

Pennine Link

Magazine of the Huddersfield Canal Society



Issue 202 Summer 2018

Huddersfield Canal Society Ltd

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NON-COUNCIL POST

Bob Gough Administrator



Pennine Link

Issue 202

Bob Gough



"Don't know about you, but I'm feeling better already."

Editorial	4	Do You Like Boating?	18
Chairman's Report	6	Jidoku 41 (at last)	19
Stalybridge Volunteer Team	8	Street Scene Greenfield Group	20
New Image for CRT	10	UCAN	22
Towpath Works	12	Glossary of Waterway Terms	24
Little Black Moss Reservoir	14	Acronyms Galore	30
Standedge Aqueduct	16	220 Club - Seventeenth Draw	31

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

Cover: A CRT volunteer lock keeper has just assisted a boat down Lime Kiln Lock. Photo: Alan Stopher



Editorial

Welcome to Pennine Link issue 202. This form of greeting is used more and more to give a human face to inanimate

objects as well as places, so as the guest editor of your Society's magazine I thought I'd give it an airing.

My last attempt at filling the shoes of the editor was edition 174, almost exactly seven years ago. At the time the New Waterways Charity was still a year off and had yet to be named as the Canal & River Trust. I described the planned move from nationalised industry to charity as 'the biggest change in management for over 60 years (which) involves a much greater commitment to local and volunteer involvement and a challenging financial position'. At that stage in negotiations the full package of funding had yet to be offered by the Coalition Government and agreed by the Trustees. In the event, additional funds were forthcoming and the immediate financial position became less of a challenge. There has certainly been a great increase in waterway volunteers over the 6 years of the Trust's existence either directly or indirectly through community adoption groups.

I hope not to make a habit of reporting on major reorganisation of waterways management each time I volunteer to be editor but it looks like two out of two so far. In this edition there is news of a controversial new CRT logo with an attendant emphasis on wellbeing as well as information on the emerging

reorganisation into 6 regions from 10. Undoubtedly one of the drivers of the new organisation is to reduce costs; a second is to enhance the ability to tap into regional and nationally available funds to boost the health of the populace.

The destiny of the Huddersfield Canals is inextricably linked with the success of the Canal & River Trust so I'm hoping that a more effective and well-funded operation will emerge. As often happens when changes occur in charities it will fall to the more long standing volunteers to 'educate' the new incumbents by bringing them up to speed on what matters locally.

Council member and former Pennine Link editor, Graham Birch, is taking a well-earned break from providing an update for members on the business of the Manchester Pennine & Potteries Partnership. The partnership will shortly be wound up and new non-Executive advisory groups based on the two northern regions will emerge. Perhaps Graham can be persuaded to give a report next time on his thoughts as his role comes to an end. He and a number of others have put in a lot of volunteer effort to help ensure that the Canal & River Trust links well with planning imperatives, communities and business opportunities over the last six years.

Edition 174 included plans for the Society's own celebration of the Huddersfield Narrow Canal's bicentenary at Diggle in September 2011. Now, 207 years on from the canal opening there are more users than ever, most of them walking or cycling along the

towpath. The start of work on towpath improvements at the Huddersfield end, a timely fit with the new wellbeing message, is long overdue and information appears in these pages.

As well as reports on the excellent work of towpath adoption groups at Greenfield, Uppermill and Stalybridge I'm pleased to see Bob's account of Little Black Moss dam with its historical references.

For many readers the Glossary of Terms and list of common acronyms will come too late but I hope they will be of use to some of our newer members and readers.

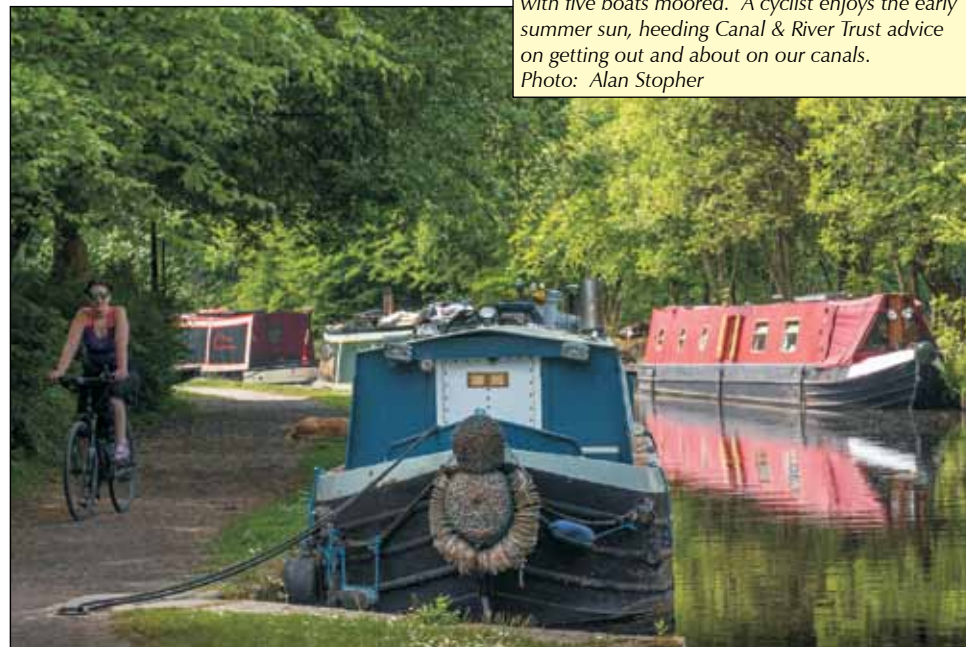
By the time you read this, the Stalybridge Festival will be upon us and we've got our fingers and toes crossed for fair weather particularly for our intrepid boat crews giving local people a free trip along the waterfront. I'll be there myself in an HCS cap as shown in the picture.

Thanks as always to Bob Gough for his design expertise in making this magazine one of the best Society journals on the UK waterways. Enjoy the summer on or around our Pennine Canals.

Alan Stopher



A busy scene around the HCS office at Wool Road with five boats moored. A cyclist enjoys the early summer sun, heeding Canal & River Trust advice on getting out and about on our canals.
Photo: Alan Stopher





Chairman's Report

Visitors to the Huddersfield Narrow Canal in May will have been lucky enough to experience a largely dry warm sunny period with the May blossom

and other wild flowers providing a splendid welcome. After a long, cold and wet winter the speedy transition through a short spring to summer has been a real pleasure. Although a little rain to top up reservoirs would not come amiss at least they started the cruising season brim-full this year.

The Canal & River Trust (CRT) has chosen the early summer to launch a new image with the prime objective of bringing in funds. In this edition you will see a separate article on the picnic at Standedge to celebrate the new brand. Six years on from the setting up of the Trust, Huddersfield Canal Society has found itself closely aligned with the national charity in terms of its objectives. It remains to be seen whether the new emphasis separates us in some areas of activity and if so, how we can best press for improvements where we feel they are needed. We may also need to consider how to adjust our own aims and objectives too. Active leisure appears to be the way forward and to an extent we offer that in the work parties and boat operation. We also encourage activities along the canal through our promotion of adoption groups, and have been pressing for funding of improvements to the towpath. In the coming months I'm sure your Council will be considering changes so as to respond constructively to the new priorities whilst retaining our ever-present focus on the effective maintenance of the waterway.

As I write, information on the new CRT management arrangements is emerging. Understanding the practicalities of the new roles and responsibilities of key personnel will be of particular concern to the Society.

We have had a good relationship with Waterways Manager, David Baldacchino over a number of years during a period where the more customer- and community-focused approach of CRT has emerged from that of British Waterways. We wish him well in his new role as Head of Operations Support.

From 4th June 2018 the new regional structure comes into being. As expected the new regions marry up with the major political boundaries which in our area means that the new North West region is aligned with the Greater Manchester City Region and the Yorkshire & North East with the West Yorkshire Combined Authority centred on Leeds. This will help engage with the priorities of the Mayor of Manchester and those of the Leeds City Region but pose a challenge for the management of the three trans-Pennine waterways including the Huddersfield Narrow. We await information on whether the exact boundary will be on the moorland above Standedge Tunnel or at one of the tunnel portals and how the day to day operations will be performed in a seamless manner. We have been assured that most of the current canal workforce will continue their existing work during the inevitable transition period.

The new appointees are Daniel Greenhalgh who is the Interim Regional Director, North West for up to 12 months, and Sean McGinley as Regional Director, Yorkshire & North East. Daniel has been a senior manager at the Trust responsible for delivery of major canal infrastructure projects and formerly led on the delivery of all the Trust's operational contracts. Sean has been the East Midlands Waterway Manager, having worked on the waterways in management and engineering posts for 16 years. Elsewhere the policy of external advertisement for these senior roles has resulted in Regional Directors arriving with such diverse work experience as local government, environment, heritage and the Royal Navy. Other appointments

and arrangements are in the pipeline, which despite appearances is not a reference to the new logo!

With the demise of the old waterway regions the familiar non-Executive partnerships will be replaced by new advisory groups based on the new formations. Our own Graham Birch will be standing down and I would like to acknowledge the time and effort he has put in for the Canal & River Trust over this period where he has shared his considerable planning knowledge to the benefit of the Manchester Pennine and Potteries waterways. In addition I wish to thank Graham for the regular briefings for our managing Council over a period of six years.

In the run up to the reorganisation we had a very useful meeting with two of the Trust's engineers, Daniel Preston and Helen Braidwood, who are currently part of the management team looking after the two hundred year 'asset' which we know as the Narrow.

Looking backwards to work undertaken over the winter period, most of the planned projects have been completed. Lock 27W gate renewal has been put back so as to concentrate on more urgent tasks. Sealing of the canal bank below Lock 6E at Paddock Foot has been successful but leakage at the head of the lock itself has still not been resolved and will be tackled as soon as possible. The recent siltation problem in the pounds and chambers from Locks 25E to 27E above Slaithwaite has been resolved by dredging, and the cill at Milnsbridge Lock 10E has had to be repaired at short notice.

A major disruption to spending priorities on the Huddersfield Narrow has been caused by large holes which had appeared in six east-side lock quadrants between August 2017 and January 2018. These have all been attended to but it has prompted exploratory drilling in the other east-side locks to see whether other voids existed. This has revealed significant numbers of voids which will need attention. It seems that the techniques used in early restoration had resulted in more of the worst

examples of hollow-out quadrants being on the Huddersfield than anywhere else on the canal system. A £750k fund has had to be set aside to tackle the issue by the placing of large stone aggregate in the holes to provide a solid structure whilst aiding drainage. This summer, voids from Locks 4E to 11E will be tackled.

Future maintenance priorities were being developed but the budget for next winter will take longer to finalise because of the above-mentioned quadrant issue, delayed completion of lock flight repairs on the Peak Forest Canal at Marple and the recent major bank collapse on the Middlewich Branch of the Shropshire Union. The cost of reconstructing the latter section of canal will run into seven figures. In the meantime minor washwall repairs are being planned for the summer at Milnsbridge, Slaithwaite, Greenfield and Mossley. We discussed a number of aspirations such as remedying the poor condition of the washed out lock ramps at West Slaithwaite and remain hopeful that these will be tackled before too long.

The small team of HCS Council members who meet the Trust twice a year to discuss Operation & Maintenance have been consistent for some while and we hope that our two latest engineering contacts at CRT will have a continuing involvement as they have clearly gained a good understanding of the priorities.

You will see in this edition that the towpath work has at last started at Longroyd Bridge with the aim of completing high-quality paving as far as Milnsbridge by September. There will be short term closures of the towpath to users to ensure that the work can be progressed but the finished result should encourage more people to get active along this urban section of waterway. By the time you read this work should have started on the Community Payback scheme to fill potholes on the towpath between Sparth and Booth.

In discussion with our CRT colleagues it has emerged that the through boat trips are currently suspended whilst a solution is found

Stalybridge Volunteer Team

Our campaign to keep the canal corridor free from litter continues with our monthly Clear Up sessions. There is an overall improvement but we still manage to collect many bags of litter and debris from the towpath and adjacent soft landscaping. Currently we are being aided by a mystery team of helpers who, apparently using a large magnet, have removed old rusty bikes and other metal objects from the canal for us to collect and remove.

At our session on 26th May, despite carefully covering the section of canal near Tesco, we didn't manage to find any trolleys whatsoever. Whilst this doesn't mean there aren't any, it's really encouraging given the large hauls we have recovered in the past.

The Community Roots Programme run by the Canal and River Trust (the Trust) has now come to an end. I'd like to thank the Trust

and in particular Jim Wynn for his help and advice over the last couple of years. The programme has provided the majority of the funding for our replacement volunteers' cabin located nearby on Tesco's car park. The 8k budget has now been secured with additional help from the Tesco Bags of Help initiative. We are very grateful for this financial assistance from the Trust and the Tesco scheme. The new cabin project will be delivered by Stalybridge Town Team (STT) and local schools have been invited to suggest ideas/themes for decorating its exterior. Planning permission will be required but we expect the new facility to be in place by the end of this year.

The work on the canal side planters has been delayed slightly and we will need assistance from the Trust to provide a work boat so that the existing overgrown plants can be removed

continued from page 7 ...

to the current lack of access for the 'shadow' vehicle to reach the disused tunnels at Diggle. This is a popular way to explore the wonders of the longest, highest and deepest canal tunnel and often involves a National Trust-led walk across the moors so I hope that it can be reinstituted at the earliest possible time.

The sudden change of management at Standedge Visitor Centre will mean developing a working relationship with the new team but with the Marsden Shuttle booked for 13 weddings this year there will be plenty of opportunity for the teams to gel. Mike McHugh and Terry Lomas have worked hard to recruit and train new crew members so the Shuttle will be operational on even more days this year.

Trevor Ellis's work team has been painting lock gates around Slaithwaite and collecting litter as well as tackling some much needed off-side cutting back on the east side using the CRT workboat. Passage through the disused chamber of Lock 2E near Huddersfield

University has resembled a jungle for some time so it would be good to have the trailing vegetation curtailed.

Trevor Ellis and Eric Woulds have conducted heritage walks this spring in Huddersfield and Milnsbridge. This is an excellent way for the Society to spread word about the history of the canal.

The reason we've been silent about the Canal Observer scheme in recent issues is that consideration is being given to how to link reporting more effectively with the work of the professionals and I hope that it won't be too long before we can come up with a satisfactory way forward.

My notes are written just in advance our Annual General Meeting which takes place on the same evening as our Volunteer Social. It will give me an opportunity to catch up with and personally thank many of our volunteers in the pleasant atmosphere of Standedge Visitor Centre's Thomas Bourne room.

Alan Stopher

more easily and replaced. I understand that money from the Community Roots Programme has already been earmarked for the replacement plants.

Tameside Council have informed me that they plan to replace the lighting units within the bridges in Stalybridge. This will be a huge improvement to replace the unsightly lights, which also act as informal pigeon roosts, with flat LED units and it will also allow us to paint the insides of the concrete structures whilst the work boat is here. There is plenty of volunteer work to do on this stretch of canal and I've not mentioned the lock gates and lock surrounds yet.

Our remaining Clear Up dates for 2018 are Saturday's the: 28th July; 25th August; 22nd September; 27th October and 24th November. We meet at Holy Trinity Church in Armentières Square at 9.30am on each occasion.

Many thanks as usual to the Trust, to Tesco Stalybridge, who regularly provide refreshments and whose staff regularly attend

our sessions and to Holy Trinity Church for hosting our gatherings. Most of all though thanks to our volunteers who give freely of their time and show such great commitment.

The Society in conjunction with STT is developing ideas for providing some secure moorings in the town centre. We have draft proposals for an initial mooring area which we hope to firm up with, and seek approval from, the Trust. We have some funding identified through the Society, STT and Stalybridge Town Council for this initial proposal. Further proposals will be considered when the developments at Castle Street and alongside Staley Wharf come on stream including potential provision of services for boaters.

The canal is key to the regeneration of Stalybridge as it runs through the heart of the town. Safe mooring facilities will encourage boaters to come and stay in town and bring along much needed colour and life to the canal and the town centre.

Peter Rawson



Volunteers planting up the raised beds. Photo: Peter Rawson

New Image for the Canal & River Trust

... but what does it mean?

Those of us present at one of the 28 picnics taking place across the network on Tuesday 22nd May 2018 were shown a short video presented by Chief Executive Richard Parry and Chairman Allan Leighton which emphasised the new message: that our waterways promote well-being.

With 8 million people in the UK living within 1 kilometre of a canal or river the Trust is playing to its strength to increase public engagement in the great outdoors and to provide opportunities for additional funding relating to improving the public's health and activity levels.

Much is said about our increasingly sedentary lives and the prevalence of obesity in our population so it is not surprising that a charity such as the Canal & River Trust wants to promote itself as part of the solution.

Perhaps the surprise was the look of the new logo which to me was rather underwhelming. Assuming that the

swan had to go because it emphasised environment rather than healthy activity I was disappointed that the replacement was so mechanical, lacking any humanity or empathy. The strapline 'Making life better by water' could have been added to the existing recognisable logo; an opportunity missed perhaps.

There was a good turnout of the Trust's own workforce, their volunteers and representatives of adoption groups from the Huddersfield, Rochdale and Calder & Hebble Canals and the sunny weather helped to lift the spirits.

The gathering did provide an excellent opportunity to catch up with some people we have worked with as well as those newly involved with the canal. I was pleased to learn from Iain Weston, that he was taking on the management of Standedge Visitor Centre. We've developed a good relationship with Claire and Sam but now look forward to finding out what Iain has in mind to increase footfall.

The new logo adorns the Trust's gazebo



Despite the imminent 4th June 2018 reorganisation of the Canal & River Trust on new regional lines there was no official mention of the changes to be made, so we'll have to await the next picnic.

Alan Stopher

**OUT
WITH
THE
OLD ...**



*Above: CRT's Heritage Adviser Judy Jones and Volunteer Manager Jon Stopp converse over a 'healthy' hot dog at the relaunch picnic.
Below: Standedge Visitor Centre Manager, Iain Weston, cuts the cake to celebrate CRT's new brand whilst Waterway Supervisor, Tracey Jackson, looks on. Photos: Alan Stopher*



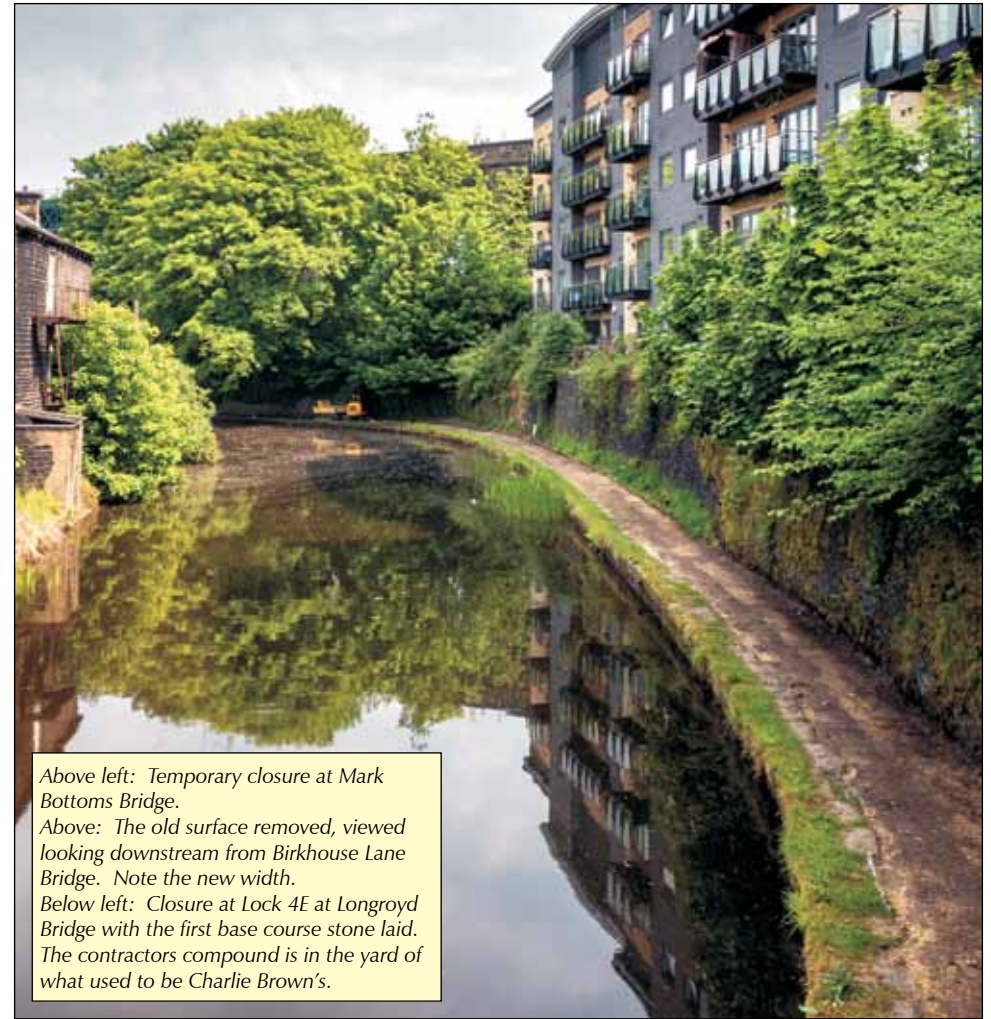
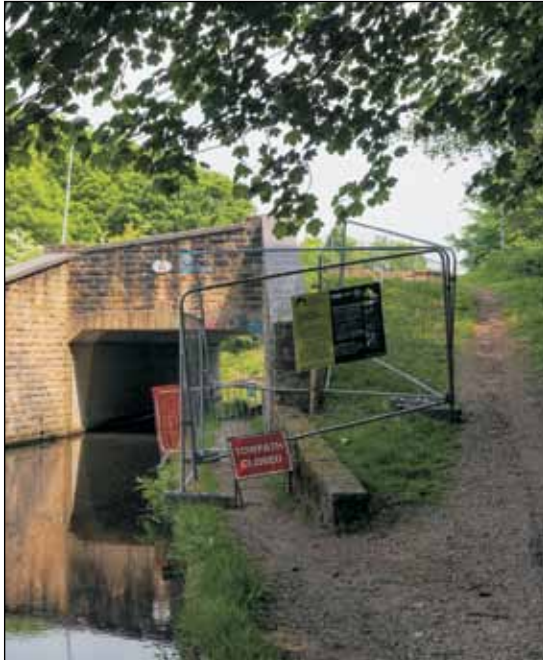
Towpath Works *All Photos: Alan Stopher*

Work finally started on the Longroyd Bridge to Milnsbridge towpath work on 14th May 2018. It is due to take up to four months to complete the length as far as Lock 11E.

The project is being managed jointly between the Canal & River Trust and the West Yorkshire Combined Authority as part of the Cycle City Connect programme. Where possible the towpath will be widened to 2 metres. Surfacing is set to be Flexipave which is a bound gravel surfacing using recycled rubber chips.

It is anticipated that 'rolling' towpath closures will keep closed lengths to a minimum practical to complete the work and to avoid users having to turn back at a closure point.

Alan Stopher



Above left: Temporary closure at Mark Bottoms Bridge.

Above: The old surface removed, viewed looking downstream from Birkhouse Lane Bridge. Note the new width.

Below left: Closure at Lock 4E at Longroyd Bridge with the first base course stone laid. The contractors compound is in the yard of what used to be Charlie Brown's.

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Little Black Moss Reservoir

Late April this year, the canal outside the offices; ie. the pound between Lock 24W and Limekiln Lock (23W), appeared drained right down. A natural assumption was that a lock paddle had failed at 23W or been accidentally left open, and the status was reported to CRT as usual.

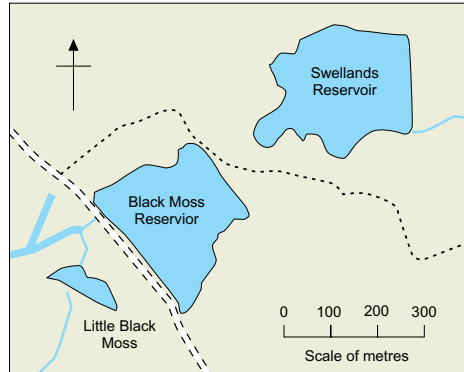
However, it turned out, there had been a bank failure at a small reservoir on Diggle Moss and the feed to the canal from Diggle Brook had been closed off as a precaution and the pound had progressively emptied.

There is a sequence of three connected reservoirs on Diggle Moss: Swellands, Black Moss and Little Black Moss; it was the bank of Little Black Moss that had breached. What of its history?

The term 'black' seems to be a modern one as the Canal Company Minutes refer only to Diggle Moss reservoir and there appears to be no direct references to Little Diggle Moss reservoir.

At a meeting on 26th December 1806, it was "Resolved that Mr John Rooth be and he is hereby directed to proceed in the execution of the reservoir on Diggle Moss and the Drains to conduct the water to and from the same"

This coincides with a Report by Thomas Telford (29th Jan 1807) on the state of the works on the canal in which he writes: "It is now too late to express a regret, that such large sums of money have been expended in narrow dingles of small capacity, and where they are liable to be filled with the mud and other matters constantly washed down by the ? . mountain streams which fall into the ? ." He estimates the quantities of water required by the operational canal and gives the dimensions of Marsden and Diggle reservoirs and notes that "a third reservoir now constructing



upon Diggle-moss, about ten acres, and fifteen feet in depth." He projects a dramatic shortfall and suggests the cheapest solution is "to construct another reservoir upon the hill immediately to the eastward of that now forming upon Diggle-moss, and which would be connected with it." (this is Swellands Reservoir known as Swillers Moss in the Minutes)

The fact that Telford refers to past inadequate 'dingles' suggests that Little Black Moss may have been an early attempt at a reservoir in the valley, not recorded in the Minutes, and superseded by the main reservoir higher up the valley.

It is significant that the Company engineer, Benjamin Outram had suffered illness and was far less involved around 1801/2 (he died in 1805) and that John Rooth, a forceful businessman and self publicist, had taken an official role in 1801, overseeing much of the canal works, especially on the Tunnel. Also, it was Rooth's poor supervision of the Diggle Moss reservoir that led to the weak secondary dam failing, causing the notorious 'Black Flood' of the Wessenden Valley in 1810, so he may well have been responsible for the construction of Little Black Moss reservoir.

Bob Gough

Top hole

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

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Although not a canal project, I think this will be of interest to our readers. Pictured on May 21st 2018 it shows the construction works being undertaken by Network Rail to replace the Standedge Aqueduct's bridge deck with a new structure. A temporary channel has been built. A weekend line closure on Saturday 16 and Sunday 17 June 2018 will permit the existing bridge deck to be taken down and replaced with a new deck structure. Work is due to be completed by December 2018. Photo: Alan Stopher

DO YOU LIKE BOATING?

Huddersfield Canal Society Needs You!

We need crew to help run the Marsden Shuttle. No previous experience required, just an interest in boats, canals and people! Full training if you'd like to join us. Hop aboard and have a chat with our friendly crew, or contact the HCS office for more information.



Eric Wouds

THE MARSDEN SHUTTLE AT TUNNEL END

Huddersfield Canal Society volunteers crew the Society's own boat, the Marsden Shuttle, operating a 'water taxi' service between Marsden Station and Tunnel End for visitors to Standedge Visitor Centre. We try to do this every weekend between Easter and the end of October but we need the crew. Commitment is as much or as little as you like - every day we have a Skipper and Crew is a day the Shuttle can operate. Crew just need one day training, but there's the opportunity to train for the 'Skippers' Certificate' too. It's not too difficult, and learning to steer and control a boat is great fun. We also meet lots of people who come to admire the scenery, and want to know more about our part of the world. It's a chance to spend days out on the most scenic stretches of canal in the country, and we have occasional trips further afield when we visit canal-side festivals, often travelling through the longest, highest and deepest tunnel on the canal network.

Looking forward to having you on board!

HUDDERSFIELD CANAL SOCIETY

Tel: 01457 871800 hcs@huddersfieldcanal.com www.huddersfieldcanal.com



JIDOKU 41 (at last*)

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

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

* According to the relevant Contents pages, this puzzle was meant to be in Issue 199 and then again in 201, but it managed to slip through twice! Still, "Osokunaka yoi ..."

Street Scene Greenfield Group

SSGG support UCAN

In early Spring, twenty volunteers had a great time felling trees and clearing shrubs in the small overgrown woodland at Lime Kiln Lock, Uppermill, creating an open ride through the middle of it. Extra light getting to the woodland floor will enable native woodland wildflowers to be planted, which will attract butterflies and bees. Bats will also use the ride edges for hunting.

The day was a great experience. Conservation is a long-term process but SSGG were pleased to support UCAN and hope visitors, walkers and canal users will enjoy the changes to come.

Community Larder

This is SSGG's version of Todmorden's "Incredible Edibles". The intention is to install raised beds for herbs, vegetables, fruit and other plants, for people to pick

and enjoy. Saddleworth Youth Council are keen to become involved, as is one of the local primary schools. The first two planters - to be constructed by Men in Sheds - will appear at locations on the tow path. The plan is currently in its infancy but by the time this goes to print, the project will hopefully have progressed further.

Forthcoming dates for the Greenfield tow path project are as follows:

July: Sat 7th and Thu 19th

August: Sat 4th and Tue 14th

September: Sat 1st, Thu 13th and Sat 29th

October: Tue 9th and Sat 27th

If you haven't volunteered beforehand and would like to be included on the mailing list for full details, please contact Project Leader, Gill McCulley on 07963 521195 or

email: gillmcculley@yahoo.com

Everyone is always warmly welcomed.



Below left: Not just posing for the camera - Dave Outram (left) and Greg Barrett get shovelling during a tow path project day while Yvonne Wilkinson (front) and Sue Mellor make sure the potholes are filled.



SSGG IS GREENFIELD-BASED COMMUNITY ACTION WORKING FOR YOU TO BUILD CONFIDENCE AND PRIDE IN OUR COMMUNITY
(A sub-group of Greenfield & Grasscroft Residents Association)
- YOU CAN MAKE A DIFFERENCE -
New Members welcome info@ggra.co.uk or ring: 01457 597666



Uppermill Community Action Network

Viaduct Woodland - joint project day

UCAN and SSGG held a very successful and enjoyable joint project day working on the viaduct woodland. There was a great turnout and a fantastic amount of progress was made. The group is extremely grateful for the help and support of Kate Hanley, from the RSPB who provided tree felling skills and a wealth of knowledge and advice, also the ongoing support of Phil Smith from Canal & River Trust and volunteers from Tesco, who kindly provided refreshments on the day.

Plans for the Woodland

The first stage was to fell enough trees in order to create an open ride through the middle of the area. This means that the extra light getting to the woodland floor will enable the team to plant lots of native woodland wildflowers, which will be great for butterflies and bees (after removal of the invasive, non-native Himalayan Balsam). Bats will also use the ride edges for hunting.

The extra light will allow for the planting of native trees in amongst the remaining trees, like oak, birch, hazel, holly, hawthorn and wild rose, which will support a greater variety of wildlife than the trees which are there currently. Other plants will include climbers like honeysuckle and ivy, which are brilliant for wildlife – honeysuckle supports moths (which bats will eat), and ivy provides late nectar for insects and early berries for birds. Once it has matured, it is also used by nesting birds and summer roosting bats.

The felled timber has been left on site, as dead wood is a very important component of a healthy native woodland. It supports many insect species, which in turn support native mammals and birds. The piles of brash will provide nesting sites for birds like wrens, robins, dunnocks and blackbirds.

One of the larger trees has been ring barked, this will die standing up, so providing nesting opportunities for a range of birds, including the greater spotted woodpecker and the nuthatch.



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The volunteers will be working on removing the Himalayan Balsam this spring and summer, and then planting the oaks, birches and other native trees next winter. If the Balsam has been controlled by next early spring wildflower seeds will be sown.

Along the towpath

UCAN volunteers had paint brushes at the ready as the steps, handrails and signposts were given a fresh coat of paint and it was definitely a case of all hands on deck to complete the work before the rain came. Other tasks included work on the raised beds, vegetation clearing and general litter picking.

The Great Plastic Pick

UCAN took part in the great plastic pick as part of a nationwide effort to clear plastic from around our neighbourhood. Thanks to local volunteers, almost 10 bags of rubbish were collected on the day.

UCAN would like to thank Greg from Tesco for providing the team with cold drinks and sandwiches, which were most welcome.

We are always pleased to welcome new members and for anyone interested, the usual meeting point is 10am at the canal bridge on Moorgate Street, but this is sometimes changed. New volunteers are advised to check with the Project Day calendar viewable on our website:

<http://ucanuppermill.com/>

You may also contact UCAN's Group Leader on 01457 878361, or by e-mail at: peterkillan@hotmail.com

Shiela Chapman

Left: A Joint Project day at the Viaduct Woodland giving a real boost to the bio-diversity of this former dredging site.

Below: The 'team' enjoy a well-earned break; refreshments courtesy of Greg (far left) from Tesco.



UCAN

Glossary of Waterway Terms

This list is far from comprehensive but covers a range of boating and canal construction and maintenance words in common use.

A **Adit** - a horizontal or slightly sloping tunnel usually joining a main tunnel for access or drainage. There are many interconnecting adits between the four tunnel bores at Standedge.

Aft - behind a boat or towards its stern.

Arm - a canal branch, often a loading point off the main line.

B **Back-pumping** - Some busy canal flights have pumping systems to return the used water back to the top for reuse.

Balance beam - the long timber beam attached to the top of a Lock gate to provide leverage for users.

Barge - large commercial craft used for conveying goods or minerals over the inland waterways. More than 7 foot beam.

Bargee - crewman or owner-skipper of a barge.

Beam - width of a boat, determined by its widest cross section.

Boat - any type of small craft on the inland waterways. Normally less than 7 foot beam.

Bollard - a cast metal post for attaching a boat to the bank. On Canal & River Trust waters the presence of a bollard usually means it is a temporary tying up point perhaps for a water tap or Lock landing rather than a short term mooring which tends to use mooring rings. There are some exceptions to this 'rule' on the Huddersfield Narrow.

Bow haulers - men working in gangs to pull boats or barges, from the towing paths.

Breasting up - two or more boats secured side by side for river navigation or passing through a double lock.

Broads - a man-made lake, the most well-known being the Norfolk Broads where broads are linked by rivers and canals.

Butty - short for butty-boat; an unpowered freight narrowboat towed behind a narrowboat with an engine.

Bye-wash - the overflow weir that allows canal water to by-pass a Lock.

C **Cill** (or sometimes **sill**) - beam on the floor of a Lock against which the Lock gate seals.

Clough (pronounced Clow) - Northern term for a paddle or sluice particularly on Leeds & Liverpool Canal

Collar - metal bracket which holds a Lock gate vertical and in position.

Contour Canal - a canal built to follow the natural levels, or contours, of the terrain thus reducing the number of Locks and earthworks required. Many of the earliest canals were constructed in this way, James Brindley being the best exponent.

Coping stone - the top stone on a wall. This is often 'dressed' to provide a smooth surface.

Counter - flat, rounded stern deck of a motorboat.

Cratch - triangular front board on a narrowboat.

Cut - boaters' term for canals because they were literally cut out of the land.

D **Day boat** - nowadays a hire boat often used for a day trip. In the days of commercial activity this referred to a working narrow boat without a stern cabin, sometimes known as a Joey. These were used for short haul in industrial areas such as the Black Country where the crews could get home every night.

Double Lock - this can be a two-rise staircase Lock or normal Locks placed side by side to increase traffic capacity.

Draw - to raise, as in drawing a paddle to allow water through a Lock or weir.

Dredging - the act of removing accumulated silt from a canal or river which are then called dredgings. Traditionally canal dredgings were spread on adjacent land by arrangement with the owner but nowadays limited availability of such areas can mean high tipping charges in licenced disposal areas.

Drop - to lower, as in dropping a paddle to shut off the flow of water through a Lock or weir.

E **East side** - on the Huddersfield Narrow this refers to the canal east of Standedge. Locks are numbered with an E suffix.

F **Fender** - protective pad or buffer used to protect a boat from damage. Traditionally of rope work, but now rubber and plastic materials are also used. The principle ones are at the bow and at the stern, the latter being long enough to protect the rudder from being damaged.

Flash - in Cheshire or Lancashire a lake or widened section of canal, usually caused by subsidence.

Floodbank - banks constructed some way back from a river's natural banks, designed to limit the effects of flooding to adjacent property or to provide temporary flood storage on washland.

Flight - a run of Locks relatively close together. Marsden and Diggle flights are local examples.

Fly boat - a swiftly moving canal boat once used for carrying priority cargoes.

Freeboard - the space on the side of the hull between the top of the gunwale at its lowest level and the water line.

G **Gang plank** - planks used for access between the shore and a boat.

Gauging - the measurement of a boat's freeboard in order to calculate the tonnage carried. The scale was established by placing known weights into a boat and recording the measurements appropriate to each weight.

Gearing - toothed cogs used in Lock mechanisms to raise paddles with relative ease.

Gongoozler - a person who enjoys watching activities on the canal, particularly at locks.

Green Flag - a national environmental standard currently held by the Macclesfield Canal.

Guillotine Gate - vertically rising Lock or stop gate. The only one on a narrow canal is Lock 24E in Slaithwaite.

Gunwale - the upper line or edge of a boat's hull often providing a narrow walkway on a canal boat.

H **Handcuff Lock** - a security Lock which usually involves an enclosed square end which needs a 'reverse Allen Key' to operate it. Usually deployed in urban areas where there is the prospect of miscreants wasting water.

Handspike - a length of wood used to operate Lock paddles instead of conventional rack and pinion gears. Still used on the Calder & Hebble Navigation.

Head - immediately above the top gates of a Lock is the head of the Lock.

Heel post - the vertical post on which a Lock gate hangs and turns.

Horse boat - a boat drawn by a horse or other animal.

Inclined plane - a device on wheels that lifted boats from one level to another without using Locks. Remains exist at Foxton in Northamptonshire and at Blists Hill Museum, Ironbridge.

I **Invert** - an inverted brick, or masonry arch as used at the bottom of a Lock or tunnel.

K **Keb** - long rake kept at docksides for removing debris from the Lock. It looks a bit like a bent garden fork.

L **Lay by or basin** - a historic or modern widening or extension to the navigation.

Legging - the act of propelling a narrowboat through a tunnel (without a towpath) by lying on the vessel and 'walking' along the roof or sides of the tunnel.

Legging Boards - boards that could be attached to the front of the boat and which projected out to the sides, on which the leggers lay while legging

through a tunnel. Most boats would carry two sets, one for wide, and one for narrow tunnels. Also called **wings**.

Lengthman - a person in charge of a particular length of canal.

Lift - a major engineering construction to lift boats using tanks or caissons between two levels to avoid the need to construct and maintain Locks. The Anderton Lift in Cheshire and the Falkirk Wheel are the only two in the UK.

Linear - adjacent to one of the banks of the navigation.

Lock - a construction for navigating between different water levels on rivers and canals using controlled changes in water levels to float the boat to its new level. In the early days of river navigations Flash Locks were deployed which used only one set of gates and which had to be carefully navigated. Since then Pound Locks with Head and Tail Gates have been the usual construction.

Lock landing - the mooring point immediately above or below a Lock for use whilst a Lock is being operated.

Lock-wheeler - a person who goes ahead to prepare Locks.

Long boat - River Severn term for a narrowboat.

Long Term Mooring - a mooring where a boat can legally be kept when not cruising. This usually involves a mooring fee.

M **Main Line** - the principle route of a canal.

Marina - a mooring site for at least 50 boats which is separate from the main waterway track. Usually has ancillary facilities.

Middle Level Commissioners - the group of people who manage drainage and navigation on the Middle Level canals in the fen land between Peterborough and Downham Market.

Mitre - the angle where a pair of Lock gates meet when closed.

N **Navigating Authority** - the UK has a number of these bodies which operate and manage navigable waterways and charge for a licence to do so.

Narrow boat - a craft, traditionally measuring approximately 70 feet long by 7 feet beam, used throughout the Midland canal system. Sometimes written as one word - narrowboat.

Narrow canal - Narrow-gauge canals with restrictions of navigation at stop-Locks to boats of less than 70 feet long by 7 feet wide. They were cheaper to construct than broad canals and used less water per lockful.

Near side - the towpath side of most waterways usually owned by the Navigating Authority.

O **Offline** - an area of water space adjacent and connected to the navigation. May be purpose built, a natural lake or backwater.

Offside - the opposite side to the towpath.

P **Paddle** - a small door or sluice, used to control the flow of water through a Lock or weir. A ground paddle allows water through the side wall of a lock. A gate paddle allows water through a gate.

Pigeon box - a skylight to the engine room on a narrow boat- usually hinged for ventilation and, presumably, once used for message pigeons.

Pins - pointed steel rods driven into a soft waterway bank to moor a boat.

Portage - the action to lift craft such as a canoe out of the water and carry them past an obstruction such as a lock, weir or rapids.

Pound - a stretch of waterway between two Locks.

Puddle - clay mixed to the correct consistency with water and used as a waterproof liner for canals. It is still in use today.

Q **Quadrant** - the corner part of a Lock structure which acts as a buttress to the gates.

Quoin (or Coin or Coyn) - the concave vertical stone or steel post into which a Lock gate heel post is recessed.

R **Rack** - the cast steel toothed beam used to lift paddles.

Riparian - means 'of the River' and is usually used to describe the owner of a particular river or canal bank.

S **Scouring** - the effect of water flow which can remove some canal or river bed material and deposit it as a bank downstream.

Screw - a boat propeller.

Setts - the proper name for paving which is often described as cobbles. These can be made of any durable stone, often granite but locally in the Pennines using gritstone.

Shaft - a long pole for punting or poling a boat. Also a vertical often brick or stone-lined passage to provide ventilation or access to a tunnel.

Short boat - these canal boats (length 62 feet, beam 14 feet 3 inches, cargo capacity 50 tons) were barges designed

to fit the short but wide beam Locks of the Leeds and Liverpool Canal. Originally of wooden construction, they were horse-drawn or bow-hauled from the towing path but latterly motorised.

Short-term moorings - moorings available to all craft subject to space. These can be maintained by local councils or navigation bodies. There is usually a maximum permitted duration for free use.

Side pond - a reservoir to take water to and from a Lock as a water saving measure. These can still be seen beside Locks in some parts of the system but very few that are in working order. Their operation requires paddles in the side walls of the Lock.

Soffit - the underside of an arch or bridge beam.

Staircase - a Lock structure where chambers are joined together such that the top gate of one acts as the bottom gate of the one above. Five-rise at Bingley is the most well-known locally and involves five chambers.

Stank - a temporary dam placed in a canal for maintenance purposes.

Stern Gland - the aperture through which a boat's drive shaft connects with the propeller. Normally packed and greased to minimise water seepage.

Stop Grooves - places provided to fit Stop Planks to dam the canal in the event of a leak or the need for repairs. These are normally found where the canal narrows, e.g. bridges, aqueducts and locks.

Stop Lock - a Lock provided to protect the water supply of one canal company from another rather than to affect a significant change in the level of the waterway.

Stop Planks - wooden boards that can be inserted into Stop Grooves to dam the canal in the event of a leak or the need for repairs.

Stoppage - a temporary closure to the navigation, usually to allow for works to the waterway infrastructure. May involve de-watering a section.

Summit level - the highest pound on a canal and usually the place a water supply feeds. Standedge is the summit pound for the Huddersfield Narrow.

Tail - immediately below the bottom gates of a Lock is the tail of the Lock.

Tiller - wooden or metal handle attached to the rudder post of a craft for steering.

Towpath or Towing path - the pathway along the bank of the navigation once used by canal boat crew with horses and which is nowadays accessible to the public.

Turnover Bridge - a bridge carrying the towpath from one side of the canal to the other. Also referred to as Roving or Crossing Bridge. The Macclesfield Canal has some of the best examples incorporating sweeping curves with fine stone arches.

Visitor mooring - a site designated by the Canal & River Trust for short stops. The time limit varies from a few hours, overnight or up to 14 days maximum. Usually paid for out of the navigation licence but charges may apply in popular areas such as Llangollen.

Washwall - the vertical sides of a canal. In the Pennines they are traditionally dry stone walls. These inhibit erosion but over time can get undermined and fall into the canal. Steel sheet piling is used to good effect on canals elsewhere but it does not look as attractive and it reduces the availability of aquatic habitats.

Weir - a barrier or dam across a channel to increase water depth and control the flow. Usually these structures are seen on a river or river navigation.

Weir stream - the water channel leading to and from the weir and not usually navigable.

West side - referring to the canal west of Standedge. Locks are numbered with an W suffix.

Wharf - a loading or off-loading point where the water is deep and a wall or structure has been constructed to take heavy loads.

Wide beam boat - a boat with a beam of over 7 feet, typically 10 to 14 feet, in use on canals having wide locks.

Winding hole - a widening of the canal where a 70 feet long boat can turn around or wind. It is pronounced 'winned' as it originates from the use of the wind to help make the turn.

Windlass - an L-shaped tool used for opening paddles on Lock gates. Also known by some as a Lock Key.

Wingwalls - the walls flanking the tail of a Lock or the face of a bridge abutment.

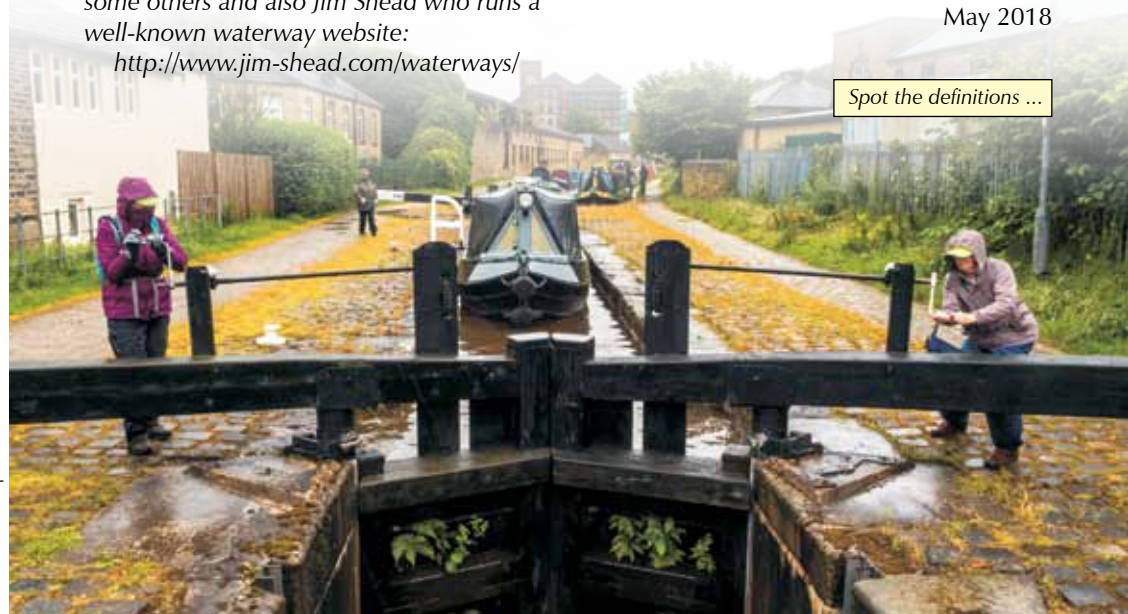
I have composed this list using some sources available on the internet together with some of my own, particularly relating to local usage or examples. Thank you to the Canal and River Trust for some, contributors to Pennine Links 126-30 for some others and also Jim Shead who runs a well-known waterway website:

<http://www.jim-shead.com/waterways/>

If you think that I have missed some important ones, please send them in to Bob Gough so that he can gather the additional items for future publication.

Alan Stopher,
Guest Editor, Pennine Link
May 2018

Spot the definitions ...



Acronyms Galore

Most areas of interest use acronyms and abbreviations to save space but they can cause confusion for readers. Here is a list of waterway related abbreviations which I have put together including national and some local examples.

BCN - Birmingham Canal Navigations

BSS - Boat Safety Scheme

C&HN - Calder and Hebble Navigation

CBOA - Commercial Boat Operators Association

CCTV - Closed Circuit Television
A security system usually linked to a control centre.

CNS - Calder Navigation Society

CRT or C&RT - Canal and River Trust.
The charity which has managed most of the canals and some of the rivers since July 2012 when it took over from the nationalised BW (British Waterways).

DEFRA - Department for Environment, Food and Rural Affairs

EA - Environment Agency
The Government body which manages all aquatic aspects of most main rivers, which includes navigation on some such as the Thames and Cambridgeshire Ouse.

EU - European Union

GDPR - General Data Protection Regulations

HCS - Huddersfield Canal Society

HLF - Heritage Lottery Fund

HNBC - Historic Narrow Boat Club

HNC - Huddersfield Narrow Canal, so called to distinguish it from the Huddersfield Broad Canal originally known as Sir John Ramsden's Canal.

HSE - Health and Safety Executive

IWA - Inland Waterways Association

L&L - Leeds and Liverpool Canal

MB&B - Manchester Bolton & Bury Canal

MCA - Maritime and Coastguard Agency

MP&P - Manchester Pennine and Potteries
(Region of CRT which will now be split between the new regions).

NABO - National Association of Boat Owners

NB - Narrow boat

NCA - Northern Canals Association

NCBA - National Community Boats Association

NT - The National Trust

RBOA - Residential Boat Owners Association

RCHS - Railway & Canal Historical Society

SAM - Scheduled Ancient Monument
we have one locally - Locomotive Bridge in Huddersfield.

SPBC - South Pennine Boat Club

SSGG - Street Scene Greenfield Group

SSSI - Site of Special Scientific Interest
A national designation to protect areas of natural habitat. It applies to the HNC in Tameside owing to the presence of *Luronium natans*, Floating Water Plantain.

STT - Stalybridge Town Team

UCAN - Uppermill Community Action Network

WCBS - Wooden Canal Boat Society

WW - Waterways World magazine

Alan Stopher

220 Club - 17th 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 sixteenth quarterly draw:

Total Subscribers: 63
Total Prize Fund: £151

1st Prize:
Mrs S Booth winning £101

2nd Prize:
Mr A Broadbent winning £50

Congratulations to the prize winners!

Solution to Jidoku 41

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

This quarter, the Club benefits from 63 subscriptions, so we can offer a Prize Fund of £151 which means the first prize has, once again, reached three figures at £101 and the second prize, £50. The more who subscribe, the higher the prize fund offered for your £2 a month stake.

To join, you need to complete the form which can be downloaded from our website by following the Members' Area link, or if you prefer, call the office and we'll send you a paper copy by post. Do consider completing a Standing Order and then you'll never miss a draw.

MEMBERSHIP RATES

Individual	£9.00
Family	£11.00
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