

# Pennine Link

Magazine of the Huddersfield Canal Society

# Huddersfield Canal Society Ltd

Registered in England No. 1498800 Registered Charity No. 510201

Registered Address: Progress House 396 Wilmslow Road Withington Manchester M20 3BN

Transshipment Warehouse, Wool Road, Dobcross, Oldham, Lancashire, OL3 5QR

Office Hours: Monday - Thursday 08.30 -16.00 Friday 08.30 -13.00

Telephone: 01457 871800 Email: hcs@huddersfieldcanal.com

Website: www.huddersfieldcanal.com

**Patrons:** Timothy West & Prunella Scales

**President:** David Sumner MBE

## Council of Management

**Alan Stopher** 101 Birkby Hall Road, Birkby, Huddersfield,  
*Chairman* West Yorkshire, HD2 2XE Tel: 01484 511499

**Trevor Ellis** 20 Batley Avenue, Marsh, Huddersfield,  
*Vice-Chairman* West Yorkshire, HD1 4NA Tel: 01484 534666

**Mike McHugh** The Old Chapel, Netherton Fold, Huddersfield,  
*Treasurer & Co. Secretary* West Yorkshire, HD4 7HB Tel: 01484 661799

**Patricia Bayley** 17 Greenroyd Croft, Birkby Hall Road, Huddersfield,  
*Council Member* West Yorkshire, HD2 2DQ

**Graham Birch** HCS Ltd, Transshipment Warehouse, Wool Road, Dobcross,  
*Council Member* Oldham, Lancashire, OL3 5QR Tel: 01457 871800

**Martin Clark** HCS Ltd, Transshipment Warehouse, Wool Road, Dobcross,  
*Council Member* Oldham, Lancashire, OL3 5QR Tel: 01457 871800

**Keith Noble** The Dene, Triangle, Sowerby Bridge,  
*Council Member* West Yorkshire, HX6 3EA Tel: 01422 823562

**Peter Rawson** 45 Boulderstone Road, Stalybridge, Cheshire, SK15 1HJ  
*Council Member* Tel: 0161 303 8003

**Keith Sykes BEM** 1 Follingworth, Slaithwaite, West Yorkshire, HD7 5XD  
*Council Member* Tel: 01484 841519

**Eric Woulds** HCS Ltd, Transshipment Warehouse, Wool Road, Dobcross,  
*Council Member* Oldham, Lancashire, OL3 5QR Tel: 01457 871800

**Tony Zajac** HCS Ltd, Transshipment Warehouse, Wool Road, Dobcross,  
*Council Member* Oldham, Lancashire, OL3 5QR Tel: 01457 871800

## NON-COUNCIL POST

**Bob Gough** Administrator



# Pennine Link

## Issue 204

Bob Gough



Gate components in store at the Wool Road car park. As part of CRT's Winter maintenance programme on the Narrow, the single tailgates at Locks 27 & 28W on the Diggle Flight will be replaced. The substantial steelwork sits in the workboat and supports each gate at an angle so it can pass under Wool Road Bridge during transport 'upstream' to each Lock; not enough headroom for vertical stacking.

|                               |    |                                  |    |
|-------------------------------|----|----------------------------------|----|
| Editorial                     | 4  | Towpath Works Completed          | 20 |
| Chairman's Report             | 7  | Street Scene Greenfield Group    | 22 |
| Scary Shuttle Rides Again     | 10 | UCAN                             | 23 |
| Stalybridge Town Centre       | 12 | Minutes, Quills & J Hasslegreave | 24 |
| HCS Volunteer Activities 2018 | 16 | Bugsworth Basin Heritage Trust   | 26 |
| Do You Like Boating?          | 18 | Solution to Quiz                 | 30 |
| Christmas Quiz                | 19 | 220 Club - Nineteenth Draw       | 31 |

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

Cover: A wintry scene at Lock 4E, Longroyd Bridge, Huddersfield. Photo: Alan Stopher





## Editorial

Welcome along to the Winter edition of Pennine Link magazine. It is right and fitting that we have just seen the end of the Great

War being commemorated in deep and penetrating detail. Now, a hundred years later, most people are educated enough to understand what that war meant.

People from villages, towns and cities up and down the land were asked to volunteer to join up. Some lied about their age, enthused and persuaded, sometimes embarrassed or enticed to take the King's shilling! Whatever the reasons; they went.

Volunteering was for most, seen as a step in the right direction towards glory, heroism or altruism or all three. At that time, the sense of comradeship was a very strong thing. After a fairly long period in training camps they went, but within a very short space of time spent on the front line, it dawned on each and every one of them that there was absolutely no glory in it, in a way not dissimilar to finding out on one's first visit, that the streets of London are not actually paved with Gold! But once discovered; there is then no going back. Disappointment is a very polite noun.

However, a hundred years on in this green and pleasant land people still volunteer; thank goodness! If the action of volunteering had fizzled out of fashion years ago, we would not be in the wonderful position of having preserved canals or societies like the Huddersfield Canal Society.

We wouldn't have any heritage railways or aircraft or boats or anything to do with transport, or the National Trust, parent teachers associations in schools, or some churches or museums themselves, because these and similar organisations depend and rely on volunteers for their very existence either totally or in part.

When people work they give up their time and get paid for it. Everything you purchase is a product of someone else's time and effort. You really don't pay for the materials, you pay for the amount of time each person has spent assembling their bit of it as part of the whole.

This then I hope, is a way of revealing that society as a whole, despite what people say about it, still has elements contained within it which drive people and allow them to donate their time to perceived good causes.

We, as a canal society, benefit greatly from people who give up some of their time freely. If all the volunteers in the Huddersfield Canal Society, at every level, just walked away from their positions, then we would cease to exist as a canal society. The canal would immediately be dependent upon a handful of individuals who would try to maintain it initially but because of the controls on funding and the myriad of jobs that go into keeping a venture of this nature going, then I'm afraid it would go downhill very quickly.

Since closure of the canal in the 1940s and the subsequent restoration work that was put in to bring it back to life, initially by unpaid volunteers together with the funding and the massive collaboration of local authorities etc., we now find ourselves in a position whereby it is

impossible to work out in financial terms the true value of the operation that is attached to our volunteers.

It is the same up and down the country. It is sometimes a little more obvious with attractions such as heritage railways. But, whether it is a railway or a canal, the running of such attractions costs time and money. The importance of volunteers within our own canal society cannot be underestimated.

Just imagine, for a moment, that we had no volunteers working for and within the HCS, but instead we had to pay each person, say an hourly rate to come and do their particular task within the society. The wages bill would be horrendous and we would be bankrupt within the month. But because we have people who volunteer and offer their time, skills and knowledge to the society on a "no charge" basis, (and don't claim expenses!) it means that we can keep boat trip prices at a reasonable level.

It also means that we don't have to worry so much about our income if there are no passengers about. In organisations, people are the biggest resource. In commercial everyday life staff and what they do cost. Everything has a price. Volunteering works for a lot of organisations because it means that a number of people can share one particular job or post.

It works because volunteers on the whole, do the job because they want to, they get something out of it. In a lot of positions, if this wasn't the case we would not be able to attract and keep our volunteers.

Let's look at one of the volunteer positions in the HCS which exists today, that of skipper on the Marsden Shuttle. We advertise for volunteers to help run the boat. The boat needs crew and before we can take it along the canal and give rides to the public, the crew have to undergo training at various levels so that they are competent and can operate the boat safely



Volunteers afloat at Tunnel End; operating the Marsden Shuttle for the Halloween event this year. As they say, a volunteer is worth two, or ten, pressed men - depending on your source.

Emma Livesidge

and properly. It's not like a bike whereby you just jump on and go.

There are different levels of training depending on what your position of responsibility is on board the boat. We can therefore immediately see that volunteers who work on our boat have to be prepared to undergo at last some basic form of training to begin with and so a certain level of commitment is required.

Now before I go any further it might seem to be all give, give, give but in this situation those who volunteer have all said that they get a real sense of enjoyment and pleasure in return for operating the boat. Ask each person who operates the Marsden Shuttle what they get out of it and you will receive as many different answers as there are volunteers operating the boat.

Some people like to drive out and spend the day on a boat in a rural location in the fresh air, some find it a way of getting a break from their normal everyday job and some just like messing about in boats but whatever their answer is, the common thread is, they do it mainly for the enjoyment that it gives them or the pleasure that they get out of it and because it rewards both sides it exists almost like a form of symbiotic relationship whereby they get satisfaction from it at the same time as giving a service and pleasure to others.

Sometimes in life you do things just for the fun of it and those experiences become, in a lot of cases; priceless!

**Tony Zajac**



Coincidentally afloat: The Society maintenance volunteers tackling overhanging trees below Lock 1E.

Trevor Ellis



## Chairman's Report

The autumn colours in the Colne Valley are particularly good this year but there is a wintry chill in the air as I write this piece in

early November. Some sort of normality gradually returned to the Pennine waterways during late September but there was not much of a window for boats to traverse the Huddersfield Narrow Canal before the start of the winter maintenance programme.

At first, passage on the previously closed east side, from Locks 1E to 42E, was permitted on Monday mornings as a trial from 31st August. This continued for 3 or 4 weeks until there was sufficient water to lift restrictions. Unfortunately an unplanned stoppage in mid-October resulted from 'sink holes' appearing in Milnsbridge. This led to Locks 9E and 11E being padlocked for 10 days until the problem could be investigated and temporary repairs made. Reopening gave little time for through navigation before the end of the main cruising season and the start of winter maintenance closures.

The closures which are now underway on the Narrow Canal should all be completed before Christmas. Sensibly, the Rochdale planned works start after Christmas which implies that at least one of these Trans-Pennine passages should be available throughout the winter. From west to east the main works are:

- Locks 9W and 10W - Grouting of lock walls to prevent leakage
- Lock 17W - Replacement of tailgates, lock ladder and carrying out of masonry and other repairs

- Manns Wharf embankment - Repairs to prevent leakage
- Lock 27W - Replacement tailgate, lock ladder and carrying out repairs to improve by-wash leakage
- Lock 28W - Replacement tailgate
- Lock 29W - Repairs to lock gate
- Lock 30W and Lock 32W - Grouting of the lock walls in order to reduce leakage and repairs to the wash-wall where required in the area. (The photograph on the Contents page shows the scene adjacent to Wool Road car park occupied with new lock gates for the Diggle flight)
- Between the eastern portal of Standedge Tunnel and the first bridge - Wash wall repairs and refurbishment of the sluice and weir
- Between Golcar Aqueduct & Lock 12E - Stonemasonry repairs on the spillway of the weir
- Lock 1E - Repairs to the head and tail gates

Although not directly affecting navigation, CRT has also started to repair the spillway at March Haigh Reservoir. The piece in the Huddersfield Examiner reported the use of a helicopter to carry over 20 tonnes of material, operational pipework and ducting to obviate damage to the surrounding Site of Special Scientific Interest. The article quoted the Trust's construction manager as saying "The work will take a few weeks to complete and will ensure that the reservoir can operate and continue to feed the Huddersfield Narrow Canal for everyone to enjoy." From this one might assume that the reservoir feeds the canal directly but this has not been



the case for some years. CRT continue to maintain March Haigh, and other Pennine reservoirs which formerly supplied the canal, as a commitment under the so-called Scammonden Agreement in which Huddersfield Corporation took the water for drinking in exchange for a supply piped from Scammonden Reservoir to the valve chamber at Lock 42E in Marsden. This agreement is up for renewal in the coming years so we will hear more about it in the future.

The work at Tunnel End described above will mean a suspension of tunnel trip operations until 9th January 2019 and it will also affect our own Marsden Shuttle. This has been the most successful year for the Shuttle for a long time. More crews have been recruited and trained and our little boat has run more days than in previous years as a result. Our close working relationship with the staff at Standedge Visitor Centre has meant that there will be many couples with happy memories of their Shuttle trip to their wedding reception. The HCS Maintenance team have been busy on a number of tasks and the occasional use of a CRT workboat has extended their efforts to hard to reach sections. Both groups of volunteers have a continuing and positive impact on the way that the Huddersfield Narrow Canal is appreciated by local people and visitors. I would like to put on record my thanks for the efforts put in by the maintenance and boat teams this year.

Your Society has continued to contribute to consultations on towpath improvements in the Colne Valley. Funding decisions are awaited on whether any money can be allocated through Cycle City Connect to the section of towpath from Milnsbridge to Slaithwaite. The case for this will be weighed against other schemes in West Yorkshire. In Kirklees a bid for funds has

been made to help pay for a Sustrans-led feasibility study for the proposed Greenway between Slaithwaite and Marsden. Informal investigations have taken place to map out walking and horse-riding routes in this part of the valley and this may result in improved signage of routes away from the busy roads such as the A62. There is a continuing recognition that the eventual scheme will be 'braided' and not focus wholly on the canal towpath with its general narrowness and pinch-points.

The new towpath surface between Longroyd Bridge and Milnsbridge has at last been completed and photographs of the completed work can be viewed in this edition on pages 20-21.

The autumn Customer Forum has now taken place in the North West Region of the Canal & River Trust and some idea of the new structure is emerging. The usual autumn Operation & Maintenance meeting has been delayed to allow for the new organisation to bed in but I'm hopeful that something can be arranged before Christmas.

Fellow Council members continue to attend meetings with organisations other than the Canal and River Trust. Keith Sykes and I attended the October meeting of the Northern Canals Association which was hosted by the Caldron and Uttoxeter Canals Trust (CUCT) at Denstone near Uttoxeter. We had an informative presentation from Adam Comerford, CRT's National Hydrology Manager, who showed some intriguing maps analysing the weather impact on the UK waterways in 2018 and comparing it with earlier years, particularly the driest ones. The period from June to August 2018 was the joint hottest summer quarter recorded along with 2003, 2006 and 1976 but in England it had been the hottest such

period since 1910. The prolonged dry weather this summer had particularly affected Pennine areas, Lancashire suffering the lowest rainfall with only 25% of the normal average. Adam went on to explain some of the mitigating measures taken this summer and updated us on how the Water Resources Strategy is planning for investment over the next 50 years.

These meetings give waterway societies a chance to share information and learn from each other. We finished with a walk around two sites in the Churnet Valley which are the focus of restoration by CUCT as well as a restored accommodation bridge over the Uttoxeter Canal (*below*).

We were saddened to learn of the death of Brian Holden, the former Chairman and guiding light of the Rochdale Canal

Society. His knowledge and enthusiasm for the northern part of the South Pennine Ring will be a great loss to the waterway fraternity.

My wife Ali and I took a break from UK waterways and travelled by train to a number of Spanish cities in October and it gave us the chance to meet up with President David Sumner and his wife Diana in their new home city of Valencia. It was a good opportunity to catch up face to face after a period of two years.

As we approach Christmas I was pleased to see the Inland Waterways Association are selling a card with a new design featuring Lime Kiln Lock and the Saddleworth Viaduct. I wish our readers the compliments of the season and hope they do receive lots of cards with such a design.

**Alan Stopher**



*Crumpwood Weir: Steve Wood will be known to those who were involved in the Pennine Explorer cruise in 2017. Here he explains the restoration work planned at Crumpwood Weir on the Uttoxeter Canal. In the background is the River Churnet and the weir is behind the substantial abutment to the right. The canal crossed the river at this point and entered the foreground chamber on its way towards Uttoxeter.*

Alan Stopher



## The Scary Shuttle Rides Again ...

Preparations for the (now) annual Halloween Scary Shuttle (Marsden Shuttle) sailing from the Standedge Tunnel to Lock 42E were under way early this year.

The team, Terry Lomas, Syd Barnett and myself, were concocting an array of scariness as early as the August Bank Holiday, so that by the second week of October we had our eye-catching scary posters and flyers (designed by Eric Woulds) ready to hit the un-expecting public and draw in the thrill seekers.

Syd and I distributed these to local schools, shops, libraries, camera clubs, you name it, they got a poster! Also, crew members Mick Hunter and Martin Durkin targeted Marsden village centre with the scary posters, whilst Eric kindly put it on our Facebook page. We were also grateful to Iain Weston and Alice Patefield at CRT for their help in promoting the event.

Costumes and props were dug out and revamped(!) and further decorations were donated by the crew to help transform the Shuttle into a chilling horror ride for children and adults alike.

The 'Scary Shuttle 2018' made its maiden voyage on Sunday 28th with everybody getting into their role and enjoying a fairly steady day; even though the typical Marsden weather tried to spoil things. However, it was a successful day and everybody had got into the spirit of things ready for the big day on Halloween.

Halloween morning dawned, quite unbelievably, with a blue sky and sunshine - we could not have wished for a better day. Another early start for me ensured the outside of the Shuttle was trimmed 'up to the nines' with skeletons, spiders, balloons and 'Halloween Beware' tape. Terry and Syd, joining me later, completed the scary task before we set sail with lights flashing, skeletons swinging and scary music drifting out of the cabin. We were on our way ...

As we turned the blind corner and went under the low bridge towards the Standedge Tunnel we were met with crowds of eagerly awaiting children some accompanied by their terrified parents:

*"Dare we go on?"*

The shout of, *"Sorry, we can only take 12 at a time!"* was made several times that day, from under my skeleton mask. Perhaps they had not heard, as they surged forward? It was a good job that Mick and Martin had turned up to help on bank side ... bet they didn't know they would be doing crowd control! Bring it on, I thought.

The day continued apace, the Shuttle was running with full trips most of the day and I reckon, over the two days, we must have carried about three hundred passengers!

I've got to say that all the effort made by everybody concerned was well worthwhile and we were rewarded by the looks on the children's faces and their comments:

*"See, I told you it was scary."*

*"Can we go on again?"*

*"Wait till I tell them at school."*

The raffle (expertly devised and run by Terry) was drawn and now, with a degree of sadness, we started to take all the trimmings down and pack them away. It had been such good fun and a good laugh. It had been a long, but extremely worthwhile, two days.

Will the Scary Shuttle ride again? You bet! Roll on Halloween 2019 ... come if you dare!

**John M Liversidge**

Syd Barnett

*The 'Skull' takes the tiller*



John 'the Skull' Liversidge with Count-er Syd Barnett on the tiller of the Marsden Shuttle - Scary for the occasion.

Emma Liversidge



*A quick 'snapchat' before losing all hope aboard ...*

Mike McHugh



# Stalybridge Town Centre

## Stalybridge Volunteer Group

This Group, organised by Stalybridge Town Team, has been helping keep the canal and part of the town centre clear of litter and debris for over four years. It is well supported by Tesco Stalybridge, Holy Trinity Church, Local Councillors and indeed the whole community. The difference our monthly Clear Up session makes is tremendous and much appreciated. A new volunteers' cabin should be in place over the coming months which will be more in keeping with its prominent location in the town centre. Funding for the cabin has been secured through the Canal and River Trust's Community Roots programme and Tesco's Bags of Help scheme.

The canal through Stalybridge was built with 1.5m (about 5ft) clear depth of water right up to the wash walls except close to Mottram Road where the depth reduces to 1.2m (about 4ft) and plenty of mooring rings were provided. In these circumstances you wouldn't expect narrow boats to be bottoming out. There have been times however when items,

such as supermarket trolleys for example, have made this happen. The Group has removed significant quantities of such items from the canal, and although there will no doubt be more yet to be removed, this will mean there are much fewer instances of grounding here.

Our current main thrust is to try and remove and control the abundance of weeds that are taking over the offside towpath particularly opposite the Tesco Store. This area is mainly frequented by a flock of Canada Geese who use this area as a toilet to dispose of the processed remains of the large quantities of bread provided by some of the local residents. Our main enemy here though is the prolific Buddleia plants which seem to be able to thrive anywhere in town including atop some of the buildings. Their root systems can cause significant damage if the plants are not kept in check.

In addition to our normal clear up campaign we hope next year, with assistance from colleagues at the Canal and River Trust (the Trust), to be: -

- Working to improve the landscaping alongside the canal with particular attention to the approach to the town centre at Staly Wharf. The original tree planting from 1994 has got out of hand here with many self-seeded trees and bushes that need to be thinned out. Despite previous work here there is plenty of trapped litter in the undergrowth and original access paths through the trees have totally disappeared. Additionally, a long length of decorative railings which separates the landscaped embankment from High Street above the canal is in dire need of some attention. Repainting this in its original colours would make such a difference to the whole area.
- Improving the lock surrounds and painting the lock gates and gearing at Locks 4W to 7W. Lock 6W is in the centre of Armentières Square and is a prominent feature of the town centre.
- Using a workboat to remove otherwise inaccessible self-seeded trees, shrubs and weeds and to refurbish and restock the canal side planters that help soften the edge of the canal.

Whilst we have a great group of committed volunteers and good attendance at our sessions, the more people we have, the more we can achieve. If you would like to volunteer to help here in Stalybridge or indeed anywhere else on the Huddersfield Narrow then please contact Dr Bob Gough at the HCS office.

## Stalybridge Town Centre Challenge (STCC)

Each Metropolitan Borough in the Greater Manchester conurbation has chosen a small town to take part in the Town Challenge initiative promoted by the 'Metro' Mayor Andy Burnham. The idea being to promote and support the redevelopment of these towns. Stalybridge has many areas

of underused and derelict brownfield sites and their redevelopment will help provide new homes to repopulate the town centre whilst also helping to protect against new development in the surrounding Greenbelt. These are exciting times for the town. The recent completion of the Summers Quay Development at Armentières Square has provided 69 apartments and a further redevelopment of land at Castle Street is bringing more people to live in the town centre. These successful developments should give investors the confidence to bring forward their plans to redevelop in other areas of the town centre.

I have been asked to sit on the STCC Board and to lead a sub group entitled River and Canal. We will be looking at ways of improving the environment around these two major assets of the town centre and at the potential for greening up other areas of the town. We will also consider if there are locations where better access could be made alongside the river and how better links could be made from the town centre to nearby local attractions such as Cheetham Park and Gorse Hall.

In terms of the canal, you will be aware that the town appears to have developed a poor reputation amongst the boating community through instances of anti-social behaviour. We are looking to improve this situation by initially considering, with Trust colleagues, the provision of some secure



A dedicated Group with Peter Rawson, far right.

Dave Sweeton



Town Centre canal at its best following restoration.

Tameside MBC



moorings within the town centre. An early 'quick win' proposal is being considered which would provide secure moorings for up to three boats on the offside at Millers Wharf, which is just downstream of Mottram Road. This will be subject to approval by the Trust and Planning Approval but we already have funding pledged through HCS, Stalybridge Town Team and nine local Tameside Councillors who represent the town.

Proposals for secure moorings at other sites will follow on including alongside development sites at Castle Street and Staly Wharf where these can be integrated into the development proposals and the provision of power and other service facilities for boaters can be considered.

As the population in the town centre increases there will inevitably be some element of self-policing but we will be working with the integrated Neighbourhood team to develop better links with the Police and looking at the various CCTV Security Systems across the town.

A well-used and maintained canal and the activity and colour that narrow boats can bring on the water is a really important component in the redevelopment of Stalybridge.

**Peter Rawson**



Happy Volunteers, one and all!  
Photos: Dave Sweeton



# 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.

**Shire Cruisers**  
The Wharf  
Sowerby Bridge  
West Yorkshire  
HX6 2AG

01422 832712  
info@shirecruisers.co.uk  
www.shirecruisers.co.uk

**YORKSHIRE'S LEADING HIRE FLEET**

## PORTLAND BASIN BOAT HIRE

Lower Alma Street, Dukinfield, Cheshire SK16 4SQ  
Tel/Fax: 0161-330-3133 www.portlandbasinmarina.co.uk

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

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





## HCS Volunteer Activities in 2018

Our activities used to settle into something of a pattern, with the winter months spent cutting back vegetation and

collecting litter and the Summer mainly painting. This year has been somewhat different with the arrival of a work boat on the scene. We started off in January in Ashton, cutting back vegetation on both the towpath side and the offside and continued up the locks onto the long pound towards Stalybridge. Given the state of the weather in the early part of the year, we lost a couple of sessions, but all went well until March, when the boat was needed on the east side and we commenced work at West Slaithwaite. As we were moving down towards Slaithwaite, we scraped the vegetation off Lock 26E and then discovered two things; firstly we couldn't close one tailgate, and secondly the boat was firmly aground in the lock chamber! This turned out to be some serious silting which had found its way into the canal from the river. Contractors had to be used to tackle the problem, with what turned out to be mixed results that would drag on into the Summer.

While the boat was stranded above 26E, we did a quick painting job on Lock 23E, followed by litter picking on the stretch from Milnsbridge down to town, always a fruitful source of material due to the fly tipping which takes place around Stoney Battery. More painting followed at Locks 25E and 26E; if we couldn't use the locks, they might as well look good!



*Volunteers tackling the overhanging branches below Lock 1E from CRT's workboat. Photo: Trevor Ellis*

By May, the boat had escaped from 26E and was located on the isolated length below Kirklees College at Lock 2E. There had been a frequent source of boaters' complaints during the previous season; the chamber of the old Lock 2E, where dangling brambles were making the passage uncomfortable. The whole of May and June were spent there, before the boat was needed for some work in Linthwaite, repairing Lock ladders. It would be some time before it would be useable again as the drought set in, leaving it stranded above Lock 17E.

July and August saw us in the Dobcross/Diggle area, firstly painting the new gates at Lock 25W, followed by a vegetation clearance along the towpath. The HCS office also received some attention, as trees were starting to touch the roof and the pathway needed attention. At the end of August we intended to resume painting at Ramsden Mills, but the breaking of the weather saw us back to vegetation bashing there around Lock 14E and down to Milnsbridge.

Finally, at the start of October, we managed to liberate the boat from Linthwaite and we have since been tackling the offside from there to Milnsbridge, including the bend below Golcar where a stream crosses, causing silting and allowing trees to establish themselves in the channel. For the rest of the year we intend to take advantage of the need to move the boat to a work site at Lock 33E at Sparth and continue our efforts in that direction.

**Trevor Ellis**

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



# 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.

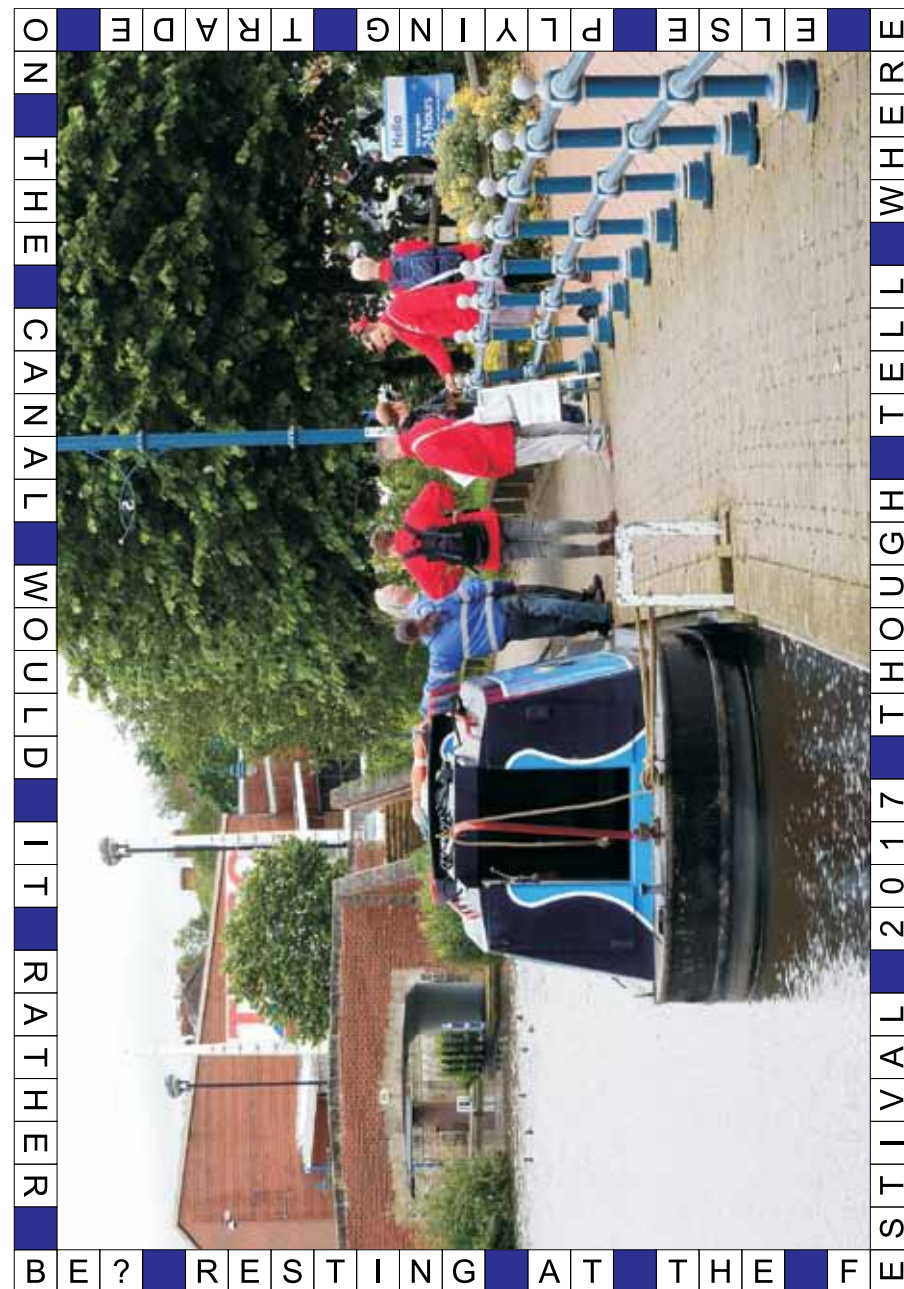
**Looking forward to having you on board!**

**HUDDERSFIELD CANAL SOCIETY**

Tel: 01457 871800 [hcs@huddersfieldcanal.com](mailto:hcs@huddersfieldcanal.com) [www.huddersfieldcanal.com](http://www.huddersfieldcanal.com)



## Christmas Quiz



Though there are a number of possible answers, only one place fits the bill; not pointless at all. Solution on Page 30, so don't look too soon!



# Towpath Works Completed

Photos: Alan Stopher

The Cycle City Connect project to improve the towpath towpath work between Longroyd Bridge, Lock 4E and Milnsbridge Lock 11E was finally completed in early November 2018.

There is no doubt that the finished job will be welcomed by towpath users. The pictures here show examples of the finished work following completion to the Milnsbridge end.

As previously reported in Plink 202 work started at Lock 4E in mid-May. The straight-forward task of stripping off the old surface and laying the new stone base-course and Flexipave surface is no doubt made more challenging by the need to ensure that any damaged canal wash-walls are reconstructed ahead of the footpath gang. Nevertheless, taking

6 months over the job seems excessive. Despite the promise of phased towpath closure, the whole stretch from Longroyd Bridge to Lock 8E has been out of bounds for a lengthy period during the summer which has been a bone of contention with local walkers and cyclists. It is hoped that lessons will be learnt should funding be obtained for extending the work up the Colne Valley.

Another issue that HCS raised with the project managers during consultation was the difficulty of mooring boats when the paving runs to the back of the wash-wall coping stones. There had been the promise of mooring rings at Stoney Battery and above Lock 6E but these will now have to be installed afterwards.

Alan Stopher



1 - A puddle marks the end of the new surfacing beside Lock 11E at Milnsbridge.



2 - Mooring rings would have been useful upstream of the lock landing stage in this location above Lock 6E. Here the Flexipave reaches the back of the wash-wall leaving no room for mooring pins.

3 - Believe it or not there is a completed good quality surface under these recently fallen leaves near Backhouse Lane bridge.

4 - It is good to see stone setts retained where they existed before. This marks an historic canal arm to Fisher's Silk Mill which, remarkably, had to be accommodated under the pier of the Longroyd Viaduct when constructed in 1849/50.





## Uppermill Community Action Network

### October

UCAN turned out in bad weather to clear fallen trees brought down by the high winds of Storm Callum. Trees had fallen in the picnic area near Limekiln Lock and also blocked the canal towpath near the viaduct (pictured right). Volunteers spent the day cutting through branches, clearing up and making the area safe.



UCAN

### November

Earlier in the month the team had tackled lock gate painting at Dungebooth Lock, bulb planting in the raised beds near Wade Lock (pictured left) as well as the usual litter picking along the towpath.

Volunteers planted over 800 spring bulbs in the areas surrounding the Lime Kiln and Dungebooth Locks and we are really hoping for a good display next Spring.



UCAN

Work has also continued in the viaduct woodland in preparation for December's tree planting session and willow stakes have been cut from previously felled trees to help support the new saplings. Native wild flower bulbs have also been planted in this area and UCAN would like to thank everyone concerned who has kindly donated bulbs. There is still much more to do and we are always pleased to welcome new members.

If you would like to get involved in our project days for next year, please contact UCAN's Group Leader Peter Killan on: 01457 878361, or e-mail at: [peterkillan@hotmail.com](mailto:peterkillan@hotmail.com)

Of course, you can keep updated on our Groups activities by visiting our Facebook page, listed under: [groups/1899154207069001](https://www.facebook.com/groups/1899154207069001)

**Sheila Chapman**

## Street Scene Greenfield Group

### Towpath volunteers continue their valuable work

We've calculated that the Greenfield Group met more than 22 times, amounting to almost 500 volunteer hours, during 2018 to carry out much needed work: laying 22 tonnes of gravel, repairing fencing, cutting back foliage, and repairing and/or repainting locks.

As already published, three sessions were helping the Uppermill group clear an extensive area near the viaduct in Uppermill and in November, the Group helped Canal & River Trust cut back trees at Roaches Lock, to improve an area of Special Scientific Interest (pictured below). In addition, the Group has extended its

adopted section from Division Bridge to Manchester Road.

*Many thanks to all the volunteers who worked tirelessly over the last 12 months.*

Project dates in **January 2019** are:

Saturday 5th and Thursday 17th

If you haven't volunteered beforehand and would like to be included on the mailing list for future dates and details of our work, please contact the Project Leader, Gill McCulley on 07963 521195 or email: [gillmcculley@yahoo.com](mailto:gillmcculley@yahoo.com)

***Everyone is always warmly welcomed!***



SSCG

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](mailto:info@ggra.co.uk) or ring: 01457 597666





## Minutes, Quills & Joseph Hasslegreave

Members may well be familiar with some key dates for the Huddersfield Canal, specifically the Act authorising its construction which was passed in April 1794 and the Proprietors of the so-formed Huddersfield Canal Company elected a Committee to manage its affairs. Records of their meetings and decisions, or Resolutions, where duly written down in formal Minute Books and the originals are preserved at the National Archives, Kew. Many years ago, these Books were copied on to microfilm and deposited with relevant Reference Libraries, including Ashton-u-Lyne where, 12 years ago (to the day that I'm writing this!), they kindly allowed me to photograph all the pages.

I had always been struck by the quality of the writing and the skill of whoever wrote the Minutes. Having said that, the style of penmanship reveals a number of different scribes had been involved, including one whose hand was not up to the mark and only used for one meeting in March 1795.

As is so often the case, the identity of the minor players is not recorded, but in a report to a Meeting in January 1818, it was "Resolved that Mr John Bower do .... pay Mr Joseph Hasslegreave all the arrears of his salary to this day and also the further sum of thirty guineas for his good conduct in the service of this Company and for his handsome manner of quilling the same." The honorarium of thirty guineas (£31.50) would be equivalent to some £1200, today. He was also entitled to live rent free in a Company house.

It may seem curious as to why the Company would dispense with his services, especially as they would need to employ further scribes to record the proceedings of their meetings, which continued until 1843. Maybe it is not coincidental that his 'pay-off' was listed in a report of a sub-committee who had considered a number of complaints against the Company, or was this simply a 'gold-watch' moment and the Company really needed the property?

*Resolved — That Mr Walker, Mr Whitaker, and Mr Thomas Atkinson, be appointed to audit the accounts of the Treasurers, Book keepers and Superintendant; And that the Committee do request them to undertake the same.*

A sample of the March 1795 Minutes by an unknown hand, only used for one meeting.

*Mr. Keddy Hall having reported to this Committee that in pursuance of the Directions of the last meeting of this Committee he has made experiments as to the Quality of Coals offered to be supplied for working the Steam-Engines for the works of the said Canal in the manner directed by such Resolution and that 2000 pounds weight from Mr. John Booth's Colliery produced a greater Quantity of Steam at his Engine in a given time than the same Quantity of Coal from any of the other Collieries mentioned in that Resolution.*

A sample of Joseph Hasslegreave's 'handsome manner of quilling' from the Company Minutes.

Mr Hasslegreave would have been a professional scribe and, as indicated by the Company, his tool of trade was the quill pen. The popular image of a fully plumed feather is somewhat 'Hollywood' as they were stripped before 'dressing' the central rachis with controlled heat and cutting the nib. Although commercially available at the time, he is likely to have been adept at preparing them or at least re-cutting the nib, as it inevitably wore out with use. There is a fascinating page (below) that records the dissolving of the 24<sup>th</sup> June 1818 meeting and illustrates the use of a new, or re-cut, quill mid-session?

Quills remained popular well into the 19<sup>th</sup> century until they were superseded by steel nibs. There is a brief, but wonderful, advertisement in the April 1866 Leeds Intelligencer newspaper for the 'Waverley' steel pen which 'writes like a quill' (right) so

quills were still considered something of a 'gold-standard' for penmanship.

Birmingham factories mass-produced steel nibs and at their height, supplied 90% of world demand. I fear I recall using 'dip in' pens at Junior School, practicing Marion Richardson script; never made ink monitor!

Part of my responsibilities as Administrator, is to take the Minutes at the Canal Society's bi-monthly Council of Management meetings. I resort to abbreviated notes in biro, which I subsequently translate and type up into a computer file for circulating. Our technology has reduced penmanship to the preserve of calligraphers cutting their own quills, but I often think of Joseph as I 'quill' with the keyboard.

Bob Gough

Leeds Intelligencer



24 June 1818. 146  
At a meeting of the Committee of the Huddersfield Canal Company held by adjournment at the George Inn in Huddersfield on Wednesday the twenty fourth day of June one thousand eight hundred and eighteen at five o' Clock in the afternoon.  
Committee present  
William Rawson Esq. in the Chair  
Mr Joseph Armistage  
Mr William Bramley  
Mr Robert Stoth  
Mr David Harrison  
Mr William North  
Mr William Roylance  
Resolved that this meeting be and hereby is dissolved  
Signed by order of the meeting  
Wm Rawson

Ashton Local Studies & Archives



## Bugsworth Basin Heritage Trust

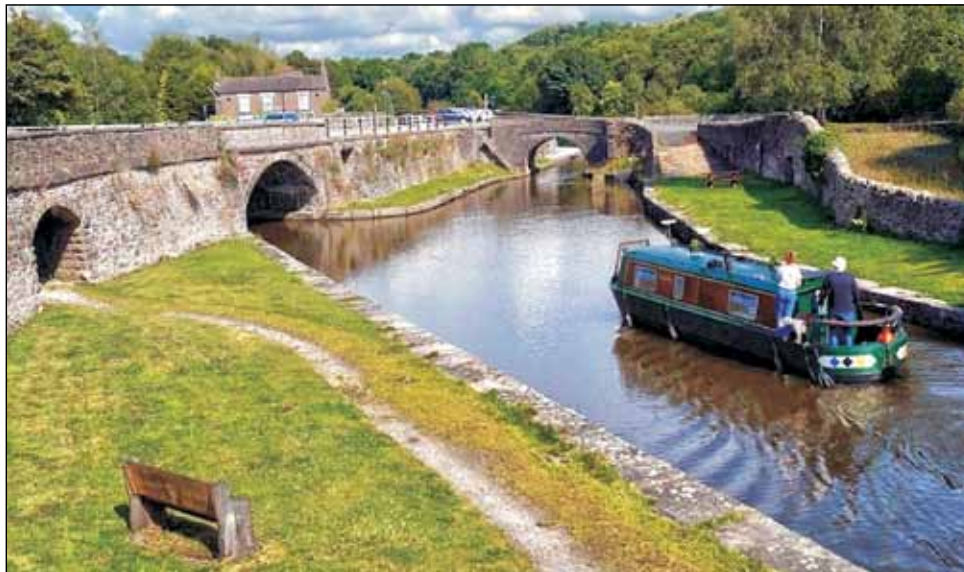
It is just 50 years since volunteers of the Inland Waterways Protection Society started work on the restoration of Bugsworth Basin, initially led by Bessie Bunker and since 1974 by Ian Edgar. Various hurdles were overcome – the threat of a marina ruining the historical site and then the A6 bypass, as a result of which Ancient Monument status was applied for and granted which protected the Basin – plus the problem of leaks (The river course was altered during construction of the basin and as this area is built up on glacial drift it is quite unstable). The Basin was opened and closed again twice before finally re-opening in 2005 after a large part of the bottom of the channel was lined with concrete.

The role of the volunteers now changed to management, maintenance and providing information and interpretation

of the site for the many visitors. In 2014 the name was changed to the Bugsworth Basin Heritage Trust (BBHT)

When Bugsworth Basin was an industrial area there was hardly a tree to be seen, now there are an abundance of plants and wildlife around the Basin. In 2016 the Peak Forest Canal from Marple aqueduct to Bugsworth gained Green Flag status and we have a wildlife volunteer who is monitoring wildlife around the basin, creating an interactive display for children and planning wildlife watches.

The downside of all the trees that now populate the area is that their roots damage the infrastructure, so keeping walls and the limekilns free of trees takes up a lot of volunteer time. Access in some places can be quite tricky and sometimes specialist equipment is needed.



Boats return to Bugsworth



Cutting trees in the retaining wall

However, some jobs are too big for the Trust and we then have to call on Canal & River Trust (CRT), with whom we have a good relationship. So, when large trees were cut down last year, volunteers cleared the debris and when CRT

installed a new feed in the Middle Basin Arm to provide more water for the Peak Forest Canal, BBHT sourced and planted new indigenous trees and bushes on the disturbed land.

Leaks are still a constant concern, holes which appear alongside the arms regularly have to be plugged with clay. Due to the water shortages this year the basin has been temporarily stanked off which may give us chance to monitor the leakage.

On the historical side, the Trust installed a heritage trail around the basin, with interpretive panels and a diorama showing the basin in its heyday.

Ideally, we would have a building with exhibitions of the history and restoration of the Basin, along with a shop and café. Over the years proposals have been put forward to rebuild one of the warehouses for this purpose, unfortunately this turned out to be too complex. Another idea was for a new building on land at the bottom of the roadway where the containers housing the workshop,



The Trust replanting the bund.





*The Exhibition space.*

equipment and mess room are. CRT's predecessor, British Waterways, wouldn't allow this due to the close proximity of the high retaining wall which separates the Basin from the Black Brook that runs alongside.

Reluctantly, the Trust had to shelve the idea of a permanent building and make the most of 'container city'. One was turned into an exhibition space, another has recently been fitted out as a cinema room which will have a running display of historic images of the working basin including some glass plates, the restoration by volunteers and a CRT film of canals in general.

As CRT now have a welcome station at the basin this will key in with their activities. The exteriors have been

painted and timelines attached along with a panel of artwork, based around the basin, produced by pupils of Buxworth Primary School.

Using redundant balance beams, volunteers are going to be making benches and planters, which will be filled with sensory plants, for the area alongside.

Being unable to rebuild any permanent historical structures, attention has turned to removable artefacts/structures.

Recently installed on original tramway lines in the lower basin is a replica Peak Forest Tramway wagon which has been constructed by our volunteers. Using traditional techniques, the base was made from redundant oak balance



*Timeline and Cinema Room*

beams and modern laser cutting was used for the steel body. Wheels, stub axles and other bits and pieces had been found during restoration of the basin.

Following the success of this, further projects are in the pipeline, subject to the necessary approvals.

**Bugsworth Basin Heritage Trust**



*Replica wagon on lengths of original tramway.*

All photos courtesy of BBHT



## Solution to the Christmas Quiz



It is always a bit of a challenge to come up with an idea for the quiz and 'rod for my own back' comes to mind. However, this year, it was finding a suitable picture to use that was the tricky bit.

The caption stated there were a number of possible answers and you could have Golcar or Linthwaite or Sparth or Diggle or Frenches or Scout or Heyrod or indeed, Ashton; all contained in the strict sequence of letters making up the rather stilted prose surrounding the image.

To fit the bill, I was pleased at there being six (duck) bills in the picture (Williams excepted), so that rules out three of the places: Linthwaite, Frenches and Scout.

Of course, 'not pointless at all', means it must be 'pointed' and there are six truncated features in the picture that point to a sequence of letters which spell the correct solution. This explains the rather odd base to the foremost railing stanchion, edited to avoid an extra and unwanted letter 'E'. So, that just leaves ...

## Huddersfield Central Lodge 3 Star Metro Hotel

*Pleased to support the Huddersfield Canal Society*

11-15 Beast Market T: 01484 515551  
Huddersfield E: angela@centrallodge.com  
HD1 1QF W: www.centrallodge.com



**Award Winning Hotel in the Heart of Huddersfield Town Centre**

## 220 Club - 19th Draw



This quarter, the Club benefits from 60 subscriptions, so we can offer a Prize Fund of £144 which means the first prize is £96 and the second prize, £48. 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.

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 nineteenth quarterly draw:**

**Total Subscribers:** 60  
**Total Prize Fund:** £144

**1st Prize:**  
Mr P Rawson winning £96  
**2nd Prize:**  
Mr F Hodson £48

*Congratulations to the prize winners!*

## HUDDERSFIELD CANAL SOCIETY welcomes the following new members in 2018

- 2903 Mr Andy Brown, Huddersfield, West Yorkshire.
- 2904 Mr Jeffrey Taylor, Slaithwaite, Huddersfield, West Yorkshire.
- 2905 Mrs Lynda Beresford, Holmfirth, Huddersfield, West Yorkshire.
- 2906 Mr Sydney Barnett, Crosland Moor, Huddersfield, West Yorkshire.
- 2907 Mr Michael Hunter, Marsden, Huddersfield, West Yorkshire.
- 2908 Mr Martin Durkin, Marsden, Huddersfield, West Yorkshire.
- 2909 Mr Ian Taylor, Shelly, Huddersfield, West Yorkshire.
- 2910 Mr Paul Thompson, Huddersfield, West Yorkshire.
- 2911 Mr Mark McSparran, Marsden, Huddersfield West Yorkshire.
- 2912 Mr Andrew Watkins, Stalybridge, Cheshire.
- 2913 Mr Roger Brice, Wilmslow, Cheshire.
- 2914 Ms Anita Traynor, Meltham, Holmfirth, West Yorkshire.
- 2915 Ms Alison Heathcote, Delph, Oldham, Lancashire.

### MEMBERSHIP RATES

|            |         |
|------------|---------|
| Individual | £9.00   |
| Family     | £11.00  |
| Life       | £90.00  |
| Associate  | £15.00  |
| Corporate  | £150.00 |

### COPY DATE

Articles, letters and comments for Issue 205 of Pennine Link should reach the Editor at Transhipment Warehouse, Wool Rd, Dobcross, OL3 5QR by **25th February 2019**

### ADVERTISING RATES

| Page        | Per Issue | Per Year |
|-------------|-----------|----------|
| <b>Qtr</b>  | £12.50    | £50.00   |
| <b>Half</b> | £25.00    | £100.00  |
| <b>Full</b> | £50.00    | £200.00  |



