that it was early April, the weather was very kind to us. There was lots of sun, a modicum of rain and a day of WIND! Wind like I have never known it on a canal trip.



Explorer emerges from Ellesmere Tunnel with Alex and Helen sticking to dry land.



Diane on the Chirk Aqueduct at the helm of her twelfth!

Whilst coming back over the Pontyscylte Aqueduct, Helen kept saying “We’re not moving, we’re not moving!”. Eventually she was correct and we had to tow the boat across! At least that kept my mind off how high in the sky we were!

A while later we were at the New Marton locks. The boat we were following had stopped 400 yards away from the lower lock. We assumed, incorrectly as it transpired, they were mooring. There was another boat around 50 yards from the lock, just about being held in place by two people: “We were told to stop as far away from the lock as possible because of the wind” they told us. I suggested that they moved five yards nearer the lock and use the bollards to secure their boat.

Matters were being made worse by the fact that the boat going down the lock had not closed the top paddles.

They wondered why their boat was not descending, after all they had opened the paddles on the bottom gates!

Next up was an experienced boater. However, he was doing the hard work at lockside whilst his instructee remained on board, becoming more and more clueless in the gale force breeze. The cavalry arrived in the form of a couple of boats captained by rugby players. Their brawn (and my guile!) saved the day for most of the boats. Until, that is, I decided to return favours and asked Diane to moor up so that we could help others through the lock.

The upshot of the exchange of pleasantries was me walking down the towpath looking for somewhere to gain access to the calm interior of our boat whilst they continued with the journey. At least, that’s what I thought they were doing. After a couple of hundred yards I turned to suggest a possible alighting

place and saw that Explorer had only moved from the towpath to the opposite bank without any progress *along* the canal! Still chuntering, I returned to be the knight in shining armour.

I shouted (quite legitimately because of the conditions) suggestions (instructions) to Diane. They didn’t work. We were trying something different when an extremely helpful (!) couple also started shouting instructions across to Diane – the same ones which we had just tried and that had failed!

Would you listen to the kind couple? Or continue with the next step from your husband?

With no wish to prolong the agony to the reader any further, we did manage to become afloat once again.

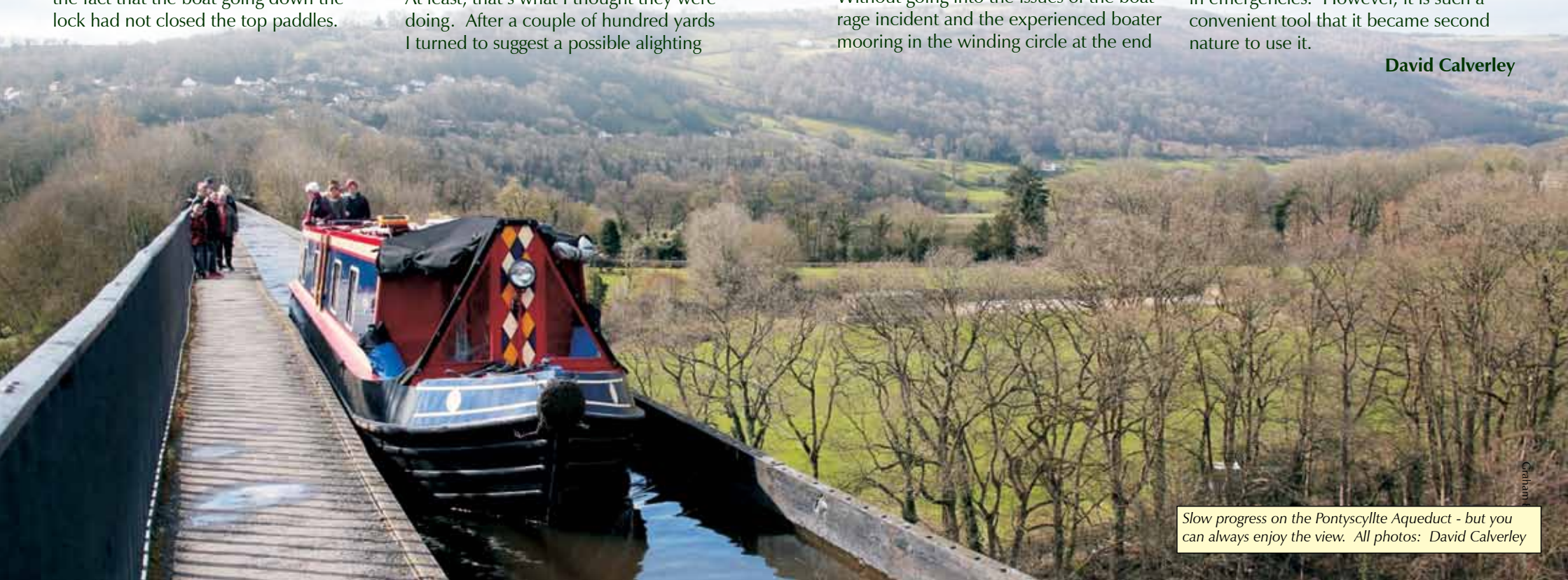
Without going into the issues of the boat rage incident and the experienced boater mooring in the winding circle at the end

of the Ellesmere Arm, there does appear to have been a seismic shift in certain attitudes on the canals. Boat people and fishermen speak to each other!

A brief, complimentary mention about the Red Lion in Ellesmere should you ever be in the area. Whilst it only had Wainwright’s on hand pump, the food was magnificent and very reasonably priced. That, coupled with the enormous servings, will explain the fact that the place was packed and we had to wait 45 minutes for a table. Well worth the wait though.

The other major advance since we were last on a boat is the cheat switch. Press a switch to the right and the bow of the boat moves to the right; press it to the left and the bow moves to the left. At first I vowed to only use the bow thruster in emergencies. However, it is such a convenient tool that it became second nature to use it.

David Calverley



Slow progress on the Pontyscylte Aqueduct - but you can always enjoy the view. All photos: David Calverley

Uppermill wash-wall Repairs



These pictures, taken in March by Alan Stopher, illustrate the scale of the work, completed early April, by Canal and River Trust in Uppermill. It was necessary because of the collapsed state of sections of wall after the November 2016 deluge.

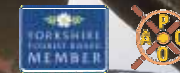
Top hole

Standedge Tunnel certainly is.
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or do the whole South Pennine Ring.

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HCS Volunteers

It was pleasing in the Spring edition of Pennine Link to see the reports of the activities of the growing number of adoption

groups working on various parts of our canal. Reading these reports has in turn prompted me to make sure that something was in this Issue about our HCS Team. We work anywhere on the canal, though we try to avoid the stretches that have been adopted by other groups.

We have spent the Winter clearing litter and lopping overhanging trees and other vegetation, but in recent weeks we have embarked on a programme of oiling the paddle gearing and greasing the gate collars on the locks right along the canal. At the time of writing we have done the whole length from Milnsbridge on the East side through to Royal George on the West – we would have done the bit from Milnsbridge into Huddersfield but someone beat us to it!

One problem with the oiling, is that CRT have turned to using bio-degradable oils, which is fine for the environment and boaters' clothing, but the stuff does exactly what it says. After only a few weeks, the job needs doing again.

Our plans for the future include working with CRT to install mooring rings at a number of sites and we will hopefully manage to return to our normal Summer job of painting lock gates. Lock 35E remains half done where we were rained off last October.

Trevor Ellis



We work alternate Fridays and if you would like to join us, simply give me a call on 01484 534666

Trevor Ellis

Lockages on the Huddersfield Canals

Supplying water to the Huddersfield Canal (Narrow) has always been a significant issue as navigation results in losses to the Ashton and Sir John Ramsden's (Broad) at both West and East ends, respectively.



Water Monitor at Lock 28E

As part of a water management régime, British Waterways (BW) installed a number of solar powered Water Monitors at strategic Locks. Registering the filling and emptying of the Lock, the recording is sent by telemetry and used to compile annual figures, which have been published by BW and now, by Canal & River Trust.

For the Narrow, a lockage generally represents a single boat movement, though the equation may not be straightforward; for example, two passing boats could use just one lockful of water.

The available data for the past nine years are reproduced below and members may care to cogitate on the significance of the figures, bearing in mind the 58ft boat length limit on the Broad, temporary closures during the cruising season and any knock-on effects of the 2015 Boxing Day floods closing the Rochdale. Furthermore, trip boat operations are significant.

Bob Gough

| Canal / Location | | Total Annual Lockages | | | | | | | | |
|----------------------------|----------|-----------------------|------|------|------|------|------|------|------|------|
| Huddersfield Narrow | | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
| | Winding* | | | | | | | | | |
| Lock 3W, Ashton-u-Lyne | 2 | - | - | 470 | 470 | 528 | 503 | 511 | 498 | 626 |
| Lock 12W, Scout Green | 4 | - | - | 427 | 419 | 459 | 410 | 454 | 430 | 589 |
| Lock 22W, Uppermill** | 2 | 757 | 869 | 720 | 609 | 553 | 625 | 676 | 574 | 645 |
| Lock 30W, Diggle | 1 | 307 | 249 | 302 | 294 | - | 367 | 411 | 432 | 373 |
| Tunnel Transits - Eastward | | - | - | - | 152 | 140 | 148 | 177 | 155 | 202 |
| Tunnel Transits - Westward | | - | - | - | 138 | 148 | 136 | 165 | 163 | 187 |
| Lock 41E, Marsden | 1 | - | 262 | 313 | 312 | 328 | 335 | 368 | 319 | 394 |
| Lock 28E, W. Slaithwaite | 1 | 316 | 247 | 328 | 287 | 339 | 355 | 322 | 312 | 341 |
| Lock 16E, Lowestwood | 2 | 349 | 272 | 291 | 294 | 358 | 349 | 428 | 505 | 414 |
| Lock 1E, Huddersfield | 1 | - | - | - | - | - | 377 | 400 | 311 | 432 |
| Huddersfield Broad | 1 | | | | | | | | | |
| Lock 2, Colne Bridge | | 489 | 458 | 465 | - | 448 | 487 | 478 | 464 | 489 |

* The Winding options list the number of practical turning places between the metered locations

** John Lund's Pennine Moonraker trip boat activates this location

Data from BW/CRT sources

JIDOKU 40

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

The initial letters 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.

Solution on Page 31

Diggle Community Association

It has been an eventful few months for the Diggle Community Association cohort of Canal & River Trust (CRT) volunteers.

Our Saturday morning gatherings are always intended to add value to the Diggle stretch of the Huddersfield Narrow Canal and the past few months has been no exception.

We've been busy building more wooden containers for our edible garden, creating a planter to adorn the CRT cabin, giving the Diggle portal a 'Spring Clean' and preparing designs and artwork for our new project which will feature a 'Welcome to Diggle' information sign on the CRT cabin at the portal entrance.

It's not been all plain sailing or 'boating' should I say, we've again had our setbacks. After building a magnificent wooden planter trough alongside the cabin, a month later we were promptly asked to remove it by the local council. It seems that access to the towpath for their equipment had been compromised by the planter. Ah well, not to worry, we all learned some new joinery skills which I'm sure will come in handy over the next few months.

So what about the next few months?

Well, the Tunnel traffic is now gathering momentum and as we welcome more visitors each week, our new project is to provide an informative map of Diggle

close to the Tunnel entrance. This complementary artwork will sit on the façade to the CRT cabin and will guide visitors to local attractions. Whether its a trip to one of our local pubs or cafés, a refuel at the world famous 'Diggle Chippy' or directions to the spectacular Grade II listed horse tunnel (Diggle Subway Aqueduct) nestled between Locks 30 and 31W. I'm sure you'll agree, an exciting few months ahead.

So, are you thinking of volunteering in Diggle? Stop thinking and just give it a go! We have a great laugh, you meet new friends and you give something back to the community.

We welcome any kind of volunteer help. If strenuous physical work is not for you, there are many less active support and administrative roles you might wish to consider, such as helping with our publicity, assisting with our new project or maintaining contact with our media outlets, liaising with schools, helping at events and so on.

Remember, age is not a limit - we welcome young people with their parents/guardians and even great-grand parents! Endorsement of community work is available for Duke of Edinburgh Award participants and Scout schemes.

So, if you do find yourself in Diggle this Summer, don't forget to pick or plant an edible from our garden near the Tunnel entrance and if you like what you see, consider volunteering to help us continue our therapeutic work.

Mark Brooks
Chairman

Diggle Community Association
Email: DCACHairman@gmail.com



DCA

Community Roots

As I write this, the sun is blazing down, everywhere is green and energetic with life. Not wanting to tempt fate, but it feels like Summer has arrived!

Our Community Roots Project is now moving into its final year and as I reflect on all that has happened and all that is yet to come, I am constantly astounded by the amount of support, passion and energy of those who have helped and supported me on this fabulous journey.

So, what's new for Community Roots? Thanks to additional funding, I have the pleasure of introducing a new member to the team, Julianne Joyce, whose role is to work with people aged 24 and under, educating, engaging and enthusing them on our local Sites of Special Scientific Interest (SSSI) for the next 12 months. Julianne comes to us with many years of environmental, ecology and green space knowledge and I am sure she will get around to meeting you all soon. We also have a new SSSI Officer, again thanks to new funding, Linda Butterworth. Linda has been tasked with improving 10 SSSI's across the network, one of which is our very own on the Huddersfield Narrow Canal. This is great news for us and gives us all new opportunities to improve the environment and ecology of the SSSI area over the next 12 months.

We have created some great links with local colleges and universities in the area as a result of which we have seen new projects being created.

These have included creation of art works, survey work and most recently a water quality testing project which will be carried out on both the Huddersfield Narrow and Rochdale Canals.

We have had great success with our wildflower planting project, which saw many new people wanting to get involved and help improve their local environment and community. Not only has this enhanced native wildflower diversity, it has also created a magnificent display adding stunning colour to our already stunning canal – so make sure you look out for them next time you visit!

Over the past few months we have been creating a short film all about the Community Roots project, including what we have done and how to get involved. We would like to thank everyone who helped and took part in the filming. To view and share this, visit: <https://canalrivertrust.org.uk/news-and-views/blogs/community-roots/our-new-short-film>

Coming up in the next few months we have reed and vegetation planting events, water quality testing, adoption and partner group clean up's and much more. So if you fancy getting your hands dirty and joining us please get in touch – we look forward to seeing you there!

James Wynn

James.wynn@canalrivertrust.org.uk
Julianne.joyce@canalrivertrust.org.uk



Canal &
River Trust



Staybridge Volunteer Group

Our dedicated volunteers continue to turn out in good numbers to keep this section of the canal in the heart of Stalybridge Town centre as clean and tidy as possible. We continue to work with, and are supported by, CRT and their Community Roots Project.

The large landscaped area that we cultivated and spread wildflower seeds over was completed earlier this year. Whilst we still have high hopes for a colourful display there was much competition for the seeds within the local pigeon population and now from the Canada geese as any seedlings try to burst through. We will persevere though to ensure we do get a good display on this prominent town centre site.

We are now looking with CRT to improve the waterside planters and at other areas along this section which will enhance this part of the HNC Site of Special Scientific Interest (SSSI) whilst at the same time improving the environment for all canal users.

As I write this at the end of May we are preparing for the Stalybridge Festival weekend on the 24th and 25th June. At this time of year everything is coming to life but this, of course, includes pernicious weeds and canal

side shrubs and trees that want to take over the towpaths. Keeping our canal towpaths clear of litter, weeds and other unwanted overgrowth makes a huge difference to the appearance of the canal and its town centre setting. This is particularly important in the run up to the Stalybridge Festival.

In addition to our annual boat gathering, we are being joined this year by the 12 boats involved in the 'Pennine Explorer Cruise'. They will be with us on Saturday 24th June and will spend the night moored in the town centre.

It is very important that the boaters have a really enjoyable experience whilst they are in town and for the whole of their cruise over to Huddersfield. A positive message from the cruise members will quickly spread within the boating community and help encourage more visitors to the canal. Our final 'Clear-Up' before the event is on the 17th June and



Volunteers on the steps of Holy Trinity Church.

Stalybridge Volunteer Group

this was timed to have things as tidy as possible for the event.

Our volunteers' cabin is now starting to look very shabby. It leaks badly and is rusty with large sections of peeling paintwork. This is not acceptable as the cabin is located close to the town centre in a very prominent location on Tesco's car park. We are hoping to replace this soon with something watertight and more in keeping with its setting. We are applying for a grant from the Tesco 'Bags For Help' scheme and CRT are also contributing. Whilst the new cabin is likely to be based around a steel container for security reasons, it will be clad externally to improve its appearance and will allow for partners such as Tesco, CRT and other supporters to be recognised. We will also be able to keep everyone up to date by publicising our events and activities.

If you would like to get involved please provide your e-mail contact details to hcs@huddersfieldcanal.com or contact the Society's Administrator, Dr Bob Gough on 01457 871800. I will then add your name to our distribution list and keep you up to date with what's happening.

Our remaining main 'Clear Up' dates for 2017 are the following Saturdays:

22nd July, 16th September, 14th October and 25th November.

We'll be meeting at Holy Trinity Church on Trinity Street, Stalybridge at 9.30am on each of these occasions.

These dates will also be posted on the Stalybridge Town Team Facebook page together with notice of any additional sessions.

Peter Rawson



Quite a haul of trolleys from the Canal.

Stalybridge Volunteer Group

Street Scene Greenfield Group

An update on towpath volunteer activities

The Spring months have been a busy time for the Greenfield group with our regular project days seeing us out working on the towpath. There have been two particular highlights to report.

First there has been the completion, almost, of our work to carry out improvements to the turning area of the towpath at the Uppermill end. Indeed by the time you are reading this the finishing touches will have been put to the groundworks and the final rail, which we are pleased to say has been etched by professionals will, hopefully, have been fitted.

A dedication ceremony is being planned to which local dignitaries and members of other canal working parties are being invited. Champagne to mark the event will be supplied by Tesco. Photos of the event will appear next time.

Second, in early May the Group received a call from the Canal and River Trust's Press Officer wanting to hold

a live interview with a member of the Greenfield Group to promote their Canal Adoption Scheme. Peter Lowe volunteered to represent us and an early morning slot (7.50am on May 3rd) was agreed on. It was a great success and snippets from the interview were repeated throughout the day. It was good publicity both for CRT and our Group.

Following these events work has now started on repairing the broken fencing at Well-i-Hole and lock gate painting has



Making light work of the aggregate with a motorised dump truck.

Photos: SSGC

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

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

- YOU CAN MAKE A DIFFERENCE -

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



Compacting the aggregate with a vibrating plate.

been resumed. Also one of our working party days will shortly be concentrating on "balsam bashing" and there will also be more cutting back of vegetation, especially brambles which seem to appear overnight.

Dates for project days for the next four months are as follows:

June 8th and 24th

July 4th and 22nd

August 3rd and 19th

September 5th and 23rd

Each session lasts about 2 hours and finishes with a welcome brew. Working on the tow path in whatever capacity is good fun and an enjoyable way of getting some light exercise, meeting other members of the community and spending time in the open air.

If you've not volunteered before and would like to be included in the mailing list for further details of location on the day etc., please contact the Project Leader:

Gill McCulley
07963 521195

gillmcculley@yahoo.com

Uppermill Community Action Network

In April, as the days grew longer and Winter turned to Spring, our group's activities focused on the area under the Limekiln Viaduct and Wade Lock, now that repair work there has been completed. We concentrated, in particular, on weeding and further tidying of the area where we planted wild flowers last Autumn.

As we worked, we were delighted to see the flowers we had planted blooming excellently. They provided a welcome splash of colour at that time of year to brighten up these areas of the towpath.

We plan to do further landscaping work on the land under the Viaduct through the Summer and create a scenic spot for everyone to enjoy.

On April 2nd, to further publicise the group and welcome new members, UCAN took part in the annual Saddleworth Community Volunteering Event at Uppermill Civic Hall. The event was an opportunity to provide

information to the local community on UCAN and to showcase its activities.

As we moved into May, our activities centred upon sowing wild flowers obtained from 'Grow Wild' and other sources. This was done in a number of locations including the verges cleared during the recent wash-wall repairs, the beds at Wade Lock and in the woodland section under Limekiln Lock. The planting done last year has proved to be a great success, bringing extra springtime colour to the towpath through Uppermill.

UCAN has also continued with painting the new gates at Dungebooth Lock and we have commenced our first Himalayan Balsam clearing activities to try and control this highly invasive, annual weed.

We are always pleased to welcome new members to enjoy some healthy exercise in a friendly atmosphere and make Uppermill an even better place to live.

For anyone interested in joining us on future project days, our programme is as follows:-

June

Thursday 15th and 29th

July

Thursday 27th

August

Saturday 12th and Tuesday 24th

September

Saturday 9th, Tuesday 19th and Saturday 30th

October

Saturday 7th and Thursday 19th

November

Saturday 4th, Thursday 16th and 30th

December

Saturday 9th

The usual meeting point is 10am at Limekiln lock, but this is sometimes changed. New volunteers are advised to check a few days in advance with the Project Day calendar viewable on our website: <http://ucanuppermill.com/> You may also contact UCAN's Group Leader, Peter Killan, on 01457 878361, or by e-mail at peterkillan@hotmail.com



Left: Undaunted, the Group make a start on some seasonal 'Balsam Bashing' at the Viaduct. Above Right: Important weeding of the Spring flowers planted near Wade Lock (21W). Right: UCAN at the Saddleworth Community Volunteering Event, Uppermill Civic Hall. Photos: UCAN



A Chance to Get Afloat!



Help run the Marsden Shuttle on the historic Huddersfield Narrow Canal



Please contact the Society on 01457 871800 or the Boat Coordinator, Mike: mcq.mike@gmail.com for volunteering opportunities

share the space ... drop your pace



Part of CRT's 'fold-away' leaflet promoting the Towpath Code, encouraging all users to enjoy the towpath safely, with an emphasis on cyclists dropping their speed.

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Stalybridge Festival

WEEKEND

SAT 24th & SUN 25th JUNE

Saturday Events

In Armentieres Square From 10.00am

Live Music - Stalls & Displays

Canal Boat Gathering

FREE Boat Trips ALL WEEKEND

NSPCC Family Fun Day (Civic Hall)

Sunday Events

In Armentieres Square From 10.00am

Handmade Craft Market *The Crafters Festival*



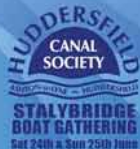
Stalybridge CARNIVAL **CARNIVAL PARADE 1.00PM**

In Cheetham Park From 12 Noon

Mulhearn's Funfair

Live Music With The Humbuckers

Trade & Charity Stalls



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220 Club - 13th Draw

The Club continues to benefit from 61 subscriptions, so we can offer a quarterly Prize Fund of £146 with a first prize of £97 and second prize of £49; a few more subscriptions and the first prize could reach three figures! The more who subscribe, the higher the prize fund offered for your £2 a month stake.

Since the Club started, your generosity has raised over £2,100 for the Society and allowed us to pay some £1,400 in prizes to the subscribers; thank you.

To join, you need to complete the enclosed application form or it can be downloaded from our website. 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 thirteenth quarterly draw:

Total Subscribers: 61
Total Prize Fund: £146

1st Prize:
Mr D Taylor winning £97

2nd Prize:
Mr I Edgar winning £49

Congratulations to the prize winners!

Solution to Jidoku 40

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