

Pennine Link

Magazine of the Huddersfield Canal Society



Huddersfield Canal Society Ltd

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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

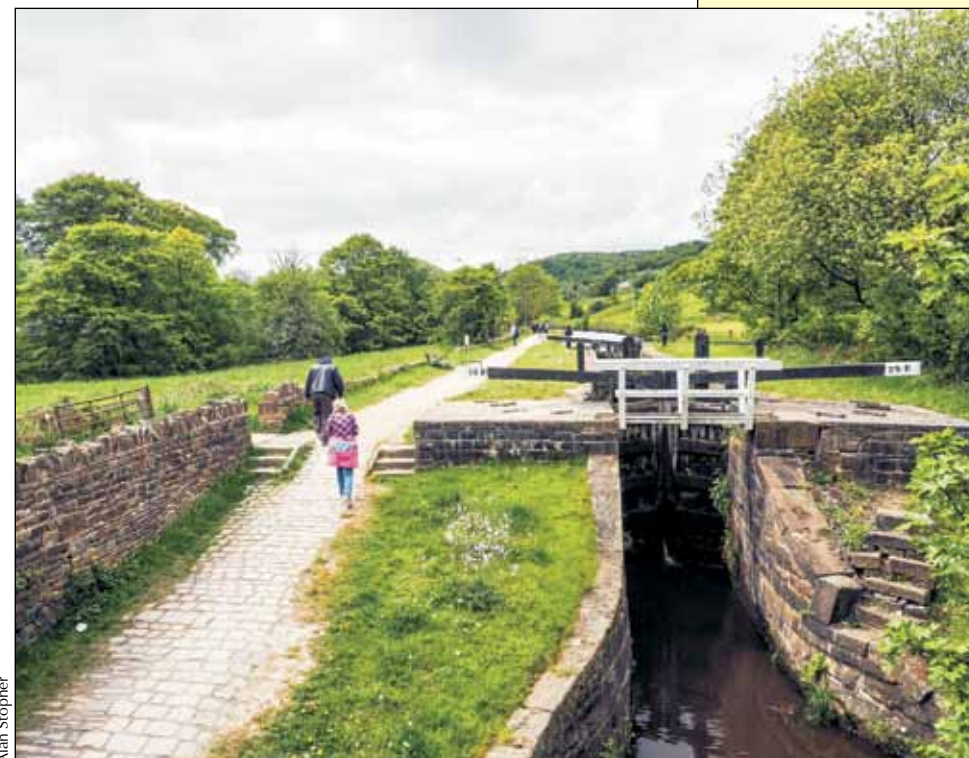
Bob Gough Administrator



Pennine Link

Issue 206

Summertime at Lock 29E



Alan Stopher

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Cover: The watery 'Road to Chelsea'; BBC presenter Arit Anderson interviews Chelsea garden designer, Mark Gregory, onboard our very own Marsden Shuttle in Lock 40E. Photo: Syd Barnett

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



Our Spectacular Narrow Canal

Starting to the descent at Lock 42E, Marsden.
Photo: Alan Stopher



Editorial

Pennine Link Editorial, June 1975

*'The purpose
however, of
editorials is to
provoke comment*

*and discussion. A number of members
have expressed the feeling that maybe the
majority of the membership are uncertain
as to the society's future and feel 'out-
of-touch'. This, if time is possible, the
result of our infancy but your committee
have worked extremely hard to lay a firm
foundation for the society and it is from
here we must all build.'*

My turn to be guest editor. Hope you enjoy this issue. It was pretty easy to find material for publication – we've had a great start to the season on the Shuttle, which is quite literally our flagship (must remember to get a flag though...) so I make no apologies for all the pages devoted to boating. In particular the television coverage for the Chelsea Flower Show is a fantastic advert for the Society, for the canal and for CRT too. Here's hoping we see a few rewards in addition to all those the Welcome to Yorkshire garden achieved at Chelsea.

However, not having done this sort of thing before, I sought guidance from the Pennine Link archive and found the above from 44 years ago. As relevant today as it was then, except the bit about 'infancy' of course.

Let me explain....

Back in the 1970's I was a work colleague of Bob Dewey, esteemed founding member and driving force of

the Society. At the time my knowledge of canals (having been dragged up in Batley, which is totally canal free) was zilch so he introduced me to the pleasures and intricacies of waterborne urban transportation. He also introduced me to the Huddersfield Canal Society, although at the time I never became a member probably because I thought he'd have me spending my weekends up to my armpits in liquid mud. Anyway, the subject of the HCS newsletter seemed to crop up quite regularly – he affectionately referred to it as Plink – and there was always a copy or two floating around at work. As an alternative to studying the intricacies of planning applications it was quite an attractive choice so I probably read every issue while we worked in the same open plan office within FPB* range of each other.

Move on approximately 40 years, and I'm now editor. Funny how things work out. Of course it looks a lot different now – it used to be run off on an ancient Gestetner or similar, black and white with

**FPB – Occasionally someone would become over absorbed with his or her work, something that was never encouraged. Somewhere between the two of us we invented something we called the Flying Pigs Bladder, a fairly large amount of cheesecloth (used for cleaning drawings up with the now banned Carbon Tetrachloride) wrapped around a few old batteries to provide weight, the cloth providing padding thereby avoiding serious injury. The aim (literally) was to throw the FPB so that it landed on the desk of the over absorbed individual, ideally landing heavily right in front of them. This provided the required amount of surprise to bring them back to the reality of working for Local Government. Usually did the trick....*

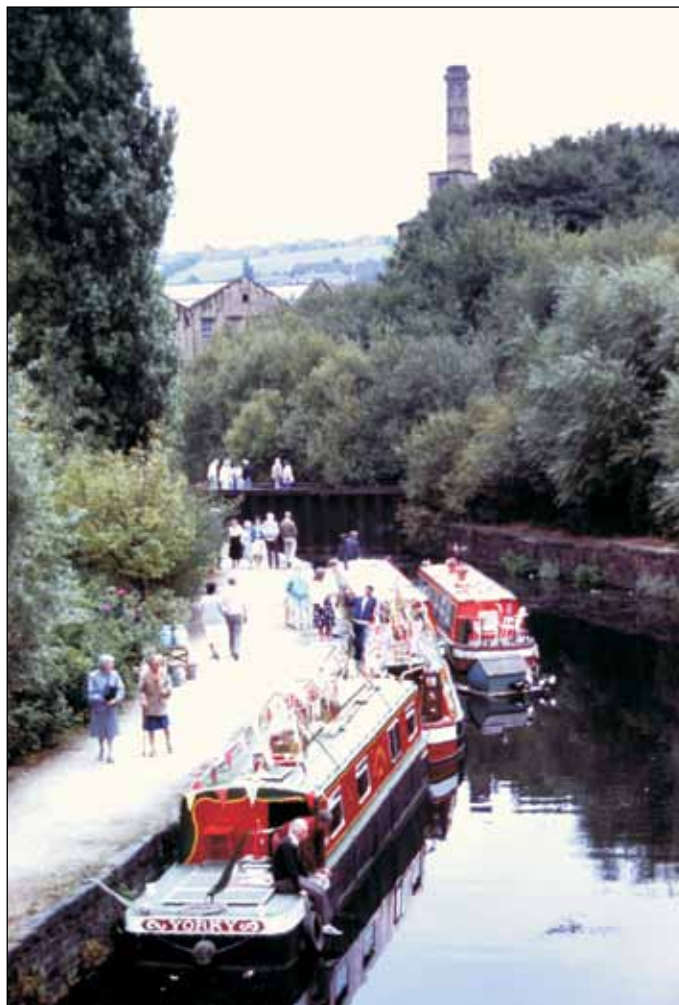
fuzzy photos, and now it's a full colour glossy publication. Obviously a massive improvement but the type of content today is significantly different. If you look back on the Plink archive (and there's a lot of it), back in the 1970's it was all about increasing membership, tackling various projects (there's a fascinating item in September 1980 about getting the first trip boat, Stan, on the move with an old Fork Lift Truck motor) and of course campaigning. Today it's more about what's happening on the restored canal.

Volunteer groups look after maintenance in association with CRT, boat crews run an increasingly successful trip and wedding taxi operation at Standedge, and HCS Council members occupy places on influential bodies that dictate the future of how northern canals are used, maintained, and operated.

The future looks healthy. Or does it? At this point, allow me to digress....

My association with Bob back in the day had led to a healthy interest in canals. It was more good luck than good management that I acquired a role with Kirklees Council in the 1980's helping out with the Manpower Services Commission

scheme to provide employment in the area by funding various projects, including the restoration of parts of the HNC. As a willing participant to the venture I will probably admit to being over enthusiastic, and something that I mentioned at one of the Canals Sub Committees I regularly attended was seized upon by the Chair. The Huddersfield Canals Festival (plural as of course as we have more than one canal in Kirklees) was born, and I was charged with making it happen. Never having



Eric Woulds

done this sort of thing before I teamed up with a colleague in Leisure Services who knew what to do. Morris Dancers, he said. They come cheap, make lots of noise, and are nice and colourful too. Two sides (Morris comes in sides, not teams) were booked and they went down quite well so they were guaranteed future bookings.

The first festival I organised was in 1987. I was involved in two more, stealthily passing on the organisation to HCS as we went along. By 1989 my role was diminished, but I was still an enthusiastic associate and would spend all weekend at the festival helping out, in particular making sure the craft market (nice little earner) was supplied with stalls, and ensuring the Fun Monkey was adequately staffed and inflated. By this time, for reasons known only to The Great Powers That Be I'd started to play an accordion.

Probably best leave it there. The Morris Dancers were also still attending the Festival (try and keep them away...) and to cut a long story short when they found out I could knock out a tune I was invited to join them. Never in a million years did I ever think I would spend the next 28 years roaming the streets of Britain (and Belgium and Holland) dressed in a bowler hat, knee britches, and clogs. It's a funny old world, but that's what happened. Don't get me wrong – some of the best times of my life have been spent in the company of The Morris. Performing on stage at the Sidmouth International Folk Festival to a crowd of around 2000, appearing at the Royal Shakespeare Company Theatre (well, on the steps outside), and drinking, singing and playing well into the night and morning in various tents, barns, fields and historic hostleries including my

Left: Boats gathered at an early Huddersfield Canals Festival.

Below: Huddersfield Festival regulars (l to r) Anne Crosland, Eric Woulds, Rod & Moira Dailey, and Caroline Jones promoting the Duck Race.



HCS Archive

all time favourite pub in the world, The Fleece Inn at Bretforton.

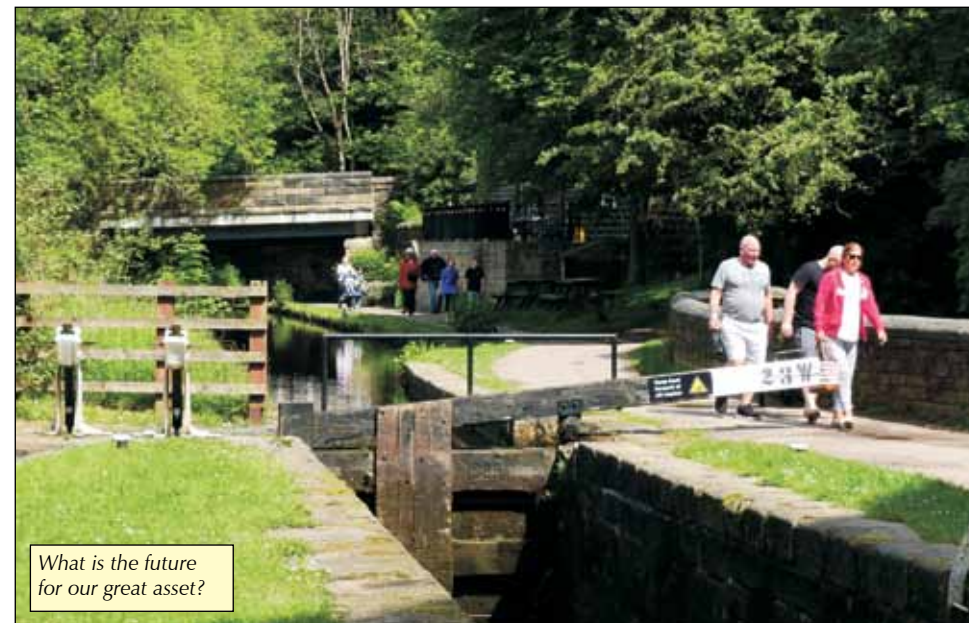
However, back in 1989 when the entrapment began, everyone was around my age give or take a few years. The great Morris Revival had begun sometime in the 1970's - the first side I was a member of, Hartshead Morris, was formed to perform at the Queen's Jubilee Celebrations in 1977. As time went on we happily grew older together. Very few younger members came into the side, and as people's lifestyles changed they gradually departed. This was endemic in the Morris – many sides faded away as membership declined. Some struggled on with fewer dancers. Some sadly just hung their clogs (or hankies, depending on tradition) up.

Not all doom and gloom. Some sides, because of their dynamic reputation or standing in the community go from strength to strength. New members of all ages are attracted to not only the reputation of the side but the quality of the dancing (and occasionally choice of drinking establishment and musical accompaniment, ahem). These are the ones that will always attract the 'oohs and ahhs' among spectators at folk events where Morris Dancers perform, and are respected highly amongst their peers. Importantly, Village (or Town) sides will always appear at local events and support their communities. In return, there's always a healthy membership and the side's future is in safe hands. For those who know them, Saddleworth Morris is an excellent example.



Slubbing Billeys at the Markt (main square), Bruges, in 2006; Eric second from left.

Eric Woulds



What is the future for our great asset?

Bob Cough

You're probably wondering what all this has to do with canals. Well, I detect parallels that HCS could learn from. Community engagement is a great way to connect with local people, and there are many existing groups along the canal corridor that could quite easily be affiliated. Social media is a great way of connecting and generating publicity (and it's cheap...) but we can't beat word of mouth and showing everyone what we're about. The campaigning days are over – it's all about getting people interested in the future of the canal and there are so many ways to do it. Of course it takes some time and effort, and a bit of help from people who like to see things happen.

At this point I refer you back to the editorial from 1975, purloined from the mists of time but just as pertinent to our future, which begs the question 'what is the future...?'

Not being gifted with a crystal ball or a modified Delorean I can't really say, but however willing and able our current membership and volunteer base is, we won't last forever. There's a lot of work going on out there with volunteer groups looking after the canal-side environment, running our trip boat, and making sure we're involved in any initiatives that might affect the viability (plus or minus) of the waterways. All this takes organisation and inevitably some time too. It also needs people. Wouldn't it be great if we had some more ideas, some more active members of all age groups, and some more ways to show people what a great asset they have on their doorsteps?

'The purpose however, of editorials is to provoke comment and discussion.'

We don't seem to have a letters page any more – hoping we can re-establish this in the next issue!

Eric Woulds



Chairman's Report

Despite the repeated serious wildfires on the moors above the Huddersfield Narrow Canal summit, water levels

at Scammonden and Hill Top Reservoirs indicate that that we have plenty of water for navigation as Summer starts. I may be speaking too soon but the Huddersfield Narrow does not suffer the same level of 'feast and famine' which is experienced on the Rochdale. I cruised the full length from Sowerby Bridge to Manchester in the second half of April this year and except for the occasional low pound, water was not a problem for our boat. However we did hear reports of short term stoppages to 'allow water levels to recover' on both sides of the Pennines, the longest one being through Hebden Bridge, which must have been a serious

impediment to Shire Cruisers' customers. Our experience was that in many cases large quantities of water flow through some Rochdale locks (see *below*).

It is possible that the new management arrangements have yet to settle down. Let's hope that we don't return to the uncoordinated use of water on the east and west sides which occurred the last time two different management teams were responsible for trans-Pennine waterways. The new management team in the North West is still being assembled as I write so we should soon know who will be our main contacts west of Standedge.

Happily on the HNC there have been no interruptions to navigation this Spring. I understand that some sections particularly in Tameside have experienced siltation following heavy rain. The Canal & River Trust has announced a national spend

of £8 million on dredging in the coming year and your Society has been consulted on which sections need attention on the Huddersfield Narrow, so the worst sections may be dredged before long.

In early March I was contacted by Mark Gregory, the award-winning garden designer, who had been commissioned by 'Welcome to Yorkshire' to design a garden based around a Huddersfield Narrow Canal lock. Our Administrator searched out a number of illustrations and plans which were passed onto Mark so that he could display the historical context. The following month a BBC producer rang seeking advice on how to find a boat to film at Marsden in conjunction with preparations for the Yorkshire lock garden being constructed at the Chelsea Flower show. Happily our own Marsden Shuttle fitted the bill and its crew performed for the cameras as you'll see in this edition. Well done to members of the Shuttle team for rising to the occasion and giving us some excellent publicity.

The Shuttle has been booked as a 'bridal boat' for 18 weddings this year. Your Council has approved the basic design for an electric boat to replace our 30 year old craft. This has enabled the Shuttle team to start discussions with potential boat builders. Articles in the waterway press indicate that the interest in electric boats is increasing fast and I'm sure that technology is getting a much needed boost from the current heightened level of concern about the climate crisis. As the new Shuttle will be mainly used on the summit at Marsden we're well placed to take advantage of the supply installed in 2001. Eighteen years on from the reopening of the Narrow the then brand new electric tugs were certainly breaking new ground. It's high time we followed.

Trevor's maintenance team have been painting lock beams and equipment on the east side. By the time you read this we will have had our early June AGM and volunteer social. The latter has become a fixture in the calendar and is a pleasant way of thanking our volunteers and representatives from the adoption groups for all the work which they do to care for the canal.

Plans have advanced for the 2019 Pennine Explorer Cruise which is timed to moor in Stalybridge on the day of the Carnival procession on 23rd June and then cruise eastwards over the following week. At the time of writing we still have spaces available but we hope that we have a full complement of 12 boats in time for the event.

For the first time for a few years the Society will not be running a boat offering free trips at the Stalybridge Festival. This is because two of the wedding bookings clash with the event. However we have invited the East Manchester Community Boat Trust to take part and hope that this will give them helpful publicity for the good work which they do.

We continue to be involved in the steering group looking for the Colne Valley Greenway. The environmental consultant Sustrans is assembling the feedback from the public meeting held in Slaithwaite. Further down the valley, the business case for extending the towpath resurfacing from Milnsbridge to Slaithwaite is well advanced and it is thought that there is a good chance that funds will be provided. After all, the vast majority of canal users are those who enjoy a leisurely towpath walk or cycle through splendid Pennine scenery. Have a good summer.

Alan Stopher



Torrents of water seen on the climb from Todmorden in mid-April

Alan Stopher

Before HCS

"In the beginning....." wrote the author of Genesis and if you want to know the next bit, try the Bible. Whatever you believe in, it was a bold act of faith by the Huddersfield Canal Society (HCS) to commit to restoring the Narrow Canal.

The beginning for HCS was 1974 but the Calder Navigation Society (CNS) had been formed five years beforehand and its members are celebrating their first half century this year. The inspiration for CNS was British Waterways' (BW) compiling a list of waterways for which it saw no future at all. The 1968 Transport Act seemed to have secured a positive future for the canals generally but there were still some threatened with closure and the list of those proposed

for abandonment included the upper reaches of the Calder & Hebble Navigation (C&HN). Commercial traffic above Thornhill had finished twenty years before and, although the closure identified was only the stretch above Brighouse, had it gone ahead there can be little doubt that more would have followed including the Huddersfield Broad. Had that happened, restoration of the Narrow Canal would have become even more 'impossible' than it already was. The late Charles Hadfield, canal historian, supporter and author, a member of the BW Board, considered closure inevitable.

In response to the threat, the Halifax Civic Trust contacted the Inland

'Doreen' on the Huddersfield Broad Canal at Turnbridge, Huddersfield c1991.



Calder Navigation Society

Calder Navigation Society



'Doreen's successor 'Savile' at Brighouse Basin in 2010.

Waterways Association (IWA) to discuss what to do. The outcome was establishment of the Calder Navigation Society to promote the navigation locally, with IWA producing a Cruising Guide as well, with a view to encouraging boaters from a wider area to visit the C&HN.

CNS bought the ex-Windermere launch, 'Doreen', and started to run trips up and down the Calder Valley. It was remarkable that it only needed an A-board announcing 'Boat Trips' to be put out in a suitable place and queues formed immediately without any further publicity. Under the Board of Trade regulations applying at that time, the boat could accommodate 20 paying passengers and many of them were agreeably surprised to discover that they had a working navigation on their patch. Taking advantage of people enjoying a short cruise, CNS quickly recruited plenty of active local members and the Society thrived.

I didn't join CNS till 1972 but quickly became involved in running 'Doreen'. My only boating experience was a

week's holiday earlier that year on a hired narrowboat. The Board of Trade's boatman qualification was not a pre-requisite to skippering paying customers and was rather less than demanding anyway. Twelve of us boarded 'Doreen' and we cruised Brighouse Low Basin twelve times. Each of us in turn steered the boat for one circuit and each received a certificate of competence. Haven't times changed?

Public attitudes did begin to change. Cries of "Fill 'em in" diminished and officialdom came to acknowledge inland waterways as a valuable leisure facility as commercial use declined. To some extent CNS' success in saving the Calder & Hebble and the Broad was pushing at an open door but success it was nevertheless. Had public attitudes not moved as they did, HCS' positive campaign to reopen the Narrow Canal really would have been impossible. Thus CNS itself played a small part in setting the scene for HCS' major achievement a quarter of a century later. Of HCS' four founder members, three were already active members of CNS.

It was a proud day for CNS when the launch, 'Savile', successor to 'Doreen', participated in the celebrations to reopen the Narrow Canal in 2001. The founders in 1969 had had the limited aspiration of saving the Calder & Hebble. Who would have taken them seriously at that time had their vision included restoration of not just the Narrow Canal but the Rochdale too?

Keith Noble

HCS Volunteer Activities

Photos: Trevor Ellis



The last time I wrote a report was the review of our activities last year. Since then, we have spent the Winter on our usual out of season tasks of litter-picking and lopping of vegetation, with

some work on both sides of the canal, including the Ashton-Stalybridge stretch, a length above Stalybridge towards Mossley, and long stretches on the East side, where there are few other groups working.

With the arrival of Spring, we oiled the locks between Huddersfield and Ramsden Mills at Golcar, before moving on to painting. In early April we managed to paint Locks 13E and 14E at Ramsden Mills, a job that we had originally planned for last Autumn but had been progressively postponed when the long dry spell came to an end.

The next 'worst' lock after that was identified as Lock 27E, where the canal emerges from Shaw Carr Wood above Slaithwaite. This is proving to be problematic for a number of reasons.

About a week before we tackled it, the lock-tail footbridge collapsed. Some time ago, CRT started to include a non-slip surface on the bridges, but it would seem that this traps water and rots the bridge. The absence of a bridge at this location means that there is no easy access to the offside due to British Waterways' decision, when the canal was being restored, not to fit walkways on the top gates; it is just about possible to cross the top gate, but not while carrying anything. However, we managed to part paint the lock before the rain started, which has caused a few difficulties with the water-soluble woodstain that we were using. As I write, this lock remains to be completed due to another, complete, rain-off.

Future activities will probably include more painting as the work boat, which we had access to last year, has gone. Several locks could do with the vegetation removing from the walls and there are a few spots on the offside and above the water where vegetation needs tackling, but we can only hope that whoever allocates such equipment sees the need for a boat on the Yorkshire side.

Trevor Ellis

*Left: Does what it says on the tin - water-soluble woodstain suffering a subsequent heavy shower.
Right: All 'spick and span' at Lock 13E, Golcar.*



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

Stalybridge Volunteer Group

The group, organised through Stalybridge Town Team, continues with its monthly Clear Up sessions in Stalybridge Town Centre.

At our April session, 22 of our dedicated volunteers turned out to clear up litter/debris and remove weed growth along the canal in the town centre despite very poor weather conditions on the day.

In addition to the volunteers we are very grateful to Holy Trinity Church and Tesco Stalybridge for their continued hospitality and assistance.

Our main Clear up events are on the fourth Saturday of each month and the remaining dates for the rest of 2019 are:
 25th May; 22nd June; 27th July;
 24th August; 28th September;
 26th October and 23rd November
 (No Clear Up in December).

We meet up at Holy Trinity Church, next to Armentières Square, at 9.30am for a cuppa and a biscuit and the briefing for the day. We usually finish by 12.00 noon.

If you are interested in joining in or would like further details you can contact me at peter.rawson@hotmail.co.uk or get in touch with Dr Bob Gough at the society's office.

I've previously mentioned that the group's volunteers' cabin, located in Tesco's car park, is to be replaced with something a little more in keeping with its town centre location. I'm pleased to report that work will commence in the next month or so. There will be a further update on this in the next issue of Pennine Link.

Peter Rawson

At the steps of Holy Trinity ... 20 volunteers ready for their group photo and exertions ahead.



Dave Sweeney



Top left: All wrapped up against the elements.
 Left: Caught on camera, barrow-boy Peter Rawson.
 Right: Making a change from proof-reading Pennine Link, Sue Bradbury litter picking.

Photos: Liam Billington

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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JIDOKU 44

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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

Street Scene Greenfield Group

Another update on Volunteer Activities

Having adopted the stretch from Division Bridge to Manchester Road towards Mossley, Volunteers have continued to widen the tow path and lay several tonnes of gravel to greatly improve the surface.

In the meantime, two planters have been installed on the tow path near the Royal George Mill, courtesy of Canal & River Trust. Project Leader Gill McCulley was delighted to be contacted by Danielle from the Royal George complex. She asked whether local residents and their children could be involved with the planting and ongoing maintenance of them. They were invited to join the Team on Saturday May 18th and what a wonderful morning we had. Many of the children were obviously experienced gardeners, arriving with all their own kit! We had a lot of fun and thank you mums for being so supportive.

Peas, beans, thyme, rosemary, parsley, mint and strawberries were planted plus radish seeds and shallots. All the produce will be available for locals in due course. Certificates were presented to three of the girls (pictured top right) afterwards.

Forthcoming Project dates are:

JULY: Thu 4th and Sat 20th

AUGUST: Tue 6th and Sat 31st

SEPTEMBER: Thu 12th and Sat 28th

There's always a variety of tasks, some demanding and others lighter and easier. Enjoy the fun, fresh air and light exercise. If you haven't volunteered beforehand and would like to be included, please contact Project Leader, Gill McCulley on:

07963 521195 or

email: gillmcculley@yahoo.com

Everyone is always warmly welcomed!



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



Top: (l to r) Molly Morton, Erin Riste and Maya Bozin-Alterno at one of the planters.
Left: Julie Salmon and Hannah Bennett were delighted to give helping hands in May.
Above: A young volunteer! Photos: GGRA

Uppermill Community Action Network

March

A record number of volunteers turned out last month and UCAN was pleased to welcome several new members to the group, which has now passed the milestone of two thousand volunteer hours since the group was formed in October 2015.



Above: 'All hands to the trunks!'
Right: Raised bed receiving TLC at Limekiln Lock.

Making the most of the sunshine work continued in the Viaduct Woodland and the team formed a chain gang to move vegetation away from the central area. This will help with tasks later in the year, such as balsam bashing and bulb planting whilst still providing a habitat for wildlife.

Other team members concentrated on the raised beds near Limekiln Lock and also on clearing litter along the canal towpath.



April

The sun shone as UCAN gathered for one of their regular project days. The main task was to plant 50 woodland trees, which had been provided by Octopus Energy and kindly donated to UCAN by Martin Powell. The trees are native to the UK and will help provide further diversity in the Viaduct Woodland.

While some volunteers planted trees (pictured right) others concentrated on litter picking along the canal towpath and surrounding areas. A third group also worked in the woodland and continued the task of building wood piles to help support local wildlife.



May

UCAN focused its attention this month on the area near the stepping stones. Several self-seeded saplings were removed to allow more light into the area and as Himalayan Balsam had now started to appear, an early 'bashing' session took place, which will hopefully help slow its progress.

Volunteers also tackled litter picking along the towpath and clearing vegetation around the base of the newly planted trees in the woodland (below).



There is still more to do and we are always pleased to welcome new members. Our forthcoming programme is as follows:-

July - Thursday 11th, Saturday 27th
August - Thursday 8th, Thursday 22nd
September - Saturday 7th, Thursday 19th

Getting involved in volunteering in the local environment is a great way of meeting other locals, enjoying some healthy exercise & fresh air, with a well earned hot drink and biscuit at the end!

All equipment is provided by CRT and you are recommended to wear stout footwear and suitable clothing for the weather conditions on the day. The usual meeting point is 10am at the canal bridge on Moorgate Street.

Sheila Chapman

If you would like to get involved in our project days for this year, please contact UCAN's Group Leader Peter Killan on:

01457 878361, or e-mail at:
peterkillan@hotmail.com

Of course, you can keep updated on our Group's activities by visiting our Facebook page, listed under:

[groups/1899154207069001](https://www.facebook.com/groups/1899154207069001)



All photos: UCAN

Costa-del-Marsden

On the Costa-del-Marsden this Easter Weekend!

Who would want to be in rainy Spain when the weather in Marsden this Easter outshone many European holiday destinations?

Good Friday dawned sunny and warm and the "Little Blue Boat" (as it's affectionately known) chugged up and down the canal ferrying eager Easter egg hunters for the first of four days of activities and events based at and around Standedge tunnel. An amazing 188 passengers used the Shuttle throughout the day: the new system of donation, rather than a set fare, working well. Shake, rattle and ask for donations is now every crewmember's mantra.

An early wedding was booked on the Shuttle on Easter Saturday followed by a steady afternoon's running and another good day's takings. Easter Sunday was another fairly busy day with people taking advantage of the super weather - a good number of passengers again creating a healthy revenue stream.

Easter Monday surpassed all expectations. An executive decision was made to start running the boat at 10am (rather than the usual 11.15am) so that we would tie in with the CRT Easter Fair that was being held at the Standedge Tunnel Visitor Centre. People were queuing on the

towpath more than 2 boat loads deep to make the journey up from the car park at Marsden National Trust. The record-breaking weather for Easter had brought visitors out in their droves and the towpath was a constant stream of people. Full boatloads were run all day long not finishing until 6pm. In total, 288 passengers had been on the Shuttle, and we could have carried more if we'd have had a turbo charged boat!

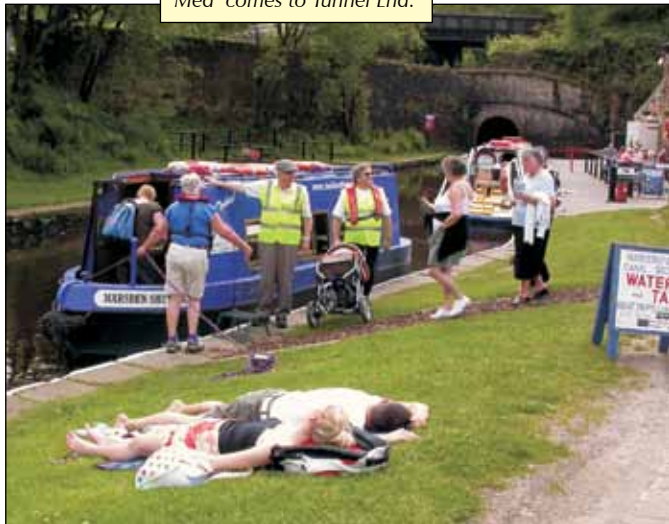
The Canal and River Trust, and National Trust Marsden must be congratulated for so successfully organising these events.

What can I say; we had so many passengers, donations, fantastic weather, a beautiful stretch of the canal, children laughing and enjoying sitting in the front of the boat, plus the super company and comradeship of the Marsden Shuttle crews.

What a fantastic way to spend your time!

From the archives: Summer Bank Holiday 2009 and the 'Med' comes to Tunnel End.

John M Liversidge
Volunteer Skipper



HCS Archive

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.



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



The Road to Chelsea

... which this year starts somewhere on the Huddersfield Narrow Canal.

It's not every day you're contacted by someone from the BBC asking if they can use your boat for filming...

Early in March this year, Mike McHugh, the HCS Boat Manager, was contacted by someone from a production unit of the BBC asking if we could make our boat available for some filming. They were making a programme about the preparations for the 'Welcome to Yorkshire' garden entry for the 2019 Chelsea Flower Show. We'd already been tipped off about this – it was to be a canal garden based around a re-imagined lock featuring some redundant Huddersfield Narrow Canal lock gates. These were to be reused in a lock side garden, complete with lock keepers cottage. A minor criticism was that the plans showed two sets of tail gates, one set cut down to form a pair of head gates, but (as we later found out) the

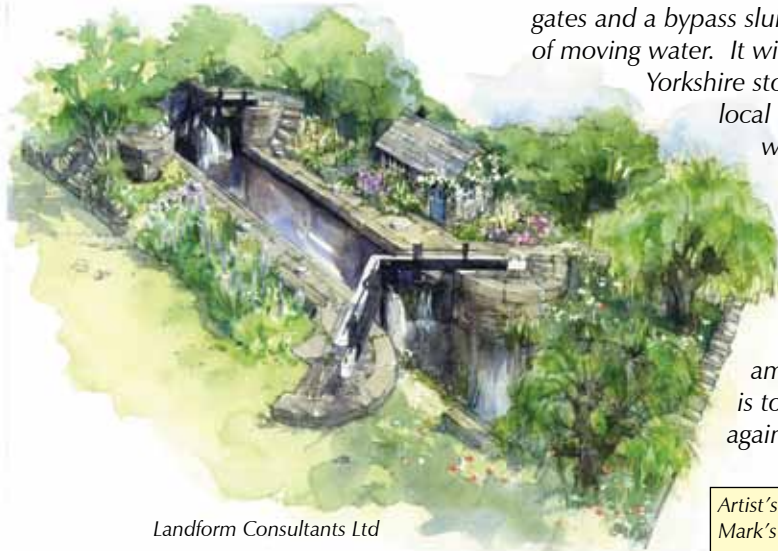
designer was clear that the garden was to be a 'representation' and not a recreation of the real thing. Fair enough!

A word about the designer – he's Mark Gregory, and has a rather impressive track record at Chelsea. He's won 20 Gold Medals, and last year masterminded the most successful 'Welcome to Yorkshire' garden to date. His Dales inspired garden won a Gold Medal, the Peoples Choice Award and won the prize for Best Construction. A hard act to follow perhaps, so what better inspiration that our very own Canal. This is what he says about the design -

'My design will try to capture the magic of the narrow canals, a stunning legacy of the Industrial Revolution, which are now a massive part of tourism in Yorkshire after being carefully and lovingly renovated to create a unique eco system and valuable leisure resource.'

The garden will have all the drama and excitement of a working canal, with two gates and a bypass sluice system with lots of moving water. It will feature authentic Yorkshire stonework and trees local to the county with a modern style perennial meadow bordering the canal towpath. Chelsea 2018 was all about the detail and my ambition for 2019 is to raise the bar yet again.'

Artist's impression of Mark's garden design



Landform Consultants Ltd

Film 'Extras' (left to right) Syd Barnett, Eric Woulds and John Liversidge.



Mike McHugh

Back to the BBC. They were making a programme called 'The Road to Chelsea' which was to feature the background to some of the gardens and their designers. They wanted to film Mark on a boat in a canal environment, and had researched locations that they thought would be suitable where he and a presenter could talk about the garden whilst engaging in a little canal related activity. No problem we said. Just tell us where and when.

The 'where' turned out to be Warehouse Hill, Marsden, just above Lock 39E. The 'when' was 8.00 am on a Monday morning in March. As moving the Shuttle from the mooring at Standedge Visitor Centre to the meeting point would take around 90 minutes we had the choice of setting off at 6.30 am (ouch) or moving the boat down to Warehouse Hill on another day. The latter course of action seemed preferable, so John Liversidge

and myself met up on the Saturday beforehand to effect the transport. Just as well, as by the time we arrived at Lock 42 we realised the boat wasn't working very well. The next hour or so was taken up with removing a large amount of yellow nylon rope-like material from the propeller. I can confirm that the tradition of the person steering the boat at the time of the incident having to remove the offending item was maintained. My first time down the weed hatch, and I made a mental note to make sure the new boat has one that's easier to get to. The rest of the journey down to Lock 39E went without incident so we moored up, ready for Monday morning.

Me, John and Syd Barnett arrived in good time for the film crew. The weather forecast was excellent, and we had a sunny and almost balmy Spring day for the event. We cleaned the boat up, and

polished all the windows to make the Shuttle look it's best. I was glad we'd decided to do some painting (both inside and out) a few weeks before – nothing like the aroma of fresh paint to impress visitors. The film crew consisted of a Director who was also the cameraman, a Sound Engineer, and an Assistant Producer, Clare. Mark Gregory was there of course, and Arit Anderson who is a well known TV garden programme presenter, and an award winning garden designer in her own right. There was also a representative from 'Welcome to Yorkshire' who immediately endeared herself to us by handing out the coveted 'Welcome to Yorkshire' badges. I gave our guests a safety briefing, mainly consisting of look where you're going, don't jump on/off the boat and if the crew tell you to do something don't argue. The Director placed a number of 'Go-Pro' type cameras around the boat, Arit and Mark got on board, and we set off on what was probably the first of a dozen transits up and down the pound between Lock 39 and Lock 40 as the Director, Jim, filmed us. As I was on the back end I hadn't a clue what was happening in the bows where Arit and Mark were chatting, but Jim very politely shouted instructions from the towpath and the crew obliged.

Eventually we were asked to take the Shuttle through Lock 40. Mark and Arit got off the boat in the prescribed manner (twice I think) with a windlass each and gamely attacked the balance beams and the paddle gearing. Really – no help from us at all! Must have done it before. We then sat in the (full) lock for probably around 40 minutes while they filmed them (*right*) discussing the garden plan, which was laid out on a balance beam.

Clare had expertly procured refreshments so we hung around while coffee was consumed before the Director and Sound Engineer were happy that they had all the material they needed. Congratulations all round, various Team Photos taken, and the BBC party headed off to Stanley Ferry to film the next part of the story, the refurbishment of the old lock gates at the CRT workshops.

By this time it was around 12.30 so we'd been filming for around 4 hours. We headed back up to the mooring, happily without further need to remove the weed hatch.

The day after, we had a message from Clare telling us the item would be screened on the 12 May at 6.00pm on BBC1. I'd expected it to be on BBC2 at something like 10.30 on a Tuesday evening so very pleasantly surprised – we were peak-time viewing! A quick Google revealed Gardeners World (nearest type of programme) has 3 million regular viewers so this was big time for HCS. Glad I didn't know before the filming started.



Syd Barnett

Syd Barnett



I expected the whole thing to last maybe 2 minutes. To my surprise it was one of the main features and we had around 5 minutes in an hour long programme. The Shuttle (and the HCS logo) featured prominently, and the canal looked particularly gorgeous in the Spring sunshine. I admit to a little wincing

about the (famous to crew) Shuttle lean, and the state of the hull blacking (we all take some blame for that) and the green tinge on the stern fender, which I must admit I've not noticed before. Minor points though, and on the whole a tremendous advert for our canal, HCS and of course the star of the show, the Marsden Shuttle!

Sunday the 19th of July, and the BBC oblige us once again! A preview programme of some of the gardens that have been completed on site, and first one on is the 'must see' most anticipated 'Welcome to Yorkshire' garden. The interview with Mark Gregory reveals that he wouldn't like to tackle anything more ambitious, which isn't surprising as the amount of work to build the lock, the lock keepers cottage and of course the absolutely stunning perennial garden in the time available must have been mind blowing. Mark said he was going to use 11 pumps to recreate the ambience of a historic lock. There was water squirting



Syd Barnett

from seemingly every orifice, a familiar sight to those who cruise the waterways. However, in this case it probably brings a new definition to the term ‘water garden’.

Forget HNC accuracy, but as a concept and an advert for canals it was a Gold Medal contender on every front.

The rest you probably know. The garden scooped both a Gold Award, and the Peoples Choice Award. That’s the second time in a row that Mark has won both titles. Well deserved, and a splendid outcome to all the hard work that Mark and his team put in to the project. Of course, Yorkshire is a great place to find inspiration for garden projects so maybe he’ll do it again next year. He says his ambition is to win ‘Best in Show’, so maybe Yorkshire will provide

Right: Mark Gregory with his Gold medal.
Below: The award-winning show garden.



CRT website



Rachel Wayne

the material for another project next year that finally does that. Probably too much to hope that there’s another canal in there somewhere...

There’s plenty to look at on the Internet if you want to see more, but one thing I enjoyed in particular was a time-lapse video of the garden being built. If only all locks could be built so quickly!

Find it at: <https://youtube/e4GkGva88p8>

Eric Woulds
Volunteer Shuttle Skipper

220 Club - 21st 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 twenty-first quarterly draw:

Total Subscribers: 60
Total Prize Fund: £144

1st Prize:
Mr C John winning £96
2nd Prize:
Mr J Donnelly winning £48

Congratulations to the prize winners!



Solution to Jidoku 44

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