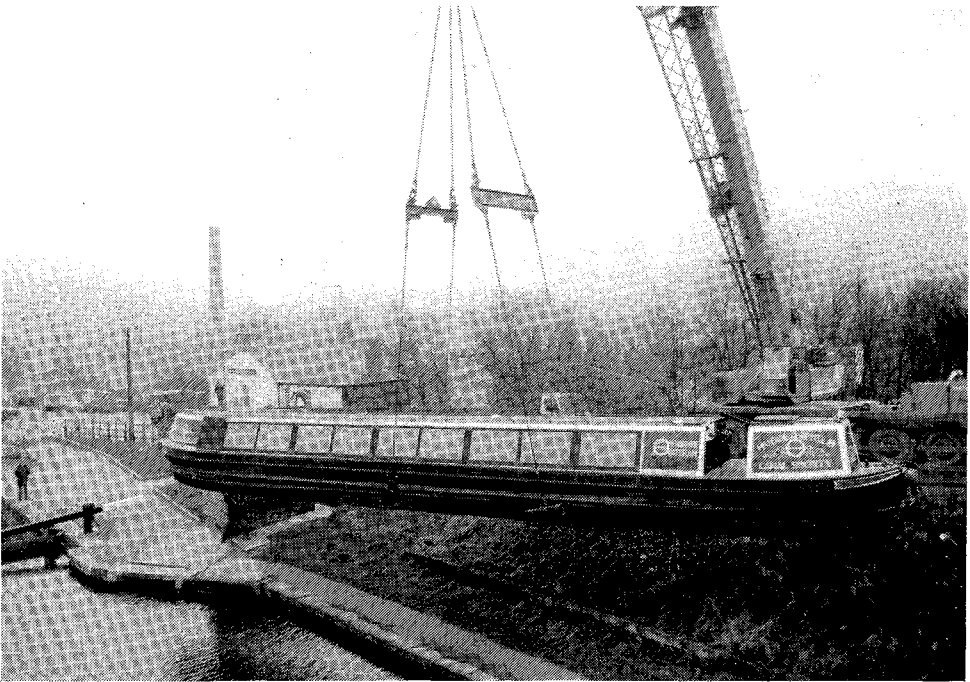




PENNINE LINK

No.80

MARCH/APRIL 1988



FREE TO MEMBERS

25p

| | | |
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Front cover photo:

'Benjie' being lowered into the canal at Marsden.

Non-Council Posts

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EDITORIAL

With 7 happy and eventful years now behind me I've decided to give someone else the pleasure of editing Pennine Link.

Anne Minor and Alwyn Ogborn are taking over as joint editors. They, as I was, are slightly apprehensive about taking the task on but I'm certain they'll find it no problem at all, both being deeply involved in the last few Ashton Canals Festivals - so bullying the odd council member for his article shouldn't pose too much of a problem!

I thank you for all your support and hope you'll continue supplying letters, articles and items of interest to the two new editors who are officially taking over after the Ashton Canals Festival.

As I'm not resigning from the Council, I'll not be disappearing from the HCS scene and hope, as usual, to see many of you at the AGM - this year being held on a Sunday lunchtime to allow it to be more of a family social occasion.

Why not make a day of it - walking stretches of the restored canal - visiting the Tunnel End Canal and Countryside Centre - after the AGM and buffet lunch, at the Packhorse Hotel in Slaithwaite?

I had hoped by this issue to have announced that the Society's application for European Regional Development Fund grant aid had been approved. However, our two applications - one for the Standedge Tunnel survey and the other to help fund our three year West Side programme are awaiting decisions from Brussels and our own Department of Environment. The planned restoration works in Oldham and Tameside are going roughly to schedule. The Oldham MSC scheme started in February and progress on our Tameside scheme should ensure navigation in time for the "Three Locks to Stalybridge rally on 20th and 21st August this year. But, we had hoped to have started the Tunnel Survey. Our application for grant aid has been in Brussels since October and we must not start the study -engineering and leisure - until the outcome of our application is known unless we wish to commit an extra £150,000 of the Society's capital.

Keith Gibson, Mike Thompson and Les Winnard completed the 'main' ERDF application in January. Our bids-see Keith's report - from part of the voluntary sector submission under the next phase (1987-1990) of the Mersey Basin Programme. Should our bids be not met in full we may have to slow restoration and/or put back bridge replacement unless alternative funds can be found.

On a more optimistic note the Marsden-Slaithwaite section is initially complete. A planned opening celebration for the end of April by Councillor Les Preece and Kirklees may be deferred until the "Bill to authorise the Waterways Board to permit the use for navigation of certain canals which have been closed to

navigation by the London Midland and Scottish (Canals) Act 1944.. has been passed. But the canal has been fully restored by the Kirklees scheme down to Slaithwaite. Congratulations to Ian Preston the Kirklees engineer in charge and to all connected with this magnificent project.

The Paving Bill printed below has been drafted by Waterways Board and is expected to be through the system and receive the Royal Assent in July. Let us hope no objections are raised and that all our riparian MPs lend their full support to the Bill. To help fund the enormous costs involved in this piece of parliamentary legislation the Society has contributed £5,000 towards the total of £25,000.

We are very pleased to have had 'UK 2000' visit the canal in January. Following a guided tour in Tameside by Steve Whitby the Civic Trust - Patron HRH The Prince of Wales - has agreed to 'Kitemark' under the 'UK 2000' scheme our Tameside Canals Project and our works at Diggle. The Civic Trust were so impressed with the whole restoration and the standard of work that they also wish to Kitemark the Oldham and Kirklees MSC schemes.

PRESS DATE
1st april

Articles for inclusion in the May/June issue of Pennine Link **MUST BE TYPED** and received by the Editor by the above date.

A

BILL

To authorise the British Waterways Board to permit the use for navigation of certain canals which have been closed to navigation by the London Midland and Scottish Railway (Canals) Act 1944; and for connected purposes. A.D. 1987.

WHEREAS—

(1) By the Transport Act 1962 the British Waterways Board (in this Act referred to as "the Board") were established: 1962 c. 46.

5 (2) By the London Midland and Scottish Railway (Canals) Act 1944 provision was made for the closure for navigation of certain canals (in this Act referred to as "the closed canals") formerly vested in the London Midland and Scottish Railway Company: 1944 c. ii (8 & 9 Geo. 6).

(3) Section 3 (1) (a) of the said Act provides that the closed canals shall not be used for navigation except as therein provided:

10 (4) It is expedient to enable the Board to permit the use for navigation of such parts of the closed canals as belong to the Board (including such parts as are leased to any other person) or are under their control and are now navigable, or may in future be restored to navigation:

2 (5) It is further expedient that the other provisions in this Act contained 15 should be enacted:

(6) The purposes of this Act cannot be effected without the authority of Parliament:

May it therefore please Your Majesty that it may be enacted, and be it enacted, by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:— 5

Short and collective titles.

1.—(1) This Act may be cited as the British Waterways (No. 2) Act 1988.

(2) The British Waterways Acts 1963 to 1983 and this Act may be cited together as the British Waterways Acts 1963 to 1988.

Interpretation. 1944 c. ii (8 & 9 Geo. 6).

2.—(1) In this Act— 10
 "the Act of 1944" means the London Midland and Scottish Railway (Canals) Act 1944;

"the Board" means the British Waterways Board; and

"relevant canals" means such parts of the canals and parts of canals (other than the canal known as the Montgomery Canal) described in subsection (7) of section 3 (Closing of canals) of the Act of 1944, as belong to the Board (whether or not the same are leased to any other person) or are under their control and— 15

(a) are navigable at the date of the passing of this Act; or

(b) may in future be restored to navigation. 20

Certain canals may be used for navigation, etc.

3.—(1) Subsection (1) (a) of section 3 (Closing of canals) of the Act of 1944 shall cease to apply to the relevant canals and the Board may permit their use for navigation.

(2) Subject to subsection (1) above, the Act of 1944 shall remain in force as though this Act had not been passed. 25

(3) Nothing in this Act shall confer any public or private right of navigation over the relevant canals or impose any duty on the Board to maintain them for the purpose of navigation or to supply, or to maintain a supply of, water for the relevant canals for that purpose.

Costs of Act.

4. All costs, charges and expenses of and incidental to the preparing for, obtaining and passing of this Act, or otherwise in relation thereto, shall be paid by the Board and may in whole or in part be defrayed out of revenue. 30



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SET OUT BELOW IS THE FORMAL NOTICE FOR THIS YEARS AGM. WITH REFERENCE TO MY NOTE IN THE LAST PENNINE LINK IT HAS BEEN DECIDED TO BREAK FROM TRADITION AND TO HOLD THE AGM ON A SUNDAY MORNING HOPEFULLY WITH A VIEW TO A MORE SOCIAL RATHER THAN FORMAL OCCASION.

FOR THOSE WHO DO NOT KNOW WHERE THE PACKHORSE HOTEL IS SITUATED IT IS RELATIVELY SIMPLE BEING ON THE MAIN ROAD IN THE VILLAGE OF SLAITHWAITE. WE HOPE TO START AT 11.30AM PROMPT AS THE MEETING WILL BE FOLLOWED BY A BUFFET IN WHICH PARTICIPANTS ARE REQUESTED TO CONTRIBUTE A £1.00 PER HEAD. A BAR WILL BE AVAILABLE IN THE PRIVATE ROOM AND CHILDREN ARE WELCOME.

I EXPECT A REASONABLE TURN OUT !!!

J.M. FRYER

HUDDERSFIELD CANAL SOC: LTD:

NOTICE IS HEREBY GIVEN THAT THE EIGHTH ANNUAL GENERAL MEETING OF THE ABOVE NAMED COMPANY WILL BE HELD AT THE PACKHORSE HOTEL, CARR LANE, SLAITHWAITE, HUDDERSFIELD ON SUNDAY THE 24TH DAY OF APRIL 1988 AT 11.30 AM.

TO TRANSACT THE FOLLOWING BUSINESS

- A. To receive and adopt the Accounts for the Company for the year ending 31st December 1987 together with the report of the council of management and of the Auditors thereon.
 - B. To re-elect Messrs. Revell Ward of Huddersfield as Auditors and to authorise the Council of Management to fix their remuneration.
 - C. To re-elect Alec Ramsden as a member of the Council of Management retiring by rotation.
 - D. To re-elect John Morley as a member of the Council of Management retiring by rotation.
 - E. To re-elect Jack Carr as a member of the Council of Management retiring by rotation
 - F. To re-elect George Brian Minor as a member of the Council of Management retiring by rotation.
 - G. To re-elect Fiona T. Minor as a member of the Council of Management co-opted during the year.
 - H. To consider any other nominations.
 - I. Any other Business.
- Increase in Membership Fees.
- (i) Family £3.50 to £6.00
 - (ii) Junior £1.00 to £2.00
 - (iii) Associate £5.00 to £10.00
 - (iv) Corporate £10.00 to £20.00
 - (v) Life £50.00 to £75.00

DATED the 25th day of January 1988.

By order of Council.

J.M. FRYER
Company Secretary

Registered Office:

Ramsdens
Ramsden Street
HUDDERSFIELD

NB.

A Member entitled to attend and vote at the meeting is entitled to appoint a proxy to attend and vote on his/her behalf. A proxy must be a member of the Company.

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FORM OF PROXY

I/WE

of

in the County of _____ being a Member/Members of the above named
Society hereby appoint _____ of _____

or failing him _____ of _____ as
my/our Proxy to vote for me/us on my/our behalf at the Annual General
Meeting of the Society to be held on the _____ day of _____ 1988
and at any adjournment thereof.

Signed.

DATED this _____ day of _____ 1988

Proposed increase in membership rates

It has been proposed that the minimum membership rates should be increased and formal notice of the proposed increases features elsewhere in Pennine Link for approval at the Annual General Meeting.

It is now some years since membership rates were last increased and the cost of running the Society and keeping the membership informed over that period have increased substantially.

Many members are already paying amounts in excess of the current minimums and it is hoped that those members will continue to make these donations to the Society and that more members will do so. In addition the benefits to the Society can be increased by entering into a Deed of Covenant as many members already do. I strongly recommend that any member who is paying UK income tax should enter into a Deed of Covenant at no extra cost to the member. Forms are readily available and are sent out to members on renewal of their membership.

It should be remembered that the Society is financing a good part of the restoration of the Huddersfield Narrow Canal and every penny the members contribute can be put to good use.

NEW ADVERTISING RATES

| | |
|-----------|---------------------|
| ¼ page | £3 issue / £15 year |
| ½ page | £5.50 " / £27.50 " |
| Full page | £10 " / £50 " |

Please make cheques payable to: Huddersfield Canal Society Ltd, and send to the Editor with advert/artwork. etc..

It is now some considerable time since 'Toepath 87' was staged from Diggle to Mossley. The event was in fact on the 14th of June last year, being moved from the usual date of April to take advantage of the better weather and to encourage more participants.

Unfortunately, neither of these were to be. The weather reverted to typical March conditions, the participants although small in number, however, did a magnificent job, raising over £200 for the restoration effort. May I thank all those who participated in the event to raise this money. In addition, may I thank the Marshalls for their dedication in braving the cold to make the event a success.

With regard to 1988, the West Group have concluded that this type of event is no longer popular as a fund raising activity, also access to the towpath will be restricted in 1988 due to restoration work by Tameside Canals Ltd. and Oldham's NBC scheme.

This I find a most satisfactory state of affairs, I would much rather complain of lack of access to the towpath because of restoration work, than attempt to raise funds to campaign for restoration.

If however, one follows the report of our Projects Officer on the progress of the West Side five year plan of restoration, it will become very apparent that a large amount of new money will be required to maintain the programme.

Any member who can assist in fund raising will make a most welcome contribution to activities of the Society.

Jack Carr

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"The Boater's Hire Base"

By the time you read this the first formal bids for European Funds under the Mersey Basin Campaign towards actual restoration work on the canal will have been lodged with the Department of the Environment's Mersey Basin Campaign Unit in Manchester. Here, under the eagle eye of Chairman John Tavaré, the Peters (Walton and Barnes), Phil Barton and Glad Cooper will even now be poring over them to assess their merits.

With the support given by the L & R Consultants' Benefits Report (1986) and the recently published Tourism Strategy for the Mersey Basin 1987-90, we should be overwhelmingly confident that we will get enough money to make a significant and quick impact in the area - but read on....

The five submissions, as well as meeting the L & R and the Tourism Strategy requirements, are based on the programme drawn up last year (see "Pennine Link" No 75, page 10 for refresher) and together they total works to the value of £1.7m over the three years being applied for at this stage.

As you might expect, the main steam work of Tameside Canals and the recently started Oldham M.S.C. scheme demand the lion's share, with a total of £778,000. Not bad, when you think of the work of breaking open filled in locks, digging out and carting away the muck, renewing canal walls, clearing, refacing or rebuilding the stonework in locks, then making and fitting new lockgates and paddles and so on. All of this work plus some hundreds of persons employed and some 40% of Tameside Canals M.S.C. colleagues leaving the scheme for full time employment.

A hefty £525,000 is included for the culverted Saddleworth bridges. We start with Franches & Manns Wharf, go to Uppermill High Street and then on to Wool Road. Big costs admittedly, but with the help of Oldham's Technical Services Directorate, we hope to keep the "on costs" as low as possible.

We are reliably informed that Staley Wharf, as it is becoming known the length of totally filled in canal between Bayley Street & Caroline Street could cost over £300,000 if built by contractors -comparable to a road length of near Motorway proportions (but it does include a new bridge)! Anyone know of a less costly way to do it! But it will be grand to see boats along this stretch and in the proposed Caroline Street Basin on the doorstep of Stalybridge - and what an opportunity for the town. Lest we forget, Trevor Ellis and his merry men (I don't mean to be sexist - women too) weigh in with a vital £24,000 for Locks 31& 32 west, which is the Society's only "get your feet/hands/etc. muddy" or "hands on" project. T.E. & Co reckon that they can finish this work soon and, if so, will be sorting out the site of the Society's next dig. Proper suggestions to Trevor Ellis please.

Essential dredging outside of the main schemes make up the final application.

But back to the boring bit! The costs referred to are total scheme costs and not what we are hoping to get as grants. Also I must stress that rumours abound everywhere these days. On both sides of the Pennines the whisper is that money is to be shorter than we hoped - even E.E.C. money (anyone want to buy a couple of lbs., kilo, ton or tonnes of butter or beef?). In November 1986 some £38m was allocated under the

Mersey Basin banner. Enough, we thought for the paltry sums required by the Huddersfield Narrow Canal, particularly as a little bird whispered that land based schemes were urgently needed (that's us; i.e. not river or sewer improvements).

Should the financial cake be smaller, however, (and thats the rumour) this will mean a substantial rethink, with a significant knock on delay to the benefits restoration will bring to the Tame Valley communities.

What is certain is that now, not only at Uppermill (or in Kirklees) but also at Locks 1, 2 & 3 west, significant progress can be seen. If an advert is needed on how to spend money and see real results

- the environmental and economic benefits to the area - then this canal is among the best, if not the best, shopwindow.

Finally, thanks for financially masterminding the bids to Les Winnard, our Treasurer, and to Chairman, David S. and Mike Thompson our enthusiastic & enterprising Consultant (who also say thanks to Kath G. for the coffee and chocolate biscuits, which he says David devoured - although I thought I saw him -Mike, that is - with more than one himself).

Keith Gibson.



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As it is often difficult to keep up with the Society's involvement in what is now one of the major canal restoration projects in the country, I thought it might be useful to make a note of our current activities. This excludes the magnificent progress being made by Kirklees Council and the Upper mill infilled section (because the Society has no active role) or the restoration of the Upper mill locks (because the project is complete).

1. THE HUDDERSFIELD NARROW CANAL JOINT COMMITTEE.

Restoration of the canal is being master-minded by a joint committee with representatives of Kirklees, Oldham & Tameside Councils, the British Waterways Board and the Huddersfield Canal Society. The Joint Committee has approved programmes of work which will see most of the canal re-opened in a few years time, if sufficient grant-aid can be obtained.

2. TAMESIDE CANALS LTD.

The Society has for some time being sponsored its own 160 place M.S.C. Community Programme scheme through its subsidiary company, Tameside Canals Ltd. The Company is Chaired by Frank Ruffley, and the Project Manager is Stephen Whitby. Directors include representatives of Tameside Council and the Inland Waterways Association, and several members of the Society's Council of Management. The project is based at our offices, 239 Mossley Road, Ashton-under-Lyne. The programme of work for 1987/88 is as follows:

(a) Complete restoration of Locks 1, 2 & 3 west between Ashton & Stalybridge

(b) Dredge the canal from Whitelands Road, Ashton to Stalybridge.

(c) Restore Locks 9, 10 & 11 west between Stalybridge & Mossley;

(d) Towpath & washwall repairs;

(e) A whole series of canal side & Tame Valley environmental improvements.

The scheme is planned to continue restoring the canal through Mossley, to eventually link up with the Oldham M.S.C. scheme referred to below. Up to 6th January the following progress has been made:

Lock 1W Masonry work complete. Lock ladder installed. Repointing of lock chamber to be undertaken & chamber scaffolding. Infilled section of canal below lock re-opened. Lockgates delivered from B.W.B. workshops at Stanley Ferry.

Lock 2W Complete, apart from installation of paddle gear. Plantation Street bridge rebuilt so as to clear the lock.

Lock 3W Complete, apart from installation of paddle gear.

Lock 9W Bywash rebuilt.

Lock 10W Bywash wall rebuilt.

Concrete capping removed from lock chamber ready for excavation of infill material; (like most of the locks on the canal, this one had been filled in & concreted over after the canal was abandoned).

Lock 11W Rebuilding work complete. Gates expected from Kirklees M.S.C. workshop before end of January.

Dredging: Planning permission has been granted for environmental improvement of a site at Cavendish Street, Dukinfield where dredging materials will be deposited as part of a landscaping project. Dredging has commenced between Locks 2 & 3 and, after experiments with alternatives, a suitable system has been found for dredging between Locks 1 & 2. Skips

will be loaded by a small excavator and floated down the canal to an old canal arm above Lock 1 which has been excavated. Here a skip loader will lift them from the canal and then transport the Material to the Cavendish Street Site. The Society's dredger (moored at Portland Basin) is unsuitable for the confined spaces on this section of the canal.

3. H.C.S. VOLUNTEERS

Locks 31 & 32 west at Diggle are the site of the Society's current volunteer scheme. See back page for details of working parties.

4. OLDHAM M.S.C. SCHEME.

The Society is funding a third major M.S.C. scheme on the canal (the Kirklees scheme & Tameside Canals being the others), which started on 18th January. This scheme, under Project Manager George Cragg, is being sponsored by Oldham Council, but will be funded by the Society as a result of the grant we received on the demise of the Greater Manchester Council. Throughout 1987 negotiations continued between Oldham Council, the British Waterways Board and the Society to set up this scheme. Initial work involves preparing a site compound at Royal George Mills, Greenfield. Work on the canal will begin at Lock 19 west nearby, followed by Lock 18 west, and then continuing up to the Uppermill restored section and beyond to Lock 31 (see above). The Society's thanks are due to John Billington, Bob Roscoe & Bob Haycock of Oldham Council; also to Bury Cooper Whitehead of Royal George Mills for allowing Mr Cragg to establish his site compound at their premises.

5. SADDLEWORTH CULVERTED BRIDGES

The agreed work programme provides for rebuilding four road bridges in the Saddleworth area (Manns Wharf/Well-i-hole, Frenches/Chew Valley Road, Wade Lock/Uppermill High Street and Wool Road - why do three of them have alternative names? Does anyone know which are correct? Please tell me if you do!). The Society is funding Oldham Council's work on the initial feasibility stage of the design of the new bridges, including a borehole survey. Together with Richard Dobson of the Council's Technical Services Directorate, we have looked into alternative ways of proceeding, and a joint report was presented to the last meeting of the Joint Committee. It was agreed that Oldham Council will design the new bridges, go out to tender & supervise the works. The Society will arrange finance.

6. STANDEGE TUNNEL

A detailed engineering & leisure study into the condition & future use of Standedge Tunnel is planned. Work so far has centred on the selection of consultants and the provision of finance. Ove Arup have been selected to act as engineering consultants (to be appointed by B.W.B.), and L & R Consultants will provide detailed guidance on the tourist & leisure development (to be appointed by the Society). The total cost of these studies is likely to be of the order of £300,000 and the Society has promised a significant part of this. The remainder is to come from the Local Authorities, B.W.B. and grant-aid. The Joint Committee have agreed that the Society

7. STALYBRIDGE TOWN CENTRE

The Society has already sponsored a study by engineering consultants W.S. Atkins & Partners of the alternative routes available to rebuild a canal through Stalybridge town centre (the original route having been filled in here), and, from this, Tameside Council have selected a preferred route which partly uses a canalised River Tame. The Joint Committee have now asked the Society to employ consultants to design the first stage of this new canal, known as the Staley Wharf project (i.e. from Bayley Street to Caroline Street). We are discussing costs with consultants before an appointment is made, and it may be possible for a decision to be made at the Society's February Council Meeting.

**8. HARTSHEAD POWER STATION
INFILLED SECTION**

Initial design work for the rebuilding of the short infilled section alongside the disused Hartshead Power Station has been carried out by students of Sheffield City Polytechnic and the ever enthusiastic David Pyrah of B.W.B.. Now detailed design is underway for this proposed future project for Tameside Canals. We have agreed to fund a borehole survey of the route.

9. GRANT-AID

The Society received a major grant from G.M.C. on the abolition of the Metropolitan County Councils. Before we could receive the grant other related agreements has to be entered into by the District Councils and the Waterways Board. For our part, the Society agreed to carry out or fund works on the canal to the value of £1,200,000. We hope to achieve a great deal more - partly from

interest or capital and partly from seeking other funds. Tameside & Oldham Councils are providing significant Transitional Grant Funding to continue a grant we had been receiving from G.M.C. towards M.S.C. work, and we are considering whether sponsorship schemes are possible. Throughout last year we were holding detailed discussions with the Department of the Environment regarding European Regional Development Fund aid as part of the Mersey Basin Campaign. (See item 6 above and separate article on this topic.) We are, of course, also talking to other grant aiding bodies.

A major key to obtaining grant-aid is to be able to justify the expenditure. During 1986 the Joint Committee asked the Society to commission an independent consultant's study of the benefits restoration would bring to the Colne & Tame Valleys. This report, by L & R Consultants and PIEDA, highlighted the job creation opportunities as well as the environmental benefits. It saw the restored canal as a major catalyst for economic growth.

10. THE PAVING BILL

The Society and the three Local Authorities have agreed to contribute £5,000 each, and B.W.B. to provide what additional funds are necessary for a bill to be presented in Parliament concerning navigation on the canal. The London Midland and Scottish Railway (Canals) Act of 1944 closed several canals then in the railway company's ownership including the Huddersfield Narrow. The new Bill, which has been prepared by the Waterways Board's solicitors, will permit the Board to allow the public to navigate the canal again.

Keith Gibson

The Huddersfield Canal Society's trip boat "Benjamin Outram", has created history for the second time.

The 70ft 13ton narrow boat, which has been a much appreciated tourist attraction and local amenity at Upper-mill, in Lancashire, has been moved to the Yorkshire side of the Pennines at Marsden.

"Benjie" as the boat is affectionately known, became the first full length narrow boat to navigate the eastern section of the Huddersfield Narrow Canal for forty years following a tricky (and expensive) operation.

The boat was carefully lifted by a huge crane from the water at Uppermill, with the only damage a dislodged branch or two from over-hanging trees, lowered painstakingly onto a low loader, and then taken to Marsden, where the operation was reversed and the boat was "dropped" into the canal at Warehouse Hill, Marsden.

"Benjie" the flagship of the Canal Society fleet, was launched at Uppermill to highlight the restoration programme for the trans-Pennine Canal and she(he) has been operated for the Society by Mr Harold Nield.

He has plans for another trip boat at Uppermill and "Benjie" will start cruises on a restored stretch of canal between Marsden and Slaithwaite in Spring. Her first official duty is likely to be to carry V.I.P.'s on the official re-opening of a three miles long, eighteen locked stretch of the canal in the Colne Valley in April or May.

A motley collection of intrepid souls (and the dog, Montmorency) set sail in the good ship Benjamin Outram on Sunday, 17th January 1988 to give a test run before starting the trips for the season. The Chairman, Vice-Chairman (accompanied by his team of navvies from Diggle), the Secretary and most of the Council, a couple of canaloholics from Kirklees MC and several ordinary members who had heard about the excursion, made up the crew.

The weather was superb for a test run - it was bitterly cold, blowing half a gale and poured with rain all day!

Ann and Fiona got themselves organised in the galley with my camping stove and a heterogeneous collection of receptacles containing fresh water. Coffee, tea, hot soup and sandwiches were on demand all day. In my innocence I had assumed that all fellow members of the Council were drinking men (and women), so my contribution to the commissariat was 4 dozen cans of beer. In the conditions prevailing, this was totally unnecessary and only half-a-dozen cans were actually drunk. Never mind, the remainder will do for the next test run we make.

We set off at 11.00 a.m. amid great excitement. As the first lock from Warehouse Hill was negotiated, people were vying for the honour of raising paddles and the amount of expert (and often contradictory) advice received on every activity was colossal.

As we progressed past the backs of houses in Marsden, people were coming into their gardens, waving, taking photographs and obviously delighted that some action was taking place on their bit of our canal!



'The crew at Lock 33E.

Photo: Bob Dewey.

We soon found that progress was very slow. Against any sort of headwind progress was only obvious to the local snails; with a cross-wind, negotiating the short pounds on the first few lengths was difficult and even when the wind was dead astern, progress was well under a slow walking pace. The propulsion unit and engine very obviously need a great deal of attention. Steering is somewhat haphazard as turning the wheel clockwise left the indicator showing the direction of the nozzle but going anti-clockwise left the nozzle a quarter turn behind the indicator. This tendency somewhat nonplussed all our steerers during the day!

The big problem came on the long exposed pound about 5 or 6 locks down (I'd lost count by then, the day having been quite fraught) when a cross-wind blew us into the side. Inadequate

dredging made it impossible to pole off and the power unit was incapable of producing enough guts to move us. Amid clouds of black smoke, the engine stopped. At last, a chance for the technical wizards! The covers came off and the engine vanished under a crowd of bodies cajoling and kicking, screwing and unscrewing until, once again, we had ignition. We carried on until we came to a drained pound about four locks from Slaithwaite (I told you I couldn't count) and then started the return journey. This trip will rank with a Viking Odyssey. Songs about this return trip will be sung and tales told by wild-eyed men and women wherever canal people congregate. The boat was unable to run in reverse into wind and a system of ropes was mathematically worked out to maintain equilibrium and passage. Then came the great tow back Everyone -man, women and child - took

their turn on the towing ropes. Wet and chapped hands heaved and pulled. The tension on a rope occasionally caused the near miss of half-a-dozen towers taking an involuntary bath. In fact, the only one who fell in was Montmorency, the dog, and he seemed to enjoy the experience. Problems were also caused by lack of water on the short pounds. Filling the lock caused the pound above to drain and the boat was unable to move out of the lock for a few minutes. The best comment was made by one East Side member. Hauling on a very wet, muddy rope, in the pouring rain, squelching up the towpath, he said "I could have been at home by the fire, in front of the telly, warm and comfortable, but I'm here and I'm enjoying it. I must be barmy!!"

We arrived back at the base just as darkness descended at 4.00 p.m. having covered about 4 miles in 5 hours - well under the speed limit!

The defects we found are now to be remedied and when this work has been carried out, we will have another shake-down cruise. (Or maybe two or three before we let the fee-paying punters on board.)

All intending volunteer crews will be welcome next time - if disaster strikes again, why should the Council have all the fun and, anyway, we've all that beer to get rid of.

Brian Minor
Boats Committee

Our inland waterways have the endearing quality of winding through town and countryside virtually un-noticed in the bustle of everyday life. Not quite so endearing however, is the way time slips by quietly, also un-noticed until something reminds us that the relentless march has been going on. The point I am making is that it will soon be time for the Ashton Canals Festival in July, and the organising committee are beavering away trying to make sure everything goes according to plan.

I am again responsible for begging and cajoling as much sponsorship money as possible from any source available. To this end I am asking the readers of Pennine Link to consider advertising products or services on hoardings around the festival site, or in this magazine, and in return giving us a donation towards running costs. The amount of donation is not fixed, but entirely at the discretion of the individual. I am also asking for donations from people who get no further reward than the love of waterways and the pleasure of making a contribution to restoration schemes. Anyone able to give assistance in this way please contact me at the address below. Cheques should be made payable to Ashton Canals Festival 1988. A lot more money is still needed for through navigation of the Huddersfield Narrow, so please dig deep, and remember, restoration benefits all.

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At a recent talk in Honley (near Huddersfield) I was surprised and delighted to be handed an original pastel painting of Tunnel End, by the artist Jack Crosland. The Society is considering how best to use the painting and it has been suggested it should be raffled or auctioned at the AGM.

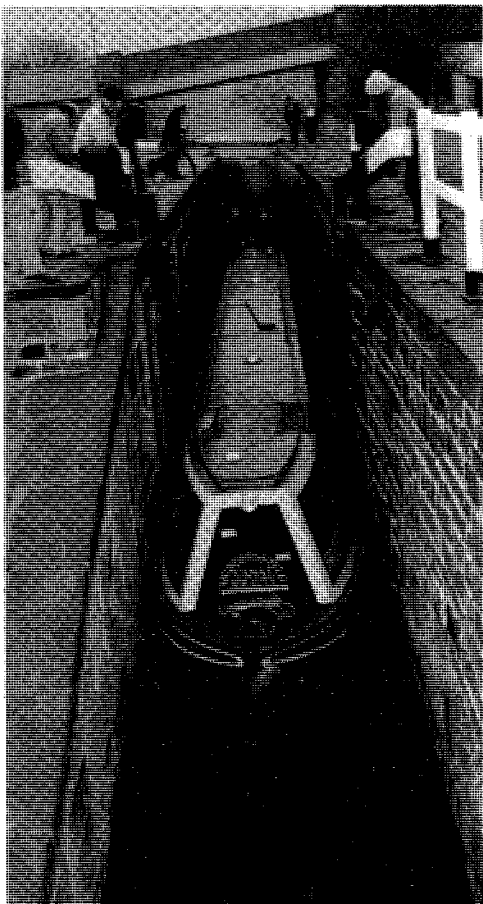


Anyone interested in purchasing the painting should contact a member of HCS Council or turn up at the AGM.

NEW BRIDGE AT MARSDEN

As mentioned some months ago, the railway bridge at Tunnel End, Marsden was due for replacement last year and work had been progressing on site adjacent to the railway for several months late last year. New girders arrived and were assembled and as the vital weekend arrived, the canal was closed and scaffolding erected under the railway line so as to give easier access to the BR workmen and prevent them getting their feet wet.

The installation of the bridge involved closing the railway (the normally busy Manchester Victoria, Huddersfield Leeds line) for the duration and the work was carried out during the last weekend in November. A rather large crane (rated at 600 tonnes!) was brought in, the old girders cut, and out came the old bridge. One of the old girders actually snapped as it was being lifted out causing something of a minor panic as it crashed down into the canal, but the work was completed in time for the Monday morning commuters.



The new bridge looks quite smart, let's hope that the debris from the canal will all be removed so as to allow Benji through without grounding

In February 1987 the Mersey Basin Campaign Unit of the Department of the Environment's North West Regional Office appointed the North West Tourist Board to prepare a water related Tourism Strategy for the Mersey Basin. The Tame Valley, through which the Huddersfield Narrow Canal runs from Standedge to Ashton, is within the Mersey Basin.

The objectives of the study are described as:

1. To prepare a water-related tourism development strategy, covering the period 1 April 1987 to 31 December 1990 to promote the role of tourism in the Campaign as a whole;
2. To provide a framework and advocacy document for ERDF tourism projects, and to relate these projects to a cohesive programme of tourism development throughout the Mersey Basin;
3. To provide guidance to ERDF applicants in the form of a review of ERDF tourism projects in the first phase of the Mersey Basin Programme, quantification of the benefits of investment in tourism, and worked examples of tourism - related model ERDF applications.

The study reviews existing tourist activity and market trends. It proposes a strategy for the development of tourism particularly in the period 1987-1990. The recommended strategy is based on what are described as 6 "Development Concepts":

- * Waterways Development
- * Recreation Development
- * Honeypot Development
- * Theme Development
- * Development of the urban/water interface.
- * Environmental improvement and infrastructure development.

Don't worry if you are not sure what these mean. It's enough to say that the restoration of our canal fits into all of these categories.

The study suggests that these concepts should be applied to 3 strategic objectives:

- A To consolidate existing tourism resources.
- B To identify and exploit new opportunities
- C To ensure effective marketing of tourism resources.

Under item B particular mention is made of the extension of the canal network. It is said that: "Canals are a very important tourism resource in the Mersey Basin, not only in respect of holiday and recreational usage, but also because they can provide an attractive backdrop and a catalyst for many other forms of leisure development." Also that: "the imaginative use of water.. is a pervasive theme running through many of the development concepts.....".

Projects referred to under objective B (i.e to identify & exploit new opportunities) include the restoration programme we have put forward for ERDF grant and the Standedge Tunnel survey. In respect of the Huddersfield Narrow the Strategy says:

"Restoration of the Huddersfield Narrow from its junction with the Ashton Canal near Portland Basin, via the Standedge Tunnel under the Pennines, to Huddersfield is the subject of a recent consultancy study. Parts of the canal have already been restored, notably the stretch through Saddleworth which provides a attractive backdrop and recreation facility for villages such as Uppermill, which is developing as the most important tourism focus in the area. Major blockages, however, remain, not least the Standedge Tunnel itself."

"Reclamation of both canals" (i.e. the Huddersfield Narrow & the Rochdale) "would be a lengthy process in view of the expense entailed in the removal of blockages. Nevertheless, there is much to be gained in tourism terms by progressive, albeit piecemeal, restoration over a period of time. The Huddersfield Canal Society envisages considerable reclamation advance during the three year period to 1990, including restoration of locks and removal of some blockages. Repairs to Standedge Tunnel are likely to be extremely costly, and restoration will therefore take place post - 1990. However, the consultancy study required to assess the extent of necessary repairs and potential for a visitor attraction based on the tunnel "experience" should be commissioned within the timespan of the Strategy. Other priorities from a tourism prospective include progressive restoration from the Portland Basin terminus, removal of the blockage and development of the canalside facilities and attractions in Stalybridge Town Centre, and continuation of the restoration work in the vicinity of Saddleworth on Oldham Borough".

Keith Gibson.

SLAITHWAITE PLAN REVEALED

Following the public exhibition last year Kirklees have now applied for planning permission to rebuild/build a new canal through the centre of Slaithwaite. The scheme relates to the 600 metre section between lock 23E (Old Bank) and lock 21E at Spa Mill. The filling in was carried out by the former Colne Valley UDC in two halves during the 1950's and 1970's.

The Society, of course, welcomes the step forward and it is only sad that the plans are almost impossible to reduce to a size where they would fit these pages and still be meaningful. (the original is 4 feet long).

In summary, the work (from west to east) consists of restoring lock 23 (that's the one with the picnic tables on top) and building a new lock 22a immediately adjoining it as a staircase lock. This will allow a culvert to be built below the services in Britannia Road. A marina will be built in the old car park and lock 22 restored to lower the canal to its original level. Sadly, (in my view) the section beyond will not be full width but will still be narrow with laybys - to keep costs down.

The scheme is estimated at 1.2m (where have I heard that figure before?) with work programmed for 1991/2 and taking 3 months.

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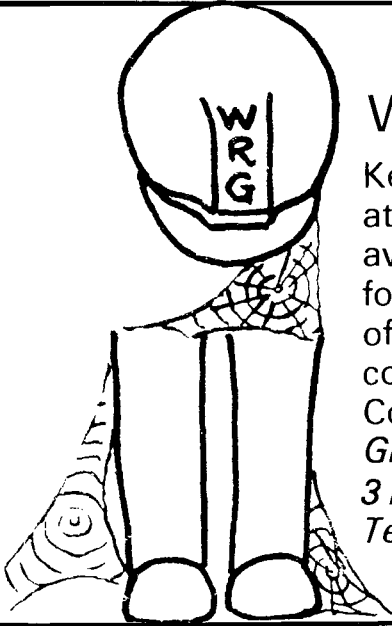
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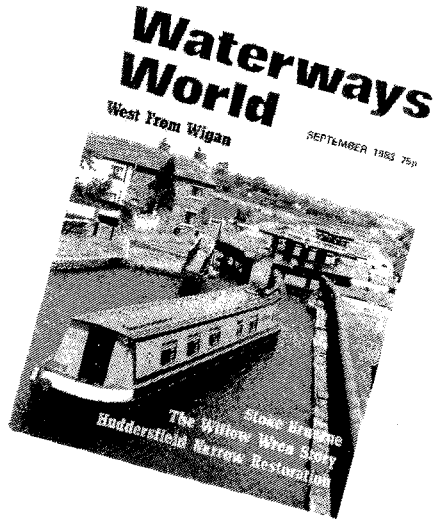
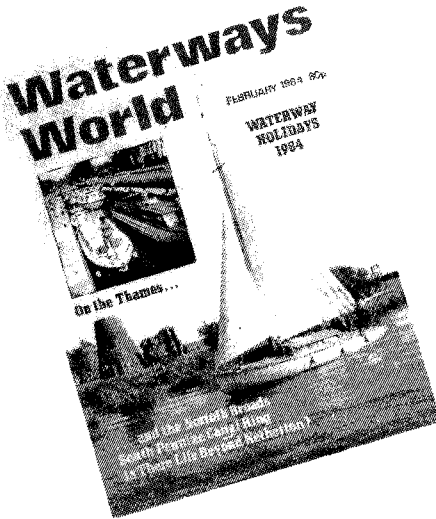
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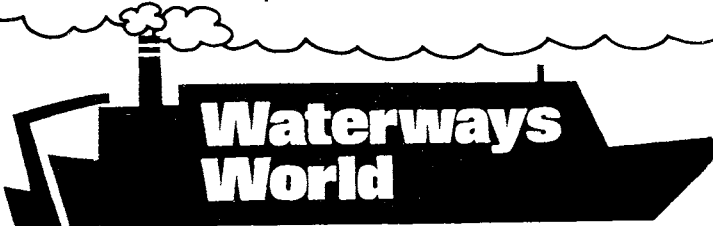
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To: The Membership Secretary, Huddersfield Canal Society, 38 Paris Road, Scholes, Holmfirth. Telephone: Holmfirth 685022

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Members receive free copies of 'Pennine Link', the society's bi-monthly magazine.



I must first set the scene. Tanner began boating on the Rochdale Canal in Hebden Bridge early April 1987. He soon proved popular with both the crew of 'Sarah Siddons' and the members of the public, and the boat was going out almost daily from June to August.

We provided a variety of types of cruises similar to those offered by the Ashton Packet Boat Co. with Sonny in Manchester. Besides the public cruises on market day and weekends, there were 'Sunset Suppers' where we set out in daylight, returning in the dark, sometimes with a flavour to the cuisine and music (e.g. French/German/Victorian). For the more adventurous, we made the long trip to Todmorden, taking in 18 locks on the return journey. There were also educational school party cruises and of course charter trips. We were booked to navigate to the Moderna Bridge below Mytholmroyd by one such group, this being the limit of navigation at the time.

Tanner learnt to cope with working through all sorts of conditions - peaceful uneventful days, or busy hot days, with throngs of folk walking the towpath, anglers matches, cyclists, baby buggies etc., in the daylight or the dark. There was one spot on the canal I had identified as a danger before I had ever taken Tanner on the towpath. Neptune Bridge was reconstructed to allow through-navigation once more. The bridge's inner surface has a dog's leg within it, narrowing the towpath. I was always very wary here as Tanner's hooves invariably came close to the water's edge. Nonetheless we made the passage through safely many times. One evening returning from the cruise, just as we approached the bridge, someone struck up a conversation with me. I must admit my ear was bent

to their talk and I trusted Tanner to safely negotiate the bridge hole as usual. He placed one hind-hoof on the edge of the coping stones and as he pushed off from it, his leg fell over the edge.

With an almighty splash, in he went!

I had rehearsed endlessly in my mind, what to do should Tanner fall in. 'First make sure the crew has disconnected him from the boat at the towmast' With this accomplished, I took hold of Tanner's rein as he was close to the towpath and led him away from the advancing boat (no brakes of course). He swam beside me and when the boat was stopped in the bridge-hole, I let Tanner go opposite a shelving bank down into the canal. All he had to do was swim to the other side of the canal and he would be in knee-high water. However, blinded by his fear, he circled round. He returned to the towpath side, either assuming I would get him out, or that he could get out where he went in. However, it was a steep wall on the towpath side. He swam back to the boat and begun to push between the boat's bow and the towpath wall. The crew manoevered the boat back from him, whilst I led him away again. By now I was very frightened (no sign of it to the crew or the public, of course!) He initially had his head and neck out of the water, but now only his head was visible. His neck collar had soaked in water and was weighing him down and he was tiring and breathing heavily. Could it be that he would drown in front of me? His nostrils and mouth might soon take in water. I left a bundle of traditional boatwoman's clothes on the towpath, and lowered myself into the canal. I never touched the bottom, and so I swam to him, and tried to lead him to the other side. However, I had a little strength whilst swimming and he just took me with him on his circle. So I

pushed very hard at his head, to direct him to the bank, and to my relief, he saw it. I joined him in shallow waters and stayed with him until a crew-member found us a safe place to get out further downstream.

The fire brigade arrived now as someone had phoned for help. It was good to know they were there, for if Tanner had still been in the canal we might have needed their assistance. We waded down on the shallow side of the canal, clambered into a bywash, up a bank, over a fence which vandals had luckily broken down, and returned to dry land to the large crowd which had gathered.

Out of the crowd, a person stepped forward. 'Would you like me to check your horse for you?....I am a vet.' I thought Tanner had chosen his timing well! Suddenly I began to shiver and shake with the night cold. Blankets were thrown on Tanner and myself. I rugged him up and put him away whilst the crew bowhauled the boat the last ¼ mile back to base. Tanner safe and sound, I clambered out of my wet clothes at 11pm.

The next day he was back on the canal. He was afraid of all bridge-holes for the next fortnight or so, but gradually regained his confidence. He went through the bridgehole where he fell in to establish to him that it was possible. However, since then I had avoided it and make a detour over the top which is inconvenient as it means crossing a road with traffic approaching on the bend, but I do feel the design of the bridge sends the horse too near the edge. The incident had frightened me too - the fear of losing Tanner had plagued me as delayed shock set in.

We gained much advantageous publicity from our adventure! The local press reported on Tanner's mishap

reassuring readers that their boathorse was unharmed. Regional and even national coverage came next, including an interview for 'Woman's Hour' radio programme.

We continued the season until Christmas, running families to Santa's Grotto at Walkleys Clogs. We were thankful for the dry weather at this time. The season was finished with just the one fall in the canal.

In February Tanner heads the Moon-raker Procession as usual in Slaithwaite, when the moon is raked off the canal. Tanner and Sonny will be back working on the canals for April. I am also offering this year private party excursions in my carriage to visit points on the Huddersfield Narrow Canal, which can be tied in with walking some sections or visits to canalside inns. Tanner is wintering at his new home. I have moved to within sight of the Huddersfield Narrow Canal near Scout Tunnel, Mossley. Our address is 12 Oakwood View, Lower Beestow, Mossley, Ashton-under-Lyne, Lancs. O15 9QL. Phone Mossley-04575 4863.

'Don't forget the carrots if you come to see Tanner and Sonny.'

Photographs for this issue of Pennine Link were kindly developed and printed by

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We are pleased to welcome the following new members:

- 1592A Mr & Mrs Pat & Steve Hallam, [REDACTED]
- 1592B Mr & Mrs Kevin Tarbutt & Family, [REDACTED]
- 1593 Calder Valley Cruising, [REDACTED]
- 1594 Mr Geoffrey Law, [REDACTED]
- 1595 Mr S.P. Edwards, [REDACTED]
- 1596 Mr Simon Palmer, [REDACTED]
- 1597 Mr Stephen G. Dawes, [REDACTED]
- 1598 Mr & Mrs Guy & Beryl Whitehough, [REDACTED]
- 1599 Mr Donald E. Bowerman, [REDACTED]
- 1600 Mr & Mrs Tony & Susan Ackroyd, [REDACTED]
- 1601 Mr Bernard Weiss, [REDACTED]
- 1602 Mr David W. Havell, [REDACTED]
- 1603 Mr & Mrs D. Watson, [REDACTED]
- 1604 Mrs June Thompson, [REDACTED]
- 1605 Mrs Louise Thompson, [REDACTED]
- 1606 Mr David A. Worthing, [REDACTED]
- 1607 Mr Robert Tewson, [REDACTED]
- 1608 Mr Stephen A. Mangan, [REDACTED]
- 1609 Mr Terry Bamford, [REDACTED]
- 1610 Mr G.R. Booth, [REDACTED]
- 1611 Mr & Mrs T.L. Jones, [REDACTED]
- 1612 Mr Harry Scott, [REDACTED]

Val Dewey
Membership Secretary

| | | |
|------------|---------|---|
| 3rd March | 8.00pm | East side get-together at the Sair, Linthwaite, Huddersfield. |
| 9th March | 8.00pm | West side get-together at the Tolle-mache Arms, Mossley |
| 13th April | 8.00pm | Joint Social Meeting at the Cross Keys, Uppermill. Talk by Colin Sideway entitled 'Characters of the B.N.C.' |
| 24th April | 11.30am | AGM with buffet lunch. Packhorse Hotel, Slaithwaite, Huddersfield. |
| 5th May | 8.00pm | East side get-together at the Albion, Longroyd Bridge, Huddersfield. |
| 11th May | 8.00pm | West side get-together at the Farrars Arms, Grasscroft, Oldham. |
| 12th May | 8.00pm | Quiz night between the Calder Navigation Society and the Huddersfield Canal Society at the Barge and Barrel, Park Road, Elland. Come along, support HCS. Will we win back the trophy? |

HUDDERSFIELD CANAL SOCIETY FESTIVALS 1988.

8th/9th/10th July Ashton Canals Festival
 20/21st August Stalybridge Festival
 10/11th September Kirklees Festival

DIGGING AT DIGGLE

5th/6th March 19th/20th March
 2nd/3rd + April 16th/17th + April
 30th April/1st May + 14th/15th + May
 28th/29th May +

+ These dates have been changed due to circumstances beyond my control including the A.G.M. date.

Ward Lane, Diggle. All enquiries to Trevor Ellis, on Huddersfield 534666. Who will happily give more details.