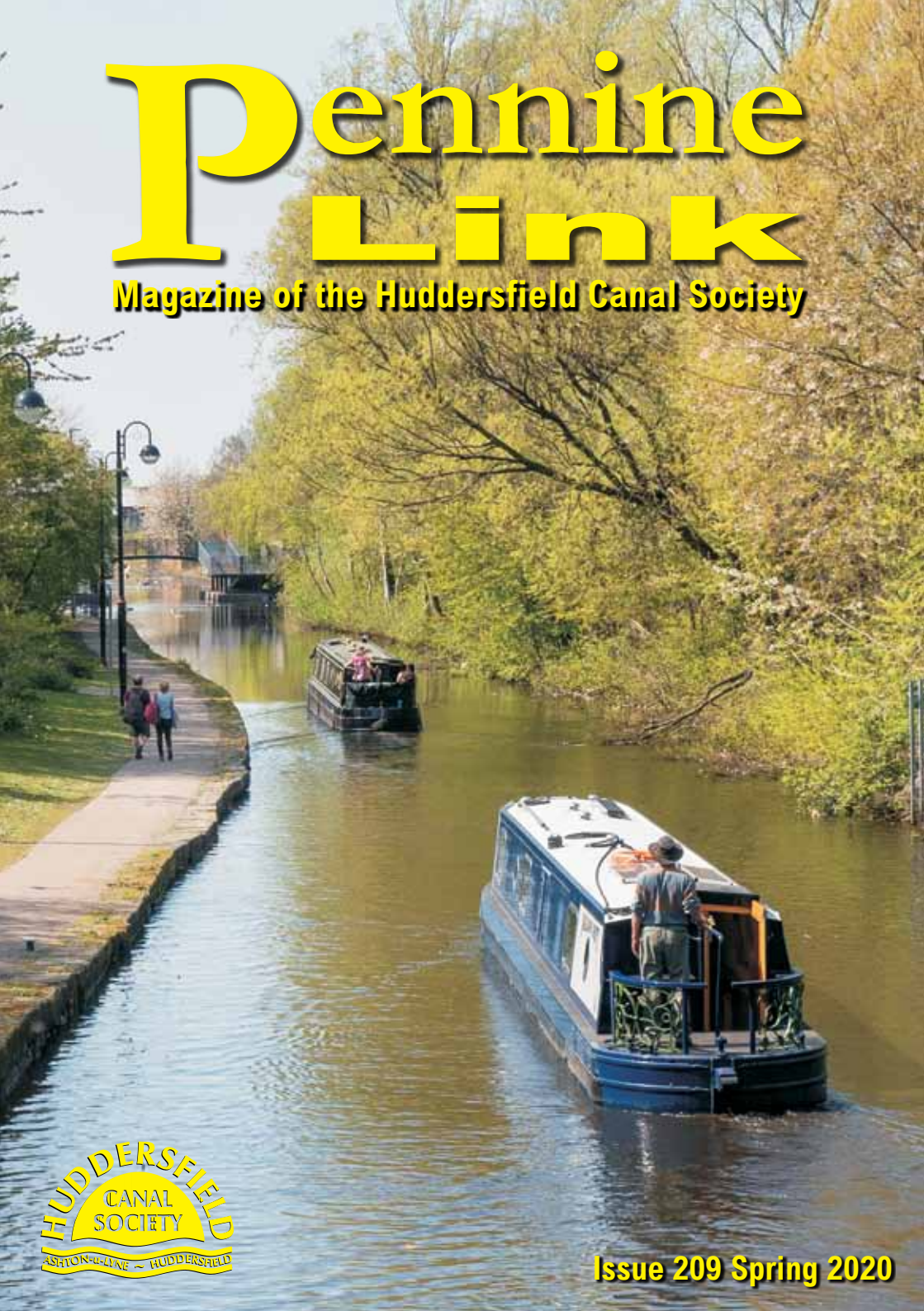


Pennine Link

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

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

NON-COUNCIL POST

Bob Gough Administrator



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

Pennine Link

Issue 209

Bob Gough



A frosty morning at Wool Road Warehouse and the daffodils are doing their best to make it feel like Spring.

Editorial	4	EMMAUS Mossley	20
Chairman's Report	7	Uppermill Volunteers (UCAN)	22
Stalybridge Volunteers	12	Carriers on the Narrow Canal	24
Culvert at Risk	14	Marsden Shuttle - Winter ...	26
Milestones ...	16	Notice of the 2020 AGM	30
Greenfield Volunteers (GCSS)	18	220 Club - Twenty-fourth Draw	31
Jidoku 46	19		

Cover: The South Pennine Ring in Spring, Rochdale Canal, Newton Heath, April 2019. Photo: Alan Stopher



Editorial

This is my second stint as Guest Editor so let's see how I can amuse you this time. The main theme of this will concentrate on

making the canal appeal to a wide range of users who, of course, have differing aspirations.

Satisfying the requirements of boaters, walkers, cyclists and anglers often wanting to enjoy the same limited space is a real conundrum. In reality all of the groups bring the canal scene to life and are essential to the long-term viability of the waterways. Whilst there are inevitably some issues with such varied pursuits most people seem to get along very well and respect each other whilst enjoying this unique environment.

Indeed, 'health and well-being' is the focus of the Canal and River Trust's (the Trust) strategic thinking and the value of the canal corridors, particularly through our urban environments, cannot be overestimated in this respect.

Starting with boaters, we would like to see many more people come along to enjoy the Huddersfield Canals and experience the varied landscapes, from the urban settings at the east and west extremities to the beautiful countryside in between. Boaters bring real purpose and colour to our waterways and brighten up the town centres through which the canal passes. It is not an easy canal to traverse with its 74 locks and passage through the longest, deepest and highest canal tunnel in the country, but the journey is definitely worth it. Many people cite the difficulty in booking passage through



Keeping the whole family happy; but where are the boats? Photo: Bob Gough

the tunnel and the limited number of available slots as a disincentive to coming along to take the trip. Whilst this may be a factor, the provision of safe, secure, well-serviced and attractive moorings facilities at convenient points along the canal will definitely help generate more interest from the boating community. We are working on this with colleagues at the Trust and have suggested some initial sites where mooring rings could be installed.

At Stalybridge we are getting a bit closer with our proposal to introduce a secure mooring area in the town centre. Having met a Local Planning Officer it appears that we do not require Planning Permission for this provided the height of any fencing is not more than 2m. We will look to get this formalised soon so that this project, which will be funded by Local Councillors, The Stalybridge Town Team and the Society, can be implemented this year. Experience gained from this initial investment will help steer future decisions for further similar facilities elsewhere.

Much work has been done particularly on the east side of the canal to improve the towpaths and links to surrounding areas for all users and this programme is still ongoing. On the west side similar work has been carried out on the Ashton and Peak Forest Canals providing links into Manchester but these have gone no further east than Portland Basin at Ashton-under-Lyne. These works have been funded by central government through the respective Local Transport Authorities who have invested a lot of funding into providing safer facilities for cyclists, in particular in the provision of off-road routes. We are hoping that the improvements to the towpaths from Portland Basin to the east through

to Stalybridge and beyond can be reconsidered and incorporated in future programmes. Whilst the towpaths are already quite well used by walkers and cyclists these improvements are much needed as many wash walls and towpaths are in poor condition. Well maintained towpaths will help encourage increased use by walkers and cyclists and this in turn supports the Trust's Health and Well-Being Agenda.

I know I've not mentioned horses and I'll leave it to the more well-informed to debate that issue but the last group I'll cover here are anglers. I can only comment on the west side here but I'd suggest before restoration was completed in 2001 there were several angling clubs established along the Huddersfield Narrow. Forgive me if I have my facts wrong but I think there are only two clubs now involved on the west side covering the section of canal within the Oldham MBC boundary. There are currently no sections of the canal within Tameside MBC that are leased to an angling club. Much of the angling done on the canal is therefore unregulated and apparently free to fish for anyone who has an Environment Agency Rod licence. I am aware of the potential tensions between anglers and other canal users but feel that this is manageable. Waters that are leased by well-run Angling Clubs are much better looked after than unregulated fisheries which is the prevailing status quo on much of the Huddersfield Narrow. From what I've seen locally there are some significant fish stocks in the canal. I don't know the Trust's stance on this, but it may be an area where there is some revenue to be gained. This may not be a significant income for the Trust, but leases might include requirements to maintain

stretches free of litter and to take some responsibility for maintenance/removal of weeds, overgrowth etc. It may be possible to secure additional adoption groups through this as there will be self-interest in keeping their own stretches as clean and tidy as possible. These are purely my own thoughts and no doubt many of you will have differing opinions based on your own experiences on the waterways.

It seems to me that private development sites are now gaining some momentum. Where these are situated close to or alongside the canal system the Trust is a Statutory Consultee in the Planning process. With this in mind the Society will hope to work with colleagues at the Trust and the respective Local Authorities to ensure that these developments are planned to be sympathetic to the canal-side environment. These are one off opportunities to get things right so that the developments both benefit from and add value to their unique locations. These opportunities might include the provision of secure and well-serviced visitor mooring facilities.

The provision of services to mooring sites is often difficult and new developments alongside the canal do provide the opportunity for these to be included. Improvements to the canal frontage and linkages to the canal network for pedestrians can also be designed in if incorporated into layouts at an early stage. Section 106 Planning Agreements can include developer funded works/ contributions to local amenities and we should work with the Trust to campaign for improvements to canal infrastructure and facilities whenever the opportunity arises.

In my editorial last Spring, I waxed lyrical about the need for volunteer involvement in the long-term care and maintenance of the canal system. Clearly this has not changed and I have seen an increase in activity from colleagues at the Trust in developing and supporting existing volunteer groups and in encouraging new groups. This is most welcome and there are many great examples of what dedicated volunteer groups are achieving. A few of the groups working on the Huddersfield Narrow have provided copy for this issue of Pennine Link. As we all know, Volunteers cannot do everything and whilst, for example, towpath surfaces can be replaced their efforts can sometimes be undermined by the poor condition of adjacent wash walls. I'm aware of a lot of collapsed and collapsing wash walls on the HNC and hopefully much of the repair work can be included as part of the ongoing and proposed towpath improvements promoted by the Local Transport Authorities. Where funding for this cannot be guaranteed for some time, then hopefully the Trust will consider bringing forward wash wall repairs to encourage the engagement of volunteers in carrying out worthwhile towpath surfacing repairs.

Sorry if I've rambled around a bit here, but to sum up, a well-maintained and attractive canal environment benefits all user groups and the local communities. Volunteers are crucial to this particularly when resources are tight as the Trust moves towards becoming fully self-funded. As I have touched on, Volunteers will need to be assured that their considerable efforts are not in vain. The Trust will still need to carry out and/or procure works which are beyond



Chairman's Report

Putting together this report at the end of February for a Spring edition seems incongruous given the continuing spell of cold and

wet weather. Much has been written and broadcast about the terrible flooding from Storms Ciara and Dennis which in various ways have impacted in all those areas regularly affected, although in some cases to record water levels. A quick look at the Spring 2019 Plink reminded me that at the same time of the year, a spell of unseasonably dry weather had resulted in wild fire on Marsden Moor. It is no surprise that the Climate Crisis declared by central and local government is looming large in the nation's consciousness, and is the single most important concern of our people.

The Huddersfield Narrow has got off lightly so far with only two main areas of concern. Recent heavy rainfall has resulted in a recurrence of silt and sand building up just below Lock 15E at Golcar. This comes from a stream which once ran under a culvert but now feeds the canal. Canal & River Trust (CRT) has advised that the canal is impassable at this point until dredging can be arranged. It clearly needs a better solution to the problem than the current inadequate silt trap.

their capabilities. I have mentioned the particular issue with wash walls above. Maintaining the Huddersfield Canals in the long-term is a difficult enough issue for the Trust to deal with so you can imagine that providing new and improved facilities for users might be lower down on the agenda.

On the west side, flooding of the towpath has once again occurred between Grove Road and Lock 11W from ponds above the canal. It is thought that this is a consequence of lack of proper reinstatement of the former CEGB site many years ago. It has not impeded boat navigation and as I write the towpath has now been reopened albeit with significant erosion below Lock 11W (*below*) as a consequence of the flood.



Steve Wilson

It follows that every opportunity for improving the canal amenities and infrastructure using external investment and funding sources should be pursued vigorously. The Society will be happy to engage with and support colleagues at the Trust in this regard.

Peter Rawson

The planned winter stoppages along the length of the Narrow and Broad Canals were completed in time for Christmas. As well as a few gate replacements, polyurethane grouting has been used to reduce lock wall leakage. Pictured below is such work at Lock 28E in West Slaithwaite in late November 2019. With the Rochdale stoppages taking place in the first three months of 2020 this should have enabled the HNC to reopen including for tunnel passages according to demand. We've raised with the Trust that this is not clear from the webpage at which boaters book their passages.



Alan Stopher

Back to the recent storms and much more serious damage had been experienced elsewhere on the east of the Pennines. The river Calder burst through Figure of Three Locks on the Calder & Hebble and will mean a lengthy closure into 2021 and a culvert collapse at White Lea in the middle of Mytholmroyd will take two months to repair. In total, the estimated cost of these two is £4m. Both of these stoppages will have an impact on the use of the Huddersfield Narrow in 2020.

The recently published lockage figures for the whole CRT-managed system make for interesting reading. The average number of lock passages on the Huddersfield Narrow was 348. The headline statistics can mislead however. There was a 50% increase in HNC passages in 2019 over 2018 which sounds encouraging until you look at the record low number of passages (231) in 2018 because of the summer drought. Compared with a good year, 2017 when the average was 429, passages were actually almost 20% down in 2019.

To put all the figures into context the busiest locks on the whole system are Hillmorton locks 2 & 3 near Rugby on the North Oxford Canal where it is reported that 8,362 lock passages were made. These locks are paired narrow ones on a popular midlands route. My picture (right) shows the pair above, locks 4

& 5, on a busy summer's day with boats going up and down at the same time. By comparison the busiest lock in the north of England is Holme Bridge lock 30 on the Leeds & Liverpool Canal at Gargrave which had 2,116 passages on 2019.

The Huddersfield Narrow is one of a number of canals near the bottom end of the table but it is clear that we are busier than the west side of the Rochdale Canal and the upper reaches of the Chesterfield and Pocklington Canals. If anyone is interested in studying the report in more detail it is at: <https://canalrivertrust.org.uk/media/original/41295-annual-lockage-report-2019.pdf?v=cdabd6>

I'm pleased to say that we are establishing links with the two new management teams following the lengthy reorganisation of the Canal & River Trust. The fact that we are dealing with two regions now does not help, but following customer forums in the North West and Yorkshire & North East Regions we have met several of the new personnel.

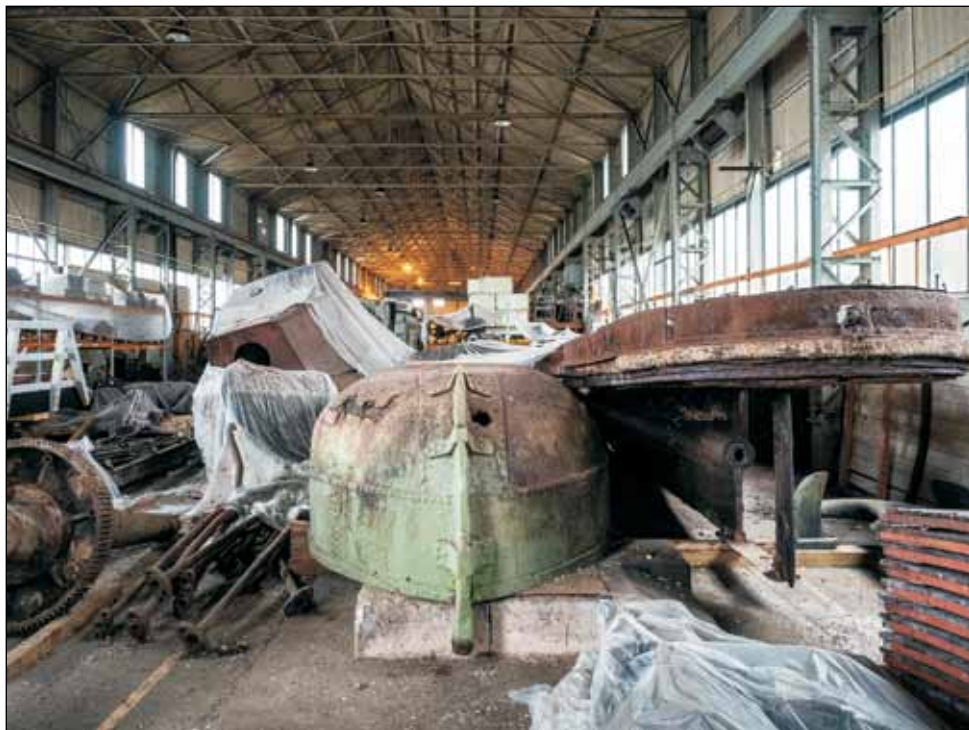


Alan Stopher

We met the new Regional Operations Managers recently to discuss operation and maintenance of the canal. In doing so we shared our views on some issues of priority for the Society in the hope that progress could be made in improving aspects of the navigability of the waterway including provision of more mooring rings. It also gave us the opportunity to seek support for a 2021 Pennine Explorer cruise at the end of June and beginning of July.

Regular meetings have continued with Interim Manager, Andy Widdowson, at Standedge Visitor Centre and our boat crews look like they will be busy once the season starts. CRT are keen to increase the number of their own volunteers at Standedge and we took part in a Volunteers Day in early December to show how the Shuttle fits in to the attraction as part of the team.

In the last edition I mentioned the Society's expression of interest in former icebreaker Marsden from Ellesmere Port Waterways Museum. Some members will recall that



it was once based at Tunnel End. Our proposal has been accepted and though there are issues to iron out, it has been agreed that it can be accommodated as a static exhibit in the open at Standedge Visitor Centre. It won't arrive till the summer and once we have it we'll need to decide how to spruce it up and prepare interpretative information. To whet your appetite I'm including a picture (*above*) taken when Trevor Ellis and I inspected the vessel at CRT's Northwich store; 'Marsden' is the upturned green painted vessel in the centre. There are no prizes for guessing whether it will float.

The huge building itself is interesting as it was where lock gates were made up until a decade or so ago. It is destined to be swept away when the whole site beside the River Weaver is redeveloped for housing.

(Prospective estate agents will have their work cut out for such a riverside location! Ed.)

The maintenance team of HCS volunteers have continued with their duties where possible. The accompanying photos, opposite, show the team in action, trimming back vegetation west of Slaithwaite one late autumn morning.

There are hints that the next phase of towpath refurbishment from Milnsbridge to Slaithwaite will have some funding allocated and I anticipate that HCS will soon be invited along to be consulted on the detailed proposals. In the meantime your Society has joined others in feeding back comments on the scoping report for the potential Colne Valley Greenway from Slaithwaite to Marsden.

A revised Business plan has been produced to replace the last one, which was three years old. It will be used as a basis for our activities and reviewed annually.



On a personal front, Ali and I have sold our narrowboat after 8 seasons cruising around the complete connected waterways of England and Wales. It has been a great experience but we've decided to move on and do some other things including taking to the water on the more isolated waterways of the UK and Continental Europe.

Friends have asked what we will miss and one thing will be feeling the need to get out on the canals when we first smell new-mown grass in the Spring; which leads me to the fact that this edition should be with you by Easter. Perhaps by then more clement weather will be encouraging more of us out to enjoy the delights of the Huddersfield Canals.

Alan Stopher

Stalybridge Town Centre Volunteer Group

Despite the really awful weather conditions our sessions in January and February were very well attended by members of this committed volunteer group which is promoted by Stalybridge Town Team. In particular the holding of the February session was in the balance until the last moment and we were very fortunate to find a dry, but very windy, interlude on the Saturday morning to allow this to go ahead.

Our main efforts so far this year have been concentrated on collecting litter and debris mainly trapped in the canal-side landscaped areas and also in areas alongside the canal and in the town centre. Welcome Spring colour is now appearing (*pictured below*) as bulbs and plants put in last Autumn have started to come into flower in containers around the square and in the beds in front of the new cabin.

We'll shortly be looking at improving the large banking between the Tesco pedestrian access and the canal towpath close to Armentières Square (*pictured bottom right*). This is very visible from the canal and the town centre and will make a huge

difference if we can get it right. The group has worked on this area before with the help of Canal and River Trust colleagues. We turned the whole area over and attempted to seed it to produce a mini wild flower meadow. I'm pretty sure we were being observed by a large flock of pigeons on the rooftops of Rose Terrace opposite and that they gorged themselves on this bonanza as soon as we left. Suffice it to say that that strategy didn't work. We're now hoping to implement a scheme that will not be to the liking of the pigeons and the large numbers of Canada Geese, but which still provides an attractive and easily maintained feature in this prominent location.

Our group meets at 9.30am on the fourth Saturday of the month (no session in December) at Holy Trinity Church for a pre-start brew and the briefing. If you would like more information please contact me on 07765 914767 or by email at: peter.rawson@hotmail.co.uk Alternatively you can contact Dr Bob Gough at the HCS Offices.



Peter Rawson

Secure Moorings and New Volunteers' Cabin

Progress with the secure moorings is briefly mentioned in the Editorial and hopefully we'll have some more positive news on progress in the Summer issue of this magazine.

The formal opening of the new volunteers' cabin will take place over the Easter weekend. There is still some work to do at the entrance where a ramp is to be installed to provide level access for wheelbarrows and other equipment. Decorative coverings have been applied to both sides of the cabin but these are currently covered with black polythene sheeting and all will be revealed at the grand opening. The end of the building facing Armentières Square will have the names of partners and sponsors. This is a massive improvement on our former facilities and we're hoping that we can have some power fitted for lighting and maybe to make the odd brew. The cabin with its pitched roof and decorated exterior is an attractive addition to the area and no longer resembles a steel container yet retains all the security features of one.



"I did enjoy that last lot they put down for us!
I wonder what's for pudding?" (Disappointment)

Peter Rawson

We are very grateful to Tesco Stalybridge for accommodating us on their main car park and for their patience whilst this work was carried out. Thanks also to the Tesco 'Bags of Help' Scheme and to the Canal and River Trust's Community Roots Project for the funding without which this project would not have been possible. Thanks, are also due to Town Team Chair, Ray Harrison and his team who have been responsible for organising and delivering the completed work.

Finally, an important day for your diaries, this year's Stalybridge Festival falls on the weekend of the 27th and 28th June. The Society's boat, Marsden Shuttle, and East Manchester Canal Boat Project's Community Spirit 2 will be with us for the whole weekend providing free boat trips for the public. There will be a range of attractions and entertainment on both days in Armentières Square and in the nearby Cheetham Park. The iconic Stalybridge Carnival Parade will take place on the Sunday afternoon at around 1.00pm. Everyone is very welcome, whatever mode of transport you choose, so please look out for more details as the date approaches.

Peter Rawson

Culvert at Risk



Looking down from Waggon Road bridge.

The culvert is where the Staley Brook passes under the canal in an inverted sump. The grills allow excess water to overflow into the canal when the volume of water is too much for the culvert.

At the time the photo (above) was taken (November 2019) water could be seen

leaking through the wash wall into the hole, draining away into the culvert.

Canal & River Trust carried out prompt repairs before Christmas, but since then, another void (temporarily covered with a flagstone) has appeared. CRT have been advised of this ongoing problem.

Martin Clark



A persistent problem for Canal & River Trust

Steve Wilson

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.

Milestones on the Huddersfield Canals

Members who have walked the towpath of the Narrow, may well have come across milestones in various places and perhaps noted their inscriptions. The miles were measured east-west from the start of the Narrow at Lock 1E, Huddersfield to Lock 1W, Ashton-u-Lyne, with the 1 Mile stone at Paddock Aqueduct over the river Colne and the 19 Miles stone set in the towpath parapet wall at Outram's cast iron aqueduct over the river Tame, west of Stalybridge.

The erection of such markers was an essential element of the 1794 Act authorising the construction of the Huddersfield canal viz: "... the said Huddersfield Canal Company shall cause the said Huddersfield Canal to be measured, and Stones or Posts with proper Inscriptions, to be erected and forever



after maintained on the Sides of the said Canal, at the Distance of One Mile from each other, or at such less Distance as the said Huddersfield Canal Company, or their Committee, shall think fit." in order to correctly determine the amount of toll due by carriers who would use the canal; the toll being calculated by an amount (ie. one or two pence depending on the goods) per ton per mile conveyed.

Although the canal opened to through navigation in 1811, it took until a Committee meeting in May 1837 for it to be: "*Resolved that the Canal be measured and stones set up according to the directions of the Act of Parliament*". Evidently the Canal Company had employed a less rigorous, yet sufficient, arrangement of mile markers prior to this Resolution. The 'stones' were set up and when the London & Western Railway Company (LNWR) acquired the canal interest through a merger with the Huddersfield & Manchester Railway & Canal Company, they made an inventory of the canal in 1848 including the locations of all 19 milestones. Coincidentally, the 1 mile stone at Paddock (pictured left) is unique* in being dated – 1848! It is difficult not to conclude this was a LNWR replacement for some reason.

Today, the majority of milestones are still in place, but, as the Chairman noted in the last edition, a number are missing (including the 3 miles on the Broad Canal) and this has prompted Trevor Ellis to propose a project, in conjunction with Canal & River Trust (CRT), to reinstate the following, missing, milestones.

** The '7m 7f milestone' near the café at Tunnel End is unofficial and commemorates the life of Andrew Charles Hugh Dobson, an active supporter of the Canal Society's early restoration campaign. It was unveiled in December 1986 by his widow, Gillian.*

Huddersfield Broad Canal



Reference to the Ordnance Survey (OS) 25" Series map published in 1893, shows the 3 miles stone was located about 100 yards (91m) north of Leeds Road (Bridge 13), approximately where there is now a grassed area. Presumably it was lost when the adjacent buildings were demolished to widen the road in the 1970's.

nb: The 1 mile post on the Broad Canal is in place but the legend is eroded. There have been discussions with CRT about getting this recut, but it needs further negotiation.

Huddersfield Narrow Canal – East



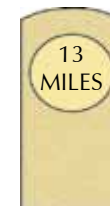
The OS 25" Series map sited this milestone a few yards below Lock 9E in Milnsbridge and the LNWR inventory places it at 14 yards (13m) below the bottom gate heel of the Lock. It is most likely it was lost when the retaining wall was rebuilt.



It is safe to say this was immediately above Lock 13E as Trevor Ellis photographed it in the early 1980's; the OS 25" Series map confirms this, though there seems to be some disparity with the LNRW inventory

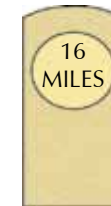
which places it opposite the tailgate. It was removed, presumably by someone doing work to the towpath in the 1980's or when the locks were restored.

Huddersfield Narrow Canal – West



Actually, this milestone hasn't gone! It is sited on the ramp down from Uppermill High Street Bridge (78) and Lock 21W, though it is not very obvious. When High Street Bridge was restored and the

ramp wall rebuilt, the milestone became partially buried, exposing the inscription oval to severe abrasion from towpath grit, thrown up during heavy rain. The people rebuilding the wall were warned of this potential danger by Bob Gough, but to no avail. It is probably too far gone now to recover and would necessitate closing the towpath and taking down a significant part of a retaining wall. It is proposed to install a new milestone a few yards to the west, where it can be seen from the canal.



Originally sited on the section between Egmont Street (Bridge 92) in Mossley and Lock 12W at Scout, at the foot of the brick retaining wall for the former railway. We have precise measurements on file to this one

from when Bob did a road-wheel survey of the Narrow in the early 1990s. Trevor & Bob have been out on site with these measurements and it's definitely not there! It will be a straightforward matter to locate the replacement. The LNWR inventory positions the 16 mile "Opposite Dame Ann's Mill Door" – certainly expressing optimism in past industry.

In exchange for the Society funding the fabrication of five, new milestones, CRT have agreed to take care of all transport to sites, necessary groundworks and the erection at agreed locations with the assistance of Society volunteers.

In replacing 'heritage' features, the new milestones have been designed to replicate existing examples with the additional dating of 2020 to clarify their provenance. Johnsons Wellfield Quarries at Crosland Hill have been engaged to machine cut the milestones from hard Yorkstone and it is hoped reinstatement will be completed by this Easter, in time for the new 'season'.

Bob Gough & Trevor Ellis

Street Scene Greenfield Group

Spring update on Volunteer Activities

During 2019, Volunteers in Greenfield completed a variety of tasks: 450 hours were freely given during which 23 tonnes of stone were laid, two lock gates painted, Himalayan balsam pulled, litter collected, overgrown vegetation cleared, self-seeded trees cut down and three community planters installed by Canal & River Trust. As Project Leader Gill McCulley was quoted as saying: *"A really meaningful contribution to keeping our little patch of the Huddersfield Narrow Canal beautiful"*.

The planters, situated by the Royal George Mill complex, which were featured in last Summer's Pennine Link when they were planted up by local children, were also very favourably commented on in a "Canal Journeys" TV programme in the Autumn last year.

A mention must also be given to volunteer Hannah who is now in full time employment with CRT. Congratulations Hannah on your appointment. See the photo (above) of a happy Hannah with Street Scene Volunteers Steve and Roger, during a session at Halls Lock in February.

Forthcoming project dates are as follows:

April: Saturday 4th & Thursday 23rd
May: Saturday 2nd & Tuesday 19th
June: Saturday 13th & Thursday 25th
July: Saturday 11th & Tuesday 21st



SSCG

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

Tel: 07963 521195

Email: gillmcculley@yahoo.com

Everyone is always warmly welcomed



SSCG is a sub Group of Greenfield & Grasscroft Residents Association

info@ggra.co.uk

or ring 01457 597666

JIDOKU 46

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

The initial letters featured being:
 Panama, Kiel, Suez, Grand canal of China, St Lawrence Seaway, The Intracoastal Waterway of the USA, Manchester Ship Canal, Rhine waterway, Caledonian Canal.

Fill in the missing blanks using these initial letters, bearing in mind that each 3x3 block can only have one of each canal and there must be no duplication in horizontal rows or vertical columns.

Solution on Page 31

EMMAUS Mossley



EMMAUS Mossley



EMMAUS Mossley

Companions resident at Emmaus Mossley's community have been volunteering their time to work with the Canal and River Trust's Terry Sigsworth (*above, far left*) to carry out improvements to the canal through Mossley.

A major task which has been undertaken has been to improve the surface of the towpath between Waggon Road Bridge

in Mossley and Lock 12w at Scout. These improvements have received much praise from local people.

Participation in activities such as this are part of Emmaus's 'Solidarity' principle, in which Companions find ways to help others in need and to give something back to the community.

Martin Clark

Uppermill Community Action Network

January

Our recent project days were very busy and included continuation of our work near the stepping stones in creating habitat piles. Visible from the canalside, the habitat piles will enable us all on our regular walks to watch the rich and varied wildlife from across our beautiful village.

We have found from previous years' work, that the habitat quickly supports a good range of biodiversity and becomes a flourishing wildlife community which supports a wide range of wildlife, including moss, fungi, insects and attracts a range of small mammals, amphibians and birds that visit and live in the area. In crafting and building the habitat piles, we intentionally leave lots of gaps between the fallen tree branches and logs so that the many creatures can build their homes and live there.

We also focused our activities on our local bird nestboxes. After the end of each breeding season, from late September up to February, we make a regular annual habit of cleaning all of the bird nestboxes by the canalside. We remove any old nesting materials, rinse with water to stop the spread of bacteria and parasites and generally make sure that the boxes are safe for birds seeking shelter during the winter.

Our final task from this month included our usual clearing vegetation, sweeping up the many fallen leaves and litter picking at other areas near the canal.

February

This month's project days focused on further developing our plans to create a pond and continue expanding the range of habitats and biodiversity of the Viaduct Woodland.

Having taken advice on the best location, consulted on timing and layout for the pond, our team has now completed the task of digging out the pond area (pictured below) and carefully removed any underlying/nearby stones, roots, shrubbery and overhanging tree branches. Regarding timing of building the pond, whilst we could have built the pond at any time during the year, we decided upon Autumn/Winter as this will enable it to become established much quicker.



UCAN

The layout of the pond is deliberately irregular as we felt this was in keeping with our organic approach in shaping and crafting our village environment. The size of the pond is approximate 3mx4m with an average depth of 25cm and gently sloping edges towards small deeper areas up to about 60cm. The thinking behind ensuring that there is both a shallower area and a deeper area of the pond is predominantly to give a wider range of habitats for different types of plants, insects and amphibians, ensuring that the deeper area offers a place for the wildlife to shelter from any predators and to lay their eggs.

Our future project days will focus on laying a suitable pond liner, adding the water and plants in and around the pond. And the wildlife? Fingers crossed, that this will start to arrive on day one!

Other members of our team (right) worked on one of the flower beds alongside the canal, taking great pride in tidying and turning the soil to make sure its not compacted in readiness for the Spring. They removed any thick layers of leaves that were covering the soil whilst maintaining and mulching any thin layers which should break down and add organic matter to the soil.

Karen Williams



Pond diggers at the ready ...



UCAN

There is still more to do and we are always pleased to welcome new members. Our programme for April 2020 is:-

Saturday 18th & Thursday 30th

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, though this can change.

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)

Carriers on the Narrow Canal: The Ogdens

Trevor Ellis researches the Ogdens, boatmen on the Canal.

The first reference I ever traced to the name Ogden in connection with the Canal was in the Huddersfield Examiner for Saturday 15th August 1857, which reported the following: *"...an accident occurred in a long boat called the 'Tyne', the property of Mr. Rafogden (sic) of Wakefield, between the 28th and the 27th lock....at Slaithwaite. The boat had come from Bugworth in Derbyshire and was laden with quick lime and eight cases of Lucifer matches.the captain, John Apostle alias 'Red Jack', perceived a smoke proceeding from the hold....the matches were on fire. He ...gave instructions to the boy who was driving the hauling horse to drive on....into the lock.....cut the ropes with which the coverings were fastened, and ... unloaded the matches...."* "Rafogden" is presumably the result of the "Examiner" reporter writing what he thought the boatman said.

The first reference so far traced to a Carrier named Ralph Ogden is in the Leeds Mercury 11th. October 1851, which recorded the case of a man named Charlesworth, employed by Ralph Ogden, leaving a horse and cart standing unattended in the street near the Calder & Hebble Navigation yard in Wakefield. The remains of both horse and cart were later found on the railway near Kirkthorpe.

White's Directories for 1853 and 1854 list under "Carriers by Water" in Wakefield "R. Ogden, Bridge St." Ralph Ogden also appears on the 1851 Census as a Boatman (Canal) (41, born Newton Heath) at Bridge Street, Wakefield with wife Ann (35, born Audenshaw) and 4 children, so it appears possible he moved to Wakefield through a connection with this canal. On the 1861 Census, he appears again as a Boatman (51, born Newton Heath, Lancs.) at Bridge Street, Wakefield, with wife Anne (51, born Ashton). Unfortunately, he has not been traced on the 1841 Census, which might have given more about the link to the Newton Heath area. There are a number of mentions of a man of this name in the Leeds Mercury and other papers (e.g. 27/12/1859) as a witness at an inquiry into election fraud in Wakefield. A death is listed of a Ralph Ogden in Wakefield in 1869 at the age of 60.

A search of the Ancestry® website gives no lead to a "John Apostle" or anyone at all with that surname, but in a case of 01/06/1861, reported in the Huddersfield Chronicle, a boatman charged with wasting water on the Broad Canal was named as

"John Postle", so possibly the Examiner got this one wrong as well. He certainly appears on the 1861 Census under this name as a Boatman (born Wakefield, 1811) at the Locks, Droylsden, and the 1881 Census, Waterman (73 born Horbury) in Wakefield Union Workhouse, so probably unfit to work.

The 1861 Census has the boat "Tyne" at Fall Ing Lock, Wakefield, in company with "True Blue." They were engaged in the Corn and Lime trade, which fits with the Examiner account, presumably Corn westbound and Lime eastbound. It would appear that at that date, at least, the boats were being operated as a pair, probably between Wakefield and Bugworth. Philip Jevins was then the Master of both boats; the "Home Port" was given as Wakefield. "True Blue" had Philip Jevins aged 50, born Nottinghamshire (Heaton?) with a "Waterman's Boy", Thomas Gedling, 15-years old, from Hull. Interestingly he probably appeared as a child in the Charity Hall Workhouse at Hull in 1851, (although the ages are a little askew). It was not uncommon for boys from Workhouses to be sent to work on boats. "Tyne" was crewed by Philip Jevins, aged 17, a Waterman born at Sandal Magna, presumably the son, together with locally-born 16-year old, Joseph France. Both of the Jevins were also recorded again on the same Census (as "Jevings") at Quaker Houses, Sandal Magna, Wakefield where the Census Schedules for the boats had been issued. The Jevins appear on other Census returns with a variety of spellings (Javens, Jeffins), as Watermen but with no other obvious Narrow Canal connection.

The name, geography and closeness of dates suggests that Ralph Ogden may be linked to Paul Ogden who was recorded on the Census as born in Fairfield (adjacent to Newton Heath) around 1803-6.

Paul Ogden appears to have operated over the Huddersfield Canal. He is first listed in White's Directory of Leeds and the Clothing Districts 1847 under "Carriers – by Water to Manchester, Leeds &c." in Saddleworth (only) and subsequently appears in Slaters Yorkshire 1848 under *"pass Marsden daily"* (but not listed in Saddleworth or Huddersfield in that Directory).

The only other mention in connection with the Huddersfield Canals is in the Leeds Times 25 November 1848, which records the case of William Eades, a Waterman in the employ of Paul Ogden, charged with the theft of pig iron from a firm of ironfounders at Bradley Mills. He claimed to have found it in the canal near Manchester (!) He was committed for trial, but no further information has been found as to the outcome.

A wider search reveals *"Ogden, Paul, Boatman, Back Meadow Street"* in Slaters Directory of Manchester and Salford 1850. Slaters Manchester & Salford 1863 lists *"Ogden, Paul, Boatman, 11 Hamer Place, Lloyd St., Hulme"*.

A search of the Census reveals a Paul Ogden, Boatman, aged 35 (so born around 1806), on the 1841 Census at Worthington Buildings in Manchester, with wife Sarah (30) and 3 children. He appears again in 1851 as "Water Carrier" (48, born Fairfield, Lancs.) still with Sarah (46, born Manchester) and now 6 children at 7 Worthington Street. What is almost certainly the same Paul Ogden appears in 1861 as an Agricultural Labourer (58), lodging at the "Old House at Home", Annett Lane, Droylesden, with wife Sarah (55) and one daughter, which appears to conflict with the 1863 Directory, though he may have carried on both jobs.

Trevor Ellis

Lock 27E, West Slaithwaite - the scene of 'Tyne's accident loaded with quick lime and Lucifer matches.



Marsden Shuttle - Winter is Coming ...

Funny how we always think winter weather manifests itself in winter which meteorologically is December to February. On the day of writing it's the 2nd day of spring and I think I've seen the full range of weather, from bright sunshine to heavy snow showers. An event this evening in Slaithwaite has been cancelled due to the forecast: sleet/snow showers in Marsden (where some people will be coming from) after 18.00 and a low of -2 degrees. Sometimes I think the Colne Valley has its own microclimate. Last year we ran the Shuttle in perfect warm spring weather on the 24th February, and I was out painting it in a T-shirt the week after. No such luck this year though. Storm after storm, and Biblical quantities of rain. We've been lucky that 'our' canal seems to have escaped the worse ravages

of the effects of climate change (is that controversial....?) but our neighbours on the Calder and Hebble and the Rochdale haven't been so lucky. Events at Figure of Three in Thornhill mean that one of the routes to/from the HNC could be badly affected all year, and if the Rochdale isn't fixed soon then the South Pennine Ring isn't, if you get my meaning.

That apart, our little stretch of the canal much travelled (Tunnel End to Lock 42) is happily intact so we're looking forward to resuming normal operations soon. There's a wedding Fayre at Standedge Visitor Centre on Sunday the 29 March so that's a good date to start our Shuttle trips again. We will of course also have a stand at the Fayre persuading prospective wedding people that they really need to arrive by boat if they're going to book the Visitor Centre for their wedding.



HCS Archives



Alan Stophier

Twelve booked already for this year and no doubt a few more before long.

Over the past few months we've established even better working relationships with the Visitor Centre management. They were pretty good before, but now we have regular liaison meetings to share what we're mutually planning, and to find out how we can support each other in achieving the common aim of making Standedge an even more popular visitor destination. There are some exciting ideas around and it's good to hear that CRT are keen to develop the visitor attraction in line with their policy of maximising the income from all their 'assets'. It'd be nice if no-one had to worry about where the money came from but it's a fact of life so whatever we can do to make sure the visitor centre is a success works in the Society's favour too.

In relation to that we're working with CRT to have another Huddersfield Canal Society Tunnel End Music Festival this year. Last year was a bit of an experiment, but thanks to the lovely weather on the day (booked again for 2020....) it was a great success. For those of you who missed it there were live bands in the Warehouse all afternoon, ambient live folk music (with the possibility of some dancing which never really happened) on the green outside, a craft boat entertained the kids, and of course the Shuttle ran full all day. This year it's much of the same but with the engagement of the CRT staff we hope to have a wider range of visitor attractions, and to get better publicity out too. It's all happening on Sunday 19 July. It'll be a busy day - looking forward! By the way, it's also an HCS fundraiser so the more people we get there, the more



Stalybridge Carnival Weekend 2017

Bob Cough

we should raise. Free admission, by the way, but bring some cash ...

The month before (27/28 June) we'll be having our annual Shuttle trip to Stalybridge to support the Carnival. It's a couple of days down and a couple of days back with a passage both ways through Standedge Tunnel. Always popular with Boat Crew; book your place now! Previous attendance at the Carnival has always been hugely successful with the Shuttle running full all day. Something else to look forward to.

We'll also be making more of the Jazz weekend in October - CRT want to have events in the Warehouse this year so we'll be providing the transport from the Visitor Centre car park near Marsden Station and may even be able to host bands on board. Another set of dates

for your diary: 9-11 October. Also in October will be the end of season fun we call Halloween. You'll have all seen the photos, and we'll be doing it again. Halloween is on a Saturday this year so we'll be out all weekend, and probably the Friday (Oct 30th) too. Anyone who likes dressing up will be especially welcome to join in!

Well, that's the season sorted. Well, not quite. Rewinding several months we have our pre-season Boat Crew meet coming up on the 18th March, which is eagerly looked forward to by all our volunteer skippers and crew - around 30 of us now. Not only do we get to see our boating mates we probably haven't seen since the end of last year, we find out what's happening with the Shuttle, CRT, Standedge VC, and catch up with all the other gossip too. It's also a chance for

crew to throw in suggestions for events, maintenance, publicity, whatever. All ideas welcomed, however off the wall. Oh, and there's pie and peas and a decent bar too....

On the subject of what's happening with the Shuttle, the Shuttle 2 Team (Mike McHugh, Terry Lomas and me) have been visiting boatyards and talking to boat builders and suppliers of electric marine propulsion. We've also been trying to get to grips with the intricacies of the Small Passenger Boat Code (SPBC) that will to an extent dictate what the design of the replacement boat will have to be. There are some recent ideas surfacing which alter the original concept but seem to potentially solve a few major problems that we were grappling with connected to accessibility and stability. The former (surprisingly) isn't a requirement of the SPBC, whilst

the latter (unsurprisingly) is. Both are high on the 'must have' agenda though and for a small boat the requirements are especially challenging. However, we're certain they aren't un-surpassable, even though there may have to be compromises as a result. We're hopeful that a design is almost ready to be worked up to full working drawings so we can go out to tender.

Will we have a new boat for the 20 year restoration celebrations next year? I'll have to leave the answer to that for another edition ... !

Eric Woulds
Volunteer Skipper and HCS Trustee



Any excuse to get dressed-up, Halloween trips 2017

Eric Woulds

Notice of the 2020 AGM

HUDDERSFIELD CANAL SOCIETY LIMITED

Notice is hereby given that the Fortieth Annual General Meeting of the above named Company will be held at the Standedge Visitor Centre, Waters Road, Marsden, Huddersfield, HD7 6NQ on ~~16th June, 2020 at 7.00pm~~ to transact the following business:

1. To approve the Minutes of the 2019 Annual General Meeting.
2. To receive and adopt the Accounts for the Company for the year ending 31st December 2019 together with the Report of the Council of Management and of the Accountants thereon.
3. To elect Accountants and authorise the Council of Management to fix their remuneration.
4. To re-elect Mrs. Patricia Bayley as a member of the Council of Management retiring by rotation.
5. To re-elect Mr. Peter Rawson as a member of the Council of Management retiring by rotation.
6. To re-elect Mr. Eric Woulds as a member of the Council of Management retiring by rotation.
7. To consider any other nominations*.
8. Any other business.

DATED the 18th Day of March 2020
By Order of the Council

M. H. McHugh, Company Secretary

POSTPONED

* Any member must give notice, in writing, of their intention to propose any other member for election and that member give notice in writing, signed, indicating his/her willingness to be elected. Such notices must be submitted to the Secretary, Mike McHugh, Huddersfield Canal Society, Transshipment Warehouse, Wool Road, Dobcross, Oldham, OL3 5QR not less than four nor more than twenty-eight intervening days from the date of the meeting. Such proposals shall be voted upon at the Meeting, either by a show of hands or ballot according to the wish of the member being proposed.

N.B. A member entitled to attend and vote at the Meeting is entitled to appoint a proxy to attend and vote on his/her behalf. The Form of Proxy enclosed must be completed and returned to the Administrator, Huddersfield Canal Society, Transshipment Warehouse, Wool Road, Dobcross, Oldham, OL3 5QR before the date of the Meeting. A proxy must be a Member of the Company.

220 Club - 24th Draw

This quarter, the Club benefits from 55 subscriptions, so we can offer a Prize Fund of £132 which means the first prize is £88 and the second prize, £44. 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-fourth quarterly draw:

Total Subscribers: 55
Total Prize Fund: £132

1st Prize:
Mr A Stopher £88

2nd Prize:
Mr A Shepherd £44

Congratulations to the prize winners!



Solution to Jidoku 46

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

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 210 of Pennine Link should reach the Editor at Transshipment Warehouse, Wool Rd, Dobcross, OL3 5QR by **Monday 18th May 2020**

ADVERTISING RATES

Page	Per Issue	Per Year
Qtr	£12.50	£50.00
Half	£25.00	£100.00
Full	£50.00	£200.00

