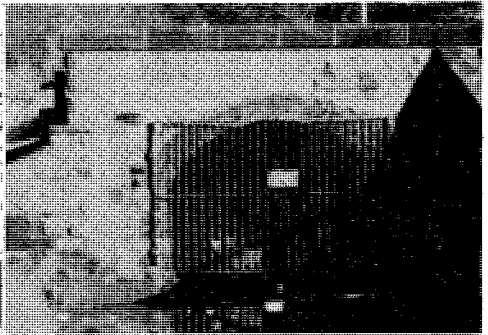


PENNINE LINK

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FREE TO MEMBERS

50p

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Cover Picture: East & West portals of Standedge Tunnel plus West Side restoration works.
Photo's by the Editor.

Being a simple engineer, the world of the wordsmith and matters literary and grammatical are, to say the least, a grey area for me. However having a daughter who is a professional subeditor does give me a source of advice when I am floundering. Unfortunately this is not as easy as it sounds, since she lives and works in Corby, Northamptonshire, and I have to post a copy of my ramblings for her corrections. So - if you think this is bad, think what it must have been like just after writing! Prior to getting myself involved at the deep end with editing the Pennine Link, I used to look forward to it popping through my letter box every two months but gave only a scant thought to how it was produced and distributed. I thought that maybe you, the readership, might like to know a little bit more about the way this publication gets to you, so I will explain accordingly.

On the face of it, the editor is responsible for every aspect of the magazine, but in reality it is something of a team effort.

First in line, and obviously very important, are our regular contributors, with news and updates of restoration progress, boat activities, sales stand reports, festivals, council member changes, etc, etc. My job is to collect all this copy, plus letters, pictures and other bits of news, and get it all to the printers for typesetting. It is then checked and corrected and made into a 'paste-up' of how the final magazine will look. (The last issue was printed as approved, but in the previous issue most of my instructions were ignored.)

Printing is then carried out, usually 1000 copies, and brought to my house for putting into envelopes prior to posting. In parallel to this activity, other members of the team are busy

with their own parts of the process. Our membership secretary, Val Dewey, keeps tabs on all members subscriptions and instructs on the issue of second, and third reminders, bank standing orders and covenants etc. plus lists of new members and membership cards. Mr Peter Freeman keeps all these records on computer and when required produces a long zigzag strip of self adhesive labels, first reminders, and on the instruction of Val, second and third reminders etc. The labels, reminders, membership cards together with envelopes are then sent to Mrs Leslie Best. Leslies job is to stick the labels on the envelopes and insert reminders and membership cards in all the right places. I then collect these, and with the help of anyone who has made the mistake of being at home, add a P'link and seal the envelopes ready for posting. Some are delivered by hand by various members of the HCS council, but the bulk of them are carted off to our local main GPO sorting office to be weighed and costs worked out for franking and distribution. Well that's it. I suppose you are now all completely underwhelmed do I will shut up and let you get on with the rest of it.

Alwyn Ogborn

We have two mentions of the hottest news of the issue [i.e. the Tunnel Study,] one from our chairman and one from Alex Ramsden. Then comes the full story with thrills and excitement, so settle down and read on.

Ed.

A great many, probably the large majority, of society members will not know who's who, who does what, or be able to recognise council members and people actively involved with restoration, apart from a name at the foot of an article or inside the front cover of this magazine. Therefore I intend to publish a 'Mini Profile' of our active members in each issue of Pennine Link. This will be a photo, and a little of their background, and how they became involved with canals in general, and the HCS in particular. The first three appear below. Ed.

Our chairman, David Sumner, has been in this post for the last 7 years. Married to Diana, they have a son called Richard. The Sumners now live in Marple as you will see from the Council Members list, but 12 years ago lived in Stalybridge, and used to go for walks along the canal towpath. It is a familiar theme with inland waterways enthusiasts that the start of their involvement is just such a situation coupled with the thoughts "what a shame - why can't something be done". A canal boat holiday on the Llangollen in 1976 fired up further interest, and in 1977 he went to a HCS meeting at the Four Horseshoes public house, and as a result became an active member of the Society.



David was treasurer of the previously titled Tameside Canals Festival in '77, and chairman in '78. After this he was responsible for the starting of the first dig at Dungebooth lock in Uppermill, and oversaw the project to become the very first section restored to navigation since closure. An ex. employee of GMC, David organised and directed the first festival "Rocket 150" at Liverpool Road station, the event that has gone on to become the annual Castlefield Carnival. Presently employed as a director in a property development company with interests in commercial and industrial holdings (examples are a Bistro, and a rubber moulding company.) Enthusiasm for the canal has not waned he says "I want to see through navigation by our target date of the mid 1990's", and continues to devote energies to that aim.

The East Side Chairman, Trevor Ellis, is married to Colleen. Living alongside the canal for many years, he has always been interested in the waterway, and sad about its delapidated state. Canal holidays feature again in the restoration involvement story. The first of these holidays in 1967, and the second in 1976, and after that one, he joined the Society and got involved with working parties and the digging out of Dungebooth lock. Trevor went on to become vice chairman and working party organiser, moving the dig to Limekiln and then, over the last three years, up to locks 31 and 32 at Diggle.



Still organising working parties (as you will see from the reports and diary dates.) Trevor continues to put a lot of physical effort into the restoration project, and is glad of any volunteers no matter what their skills. Employed as a Training Agency Programme Manager (ex MSC scheme) based in Bradford, and as such is well versed in organising labour and utilising the various skills available.

Sales Officer Fiona Tewson, married to Stuart they expect their first child in April. Fiona's involvement started after visiting the Ashton Canals Festival in 1982, she "got hooked" and followed father (Brian Minor) onto the festival committee. After three years with ACF, Fiona took over the HCS sales stand from the stalwart enthusiast, Jean Buckley, and has now been on the HCS council for 18 months. On taking over the sales stand she resigned from the festival committee, but has rejoined to help out with the 1989 event.

Husband Stuart is a railway enthusiast, which in a way is an allied interest, and they have very neatly blended their hobbies by living in bottom Mosley with the Manchester/Leeds main line to the front and the Huddersfield Narrow in the valley at the back.

Employed as a canteen manageress at Tom Chandley Ltd. of Denton for the last five years, where she went from her previous identical job with Shell Oil Co.

Asked about her future with HCS, Fiona said "I shall soldier on to the end, I want to look out of my kitchen window and see boats going past." (And so say all of us.)



Chairmans Remarks

A Christmas present was received by the society last month. The much awaited Standedge Tunnel Experience Survey has been given the approval of the European Commission. This means that we are eligible for a grant of fifty percent of its budgetted £300.000 estimate. Great credit must go to Mike Thompson, our consultant, for his efforts over the past 18 months. He has pestered the department of the Environment in Manchester and London and lobbied officers in Brussles, and any other persons or bodies who could influence the Commissioners decision. Now that the support has been given surely further European funding via the Mersey Basin Initiative must follow for our three and five year restoration plans. I see this grant as an affirmation of faith in national importance of the whole restoration project.

The survey by Ove Arup and L & R Leisure has started and is expected to take six months. It will involve dewatering the tunnel. A full engineering study of the canal tunnel and adits, and dissused railway tunnels where appropriate will take place, linked to L & R's appraisal of the tunnels potential for tourism. All the local authorities are contributing towards the cost of the study, British Waterways too, and the Sports Council will contribute £40,000. The society will fund the remainder after the £150.000 plus grant has been deducted from the £300.000 plus estimate. I am particularly pleased by Tameside MBC's promised contribution towards the cost of the study. They realise the importance of the tunnel for through navigation, though it is not in their borough, and it secures commitment by that Authority which has its own

navigation problems in Stalybridge. We must also thank the Euro MPs who wrote supporting our application for grant aid, and the D.O.E. in London and Manchester for help and encouragement throughout the campaign.

Members of parliament were made aware of our application last November during our visit to the Houses of Parliament and I believe that this visit won many friends to our cause.

British Waterways are undergoing regional reorganisation. Previously the Huddersfield Narrow was in Wigan's patch controlled by Stewart Sim.

Stewart, incidentally, has been promoted to the post of Regional Manager in the Midlands area based in Birmingham. We are very grateful for his help and support over the last few years. His section staff have been the unsung heroes assisting restoration since we began at Dungebooth lock in 1981. The new enlarged area involving our canal roughly combines the old Norwich and Wigan areas. Mr Brian Haskins ex. Area Engineer Northwich is now responsible for our canal as regional engineer, and Mr D. Cochrane is the new Regional Manager. Mr Cochrane has had considerable experience on the Scottish waterways network, and I look forward to 'debrief' him on the restoration plans for the Forth & Clyde canal. We have already made contact.

1988 has been another year of progress. What will 1989 bring? Boats to Stalybridge? Cruising from Marsden to Slaithwaite and beyond? We shall see. A happy and prosperous New Year to you all.

David Sumner

Starting an entirely new career is I believe always challenging, if not daunting, but I must say that the friendly help and co-operation offered to me by HCS members has made that initial transition much easier.

I have been amazed by the public recognition on both sides of the Pennines, following Alec Ramsdens press release regarding my appointment. Fame at last. What it does prove is that any publicity is good publicity, and the more often the Society has its name in print the better. Perhaps one day I'll even get my name on the inside cover of PLINK.

[It's there now] Ed.

My understanding for why my post was created has widened, on the realisation of the length of time 'things' take to do. Even minor items that may involve a second or third party require a certain amount of chasing up, so extending what would normally be a simple job. One of my main assets at the moment is a crystal ball, for with the exception of one or two on-going schemes, all other projects relate to the future, either near or distant, eg. how much will things cost? where's the money coming from? what direction do we take? and will I have a job next year? etc. etc. As the Society's resident mole in Tameside Canals Offices, I can report that although beset with difficulties relating to the reduction of manpower caused by the changeover from the Community Programme to Employment Training, the enthusiasm for restoring the canal is still as great as ever, which should overcome many of the immediate problems. I would like to take this opportunity to thank Steve Whitby and his staff for the way that they have accepted me into their

office community, and for the help and assistance given to me over the last few months. That old proverb, 'no news is good news' doesn't really apply to the Society, because in terms of canal restoration, no news means 'nowts appenin', so I would like to reiterate a previous comment by the editor urging members to send in comments, articles and photographs relating to the Society and the canal to accentuate an already successful magazine.

Frank Smith
Assistant Projects Officer.

The campaign to restore and re-open the trans-Pennine Huddersfield Narrow Canal has been given a massive £150,000 boost.

The cash has come from the European Regional Development Fund and will be used to carry out two vital surveys on the historic three miles long Standedge Tunnel, running through the heart of the Pennines from Marsden, near Huddersfield, to Diggle in Lancashire. The surveys, covering the structural condition of the tunnel and its potential for tourism, will cost £300,000, but the extra cash has been pledged by Kirklees, Tameside and Oldham Councils, British Waterways Board, the Yorkshire and Humberside Sports Council and Huddersfield Canal Society.

News of the European funding for one of the fastest moving canal restoration schemes in the country was welcomed by the chairman of HCS, Mr David Sumner, who said the injection of cash was a real shot in the arm for the restoration campaign which was speeding along at a rate which had exceeded expectations.

"Persuading the controllers of the European coffers to give us the money was not easy. We had to prepare a cast iron case about the benefits which re-opening the tunnel would bring. Our consultant, Mike Thompson did a first class job in presenting our case," said Mr Sumner. He pointed out that the tunnel was one of the official wonders of the waterways and had the potential to become one of the major tourist attractions of the north,

"As such it will create jobs and bring people to the area who have cash to spend. The surveys will highlight the potential and suggest projects and, at the time, give us information about the condition of the tunnel."

The tunnel, hewn through Pennine rock, is connected through a series of small bridges to a neighbouring railway tunnel. British Waterways Board engineers frequently cruise the tunnel on inspection visits.

In parts the tunnel widens out into cave-like voids, and in 1986 it was highlighted as a major asset in a survey carried out by L & R Leisure Consultants into the benefits of restoring the twenty-miles long canal as a part of a Pennine Ring of waterways. The consultants compared it with the highly popular Dudley Canal Tunnel which is connected with the Black Country Museum. The consultants suggested a unique 'Standedge Experience' which would include a boat trip into the tunnel, then transfer to a narrow gauge railway in the adjoining tunnel to take trippers back to Marsden or through to Diggle. This idea will be more closely examined by L & R Leisure while Ove Arrup and Associates will carry out a detailed investigation of the Structural condition

The Stan[d]edge Study is under way

Our study of the Standedge Tunnel is now going ahead, magnificently funded by the European Commission to the tune of 50%. I feel so wonderful! Not only this, but Mike Thompson, our consultant, believes (as we always knew) that irrespective of the odd printer's error, Pennine Link must be the best canal society journal in the country. His only moan - and all consultants moan (and get paid for it) is that Keith Gibson's writing makes his work seem boring - which he maintains it most definitely is not.

Boring or not, this article will clear the name of Brussels, and describe the work which has taken almost two years. Two years in which to get the Society's first E.C. grant in our 14 years of existence.

Money

Of the £302,750 estimated cost of the study, no less than half - £151,375 may come from Brussels. Let us remind you dear readers, that throughout the whole length of the canal, we are only unsure of the total costs of the two major schemes - firstly the Stalybridge River Diversion route, and secondly the Standedge Tunnel, which must, if our aim is to be realised, be made fit for through navigation. Perhaps uniquely, the real bonus of the tunnel could be the 'Stan'edge Experience' which would be expected to add significantly not only to the tourist potential of the Narrow itself, but also to the area generally. But first the current study.

The Tunnel Structure

Learned readers will know that part of the tunnel, as David Pyrah (BWB) loves to say - "is subject to incipient roof falls". No one in their right mind would

venture into some parts of the unlined stretch of the tunnel. The fact that a party went through earlier this year speaks volumes for the state of their minds! As well as the rock roof exposed sections, the superb stone and brick-work and especially the adits linking to the rail tunnels, need a thorough certificate of safety - or more likely a schedule of dilapidations, to tell us how much will have to be spent to put the structure to rights. Current estimates are---well---perhaps it would be better to await the outcome of the study and leave that shock till later.

It is almost four years since BWB, knowing some of the problems in the tunnel, but not the remedial costs, chose Ove Arup Associates, an internationally known firm of consultants to carry out the structural study - subject as always to someone paying-and that's where the rest of us, including Brussels and the Department of the Environment at the very front, come in.

So on with the work which must provide the bottom line costs. The costs of refurbishment and/or relining of the existing brick and stonework; the costs of sealing, covering or reinforcing the exposed rock face of otherwise retaining those sections liable to fall; the costs of adit and shaft work needed and the costs of canal bed restoration or renewal. After that our problems really start.

Tourism and the Tunnel

Following the L & R (Leisure Consultants) report of 1986 which covered the whole of the Narrow, they suggested that more detailed thought should be given to a short, 30 minutes or so, in and out of the tunnel trip - one way by narrowboat,

the other by way of one of the disused rail tunnels on a light railway or tyred vehicle.

There was unanimous acceptance of this concept if it proved economically feasible, and could be carried out sensitively so as to respect the historic tunnel. It would introduce many to the delights of the highest and longest canal tunnel in the U.K., and increase the tourism potential for both sides of the Pennines. We are told there is a stable environment, winter or summer, inside the tunnel -- bloody cold!! The further investigation of "The Stan'edge Experience" as the tunnel trip was dubbed, forms the second and vitally important part of this study. Could it be that we have something here to compliment the Dudley Tunnel and Singing Cavern? Or do we use the tunnel just for the passing of boats through the Pennines - incidentally saving a trip of more than 150 miles. Or could this be a water based "Yorvic" centre with lasers, Tableaux and even smells, and, if that, how do we protect, the very thing the society wishes to see (the restored tunnel) from being a kind of Disneyland experience? These are just some of the possibilities to which we want answers - how many visitors, when, where, what other usage, who can manage it, what are the capital and revenue costs and returns? These are reasonable questions to ask and answer before major decisions are taken.

In a close run selection, the Joint Committee (Kirklees, Oldham and Tameside MBCs, BWB and your Society) chose L&R who did the previous study to carry out this work. John Brown Associates were runners up, but Cooper Lybrand required attendance money for this member

selection interview which we were not prepared to pay. It is a hard life and it's getting harder all the time!

The Submission to the European Community

So, after a couple of months (six in all) and a dry run or two, in July '87 we submitted our application, an article 24 application for those who like the important details, to the Department of the Environment in Manchester. That was followed by sending the HCS Limited Articles of Association and audited accounts. For some time before then, and indeed since, we pursued all avenues for support and assistance - moral as well as financial, to make up the remainder of the prayed for 50% grant. The total committed to financial assistance was then and still is £15,000 each from Kirklees, Oldham and Tameside MBC's, a useful £30,000 from BWB, and a super £40,000 from Cyril Villiers of the Yorkshire & Humberside Regional Council for Sport and Recreation, in support of their stated recreational aim to help develop our much neglected inland waterways system. Cyril & Co. recognised that canals are not just for the so called boat fanatics - and incidentally only two members of your council own boats - but can be used for towpath walking, fishing, photography/art, nature studies - or just peaceful and quiet enjoyment to say nothing of their historic heritage value.

Exlude the £2,750 (£1,375) that goes towards our consultant's fee, and you know your society's contribution.

Despite valiant efforts, we have not managed to gain finance support from others.

The North West Regional Council for Sport and Recreation are still being pursued - (after all they are 8 athletes).

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Our greatest disappointment is that neither the National Heritage Memorial Fund, nor even English Heritage have found it possible to support this first stage in the long haul to re-open what is the prime heritage canal tunnel in the country, but perhaps they will eventually be able to contribute towards restoration costs.

Frustration

Your Council of Management all know how we felt when it became clear that we would be unable to start this study during the 1987/88 season - a frustration disguised in Keith Gibsons optimistic reports - despite sterling work on BWB's behalf extending, extending and extending the deadline for dewatering the summit of the canal. The canal supplies water to both sides of the Pennines, but particularly to the west side, and its function as a water channel is vital in the cruising season. Hence the need to be rather careful in the exact time of dewatering the top pound. Through this phoney peace BWB did all they could to enable an early start on the study if other things went our way. In the interregnum "none shall sleep" seemed a reasonable motto, and dozens of things little and large took place.

In November 1987, under the leadership of Kirklees Councillor Les Preece, then Chairman of the Joint Committee, and sponsored by local M.P. Barry Sheerman, we had what Mike Thompson described as one of the best presentations he'd been to at the Houses of Parliament. Thanks to Les and Barry.

Society Chairman David Sumner and Mike Thompson visited the English Tourist Board in London, and then David Pyrah (BWB) with Mike T.

drew up a paper on the "Case of Priority Treatment" for the study, with the help of the English Tourist Board. Again the Yorkshire and Humberside and North West Tourist Boards have given their support, especially Jonathan Tucker in Last Drop Village, Bolton, but neither they nor the English Tourist Board could actually give money to the study even though it must surely help tourism in the best possible way, as indeed the Tourism Strategy for the Mersey Basin clearly states. (Like the National Heritage Memorial Fund & English Heritage, the Tourist Boards found the tunnel study fell outside of their terms of reference for aid.)

The same two doughty warriors David P. and Mike T. found their way (with some difficulty!) to British Rail's North Eastern H.Q. in York to explain that whilst we could not make a bid for the Settle and Carlisle railway, let alone take part in privatisation of that worthy concern, we did need help with the study. Dave Prescott, Provincial Manager at B.R. did an excellent job of putting the project into perspective with his colleagues from estates and engineers and the field should be reasonably clear for our consultants. (This is because the canal and railway tunnels are interlinked, and the "Stan'edge Experience" is likely to use a disused railway tunnel.)

Then in mid year, firstly Councillor Preece, then his successor as Chairman of the Joint Committee, Councillor Crowther (from Oldham) wrote to local M.E.Ps and others - which the Society followed up with a bumper pack of information to all M.E.Ps - just to keep everyone in the picture. Excellent help was given by Eric Woulds and John

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Billington (Kir'lees and Oldham planners respectively). Tom Megahy M.E.P. was a quiet source of optimism during this period - well displayed when he opened the Kirklees Festival in September. This gives us a good second and public opportunity to thank all those M.E.Ps who not only replied to our letter, but clearly put themselves out to enquire into progress on our behalf. THANKS TO YOU ALL.

All That Jazz

Back on the U.K. ranch we received able support from the sextet known as the Mersey Basin Stompers, Peter Barnes, Phil Eccles then Glad Cooper, Phil Barton and Peter Walton.

In London the Marsham Street City Slickers led by John Zetter and accompanied by Nigel Cartwright, with Viv Stevens turning up trump(et)s. The Red Hot DH XV1 Syncopators Group in Brussels finally marched in with the Go Go letter - led by Chris Hughes. (This outburst was prompted by the P'Link article on such music in the Nov/Dec issue, the Stompers being the Department of the Environment in Manchester, the City Slickers, the D.O.E. in London, and the Syncopators at the European Commission.)

The Position Now

On 18th November a letter was sent to the society from Peter Walton at the D.O.E. It began:

"I am pleased to be able to tell you that the European Commission has approved a grant from the European Regional Development Fund towards the following project:

Title

Article 24 study
Standedge Tunnel

Grant Approved

£151.375

Starting Date for Grant

Eligible Expenditure

November 1988

Even before this formal confirmation of the grant was received, Mike Thompson had met Alan Turner and Glyn Walton of Ove Arup, Malcolm Stokes, Brian Haskins and David Pyrah of BWB to start the ball rolling as the engineering study, and a hot line to Peter Middleton had ensured a good start with little time lost on the leisure study.

We start paying out soon - so we will want to claim quickly the pledged money if our other commitments, notably in the Tameside and Oldham schemes, are to be maintained. Nevertheless we do wish our contractors, who must work very closely together if both their proposals hold water, (oops sorry) a speedy finale to their studies.

PENNINE LINK

Our sincere thanks to all who have helped over the past 23 months, but members - please do remember "Brussels" is not just the Palace de Justice, the Grand Place or hand made chocolates. We would have not got this far without them - we need their support and they deserve ours.

It is no longer on with the motley, this is for real - forward to the Stalybridge River Diversion route, and may the wind be fair.

Notes

1/ Keith Gibson will provide a bottle of something for the first reader to identify in writing, the first lines of 6 arias from nearly Grand Operas which appear in this text - and stick out like sore thumbs. (In writing to MJT - he's the opera buff. I'm happier with the stompers! K.G.)

2/ Tunnel facts for the record:

Length of the narrow canal	19 7/8 miles	31.98 km
Length of tunnel	3 miles 418 yards	5.21 km
Height of tunnel above sea level	645 feet	196.6 m
Max depth below ground	623 feet	190 m
Canal built	1795 - 1811	
Tunnel opened	1811	

I was asked not to credit this article to any particular person, but since it is always my policy to have "somebodys mark", I will just say it was a joint effort between a project officer and a consultant.

Ed.

East Side Report

Diggle Restoration Report

I have been thinking for some time that it would be a good idea to publish something about the east side meetings. Members may have noticed that the post of East Side Organiser no longer appears in the list at the front of 'Pennine Link', but this does not mean that activity for members has ceased to exist. Anne Crosland is still acting as Secretary and I have agreed to act as Chairman on a temporary basis.

For 1989, our meetings will move into line with west side meetings on the second Wednesday in the month. This will have the twin advantage of consistency and of robbing Council members of an excuse for non-attendance due to two meetings in the same week. We intend to continue with our programme of slide shows etc. in addition to those provided by joint meetings, as we have found that purely 'social' events are not popular. If anyone has suggestions for topics, format for meetings, venues etc., I would be interested to hear from them. Recent meetings have included a history of HCS restoration efforts, interesting and unusual members' slides and Eric Would's fascinating 'town planner's holiday in Ireland'. Current plans include a show about South America (in January) and we plan a series on waterways, starting with the Stourport Ring, again by Eric, in March. It is likely that I will put together the Society's collection of old black and white views of the canal for May. All members, or even just interesting waterways enthusiasts, are welcome at east side meetings, so please come along.

Trevor Ellis.

Since we finally managed to install some scaffolding in lock 31W, we have made significant progress in resetting the upper courses of the chamber walls which have been moved by frost action over the years. Well over half the lock is now complete and we have installed the lock-tail footbridge, which makes a big difference visually. This is typical of restoration; one hours work earns all the praise, while the bywash weirs we spent most of a year on are underground and unseen.

Ideally, we would have liked to have completed lock 31W, apart from bottom gates, by the end of the year. We are going to be a little late on this as paddle gear is not yet available and we need more materials before we can complete the walls. Delivery is impossible at present due to the state of the ground and a road will have to be built.

Plans for 1989, apart from completing this work, centre around lock 32W, by far the biggest project yet undertaken by HCS volunteers. This is a major rebuild of the top half of a lock chamber, which should keep us occupied for the foreseeable future.

Forthcoming dates are as follows:-

Jan 8	Jan 22
Feb 5	Feb 19
Mar 5	Mar 19
Apr 2	Apr 16
	Apr 30

(N.B. January dates have been changed from those first published).

Trevor Ellis.

Hydraulics versus mechanical. Which comes out on top in the battle of which type of paddle gear should be installed at Locks on the Narrow.

At present, of course, hydraulics are in the lead, having been installed - at BWB insistence - on the now completed Slaithwaite - Marsden section and in Tameside. But the traditional and much loved mechanicals are fighting back strongly and, following a decision by Kirklees councillors, edging into the lead.

There is even a suggestion that BWB officials, having had a few vital facts and financial figures drawn to their attention, might be seeing the light of canal enthusiasts' opinions.

The Kirklees Canals sub-committee ventures out on a "see for yourself" exercise led by the intrepid chairman, Coun. Les Preece. For a start the councillors ventured onto the Narrow at Slaithwaite to see how the much criticised (and expensive) hydraulic system works. Then they were bussed over to our 'sister' restoration scheme, the Rochdale Canal in Calderdale, to see how traditional mechanical paddle gear operates.

After that they settled down in a committee room at Huddersfield Town Hall to discuss the pros and cons of the controversy and unanimously came down firmly on the side of the traditional system. They based their decision on the grounds of safety, reliability and (a very important factor this) finance.

Said Cou. Preece "We were convinced that the Traditional system was the best. It is very much in keeping with the restoration work being carried out. With care and, where possible, safety shrouding, it is safe and much less likely to break down. And, of course, it is much cheaper".

Cost, of course, is vital in a restoration scheme, with money saved on paddle gear immediately earmarked for something else. And Kirklees Council experts had been hard at work producing a lengthy report on the cost of the two systems.

They came up with some interesting figures. At present BWB charges mean that hydraulics on a lock on the Narrow cost, with testing charges, a total of over £3,800. On the Rochdale the cost, including special fittings, is £2,200. And, of course, the Rochdale's locks are broad. Lighter gear would probably be adequate for the Narrow - and that, of course, means a lower cost.

Kirklees officials who carried out the probe into both types of gearing, said in a report "It is considered that mechanical gearing which is inherently more reliable, can be made acceptably safe."

Now Kirklees is asking the Joint Steering Committee to back the protest move against expensive hydraulics and to opt instead for the traditional type of gearing. After all that could save money -- well over £70,000 according to the HCS Council abacus.

Alec Ramsden

Tarmac, tarmac everywhere - but not a drop we want. That was the moan of HCS members and other visitors to Tunnel End Cottages recently when, shock horror, they noticed a transformation.

Kirklees workmen had been and waved their not so kind of magic wands - or more likely a few shovels and rakes but the new look brought not smiles of delight but frowns of displeasure, and not a few naughty words.

This feeling of disenchantment reached the ears of Councillor Leslie Preece, chairman of Kirklees Council's Canals sub-committee, who decided on a touch of reverse magic - through a letter to the authority's Chief Executive, Robert Hughes.

And Rob became either Fairy Godmother or a Big Bad Baron (depending on which side of the tarmac fence you sit) by ordering changes to the new Tunnel End scene after having words with Mr Richard Brooker of Kirklees

Leisure Services, who knows all about Tunnel End Cottages, and Mr John Miller, Kirklees Architect responsible for the Narrow Canal.

According to Mr Hughes's letter (and here Plink quotes): "The contractor will be instructed to repair and resolve the defects resulting from the initial works, e.g. broken manhole cover, clear tar sprayed setts, etc. The Yorkstone flags around the building, and the buried line of setts in the top car park will be relaid and a new sett edging the lower car park will be laid. "In the medium term an apron of Yorkstone setts will be laid to the front of the building. In the longer term the remainder of the front of the building will be flagged with Yorkstone; the setts in the parking area will be laid more extensively to an agreed design and the car park area will be dressed, where necessary, with an alternative colour finish."

Alec Ramsden

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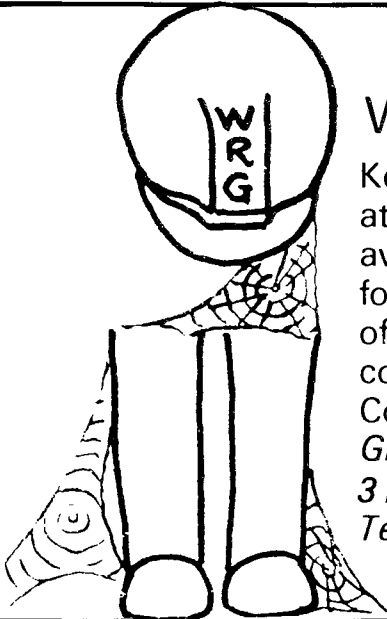
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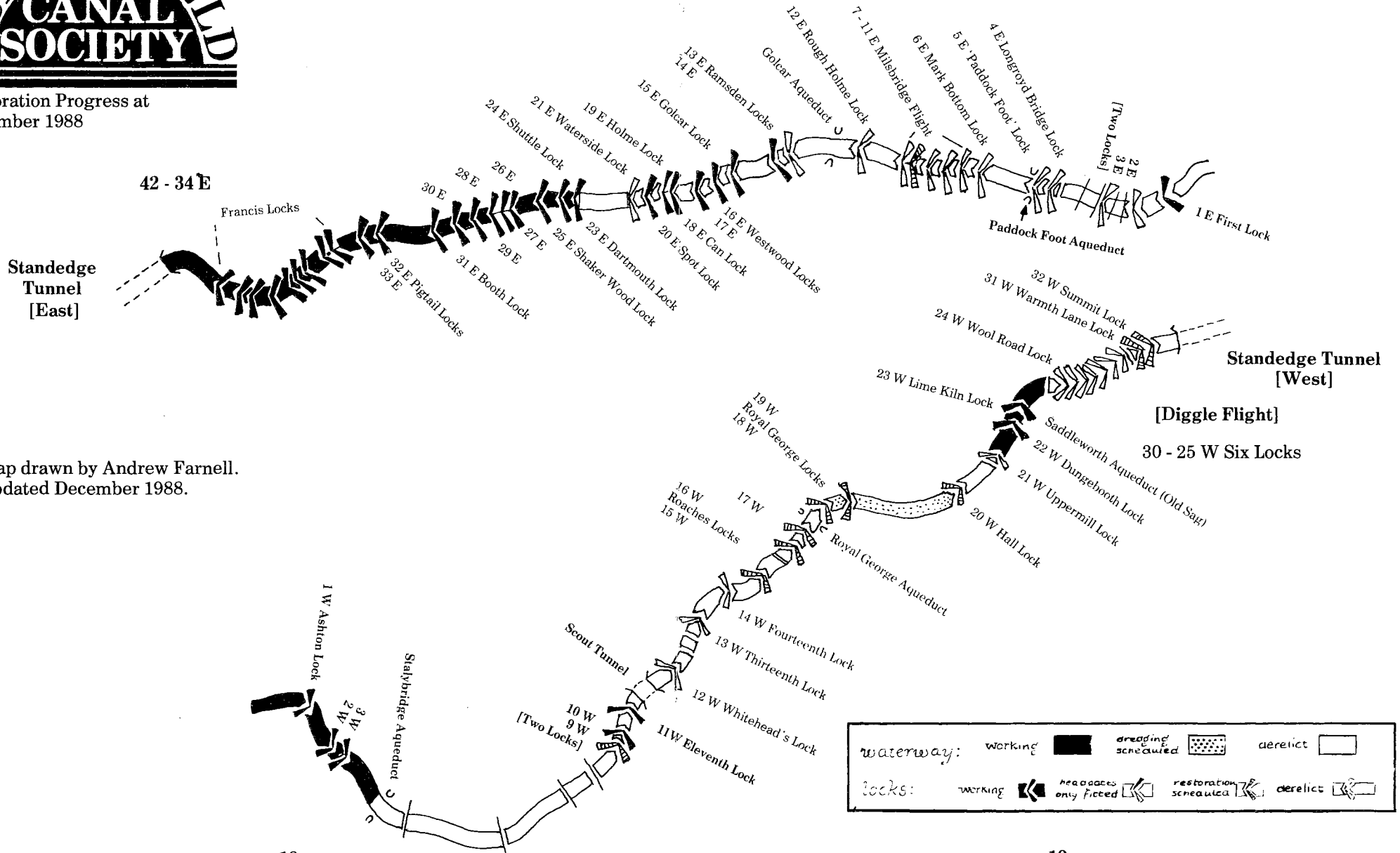
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HUDDERSFIELD CANAL SOCIETY

Restoration Progress at
December 1988



Map drawn by Andrew Farnell.
Updated December 1988.

Brothers Peter and Michael Fox have just completed a dedicated delve into history which has taken them an estimated 300 hours - although they have not been counting.

The result is fascinating new book "Pennine Passage", the story of the historic trans-Pennine Huddersfield Narrow Canal which runs for twenty miles from Aspley, Huddersfield to Ashton-under-Lyne.

The canal was authorised by parliament in 1784 but not completed until 1811, and includes the longest and highest canal tunnel in the country. The Standedge Tunnel links Yorkshire and Lancashire and its construction through Pennine rock was an amazing achievement.

"We have uncovered some fascinating facts. The story of the building of the canal and of its use as a major carrier of goods from both coasts into the heart of the country, is a remarkable one"

said Peter, a photographer with Oldham Council who lives at St. Mary's Gate, Uppermill.

He and brother Michael of West Mount, Shaw Bank Road, Greenfield, have also chronicled the fall of the waterway into disuse and the battle to restore it to its rightful place as a major part of the history of the waterways system. "We could have written a book twice as long. But we were restricted by space available. We have a couple of boxes of really good material left over," said Peter.

The book is also packed with photographs and illustrations, many of them the work of Sue McBride of Binn Road, Marsden, who has been responsible for designing the book.

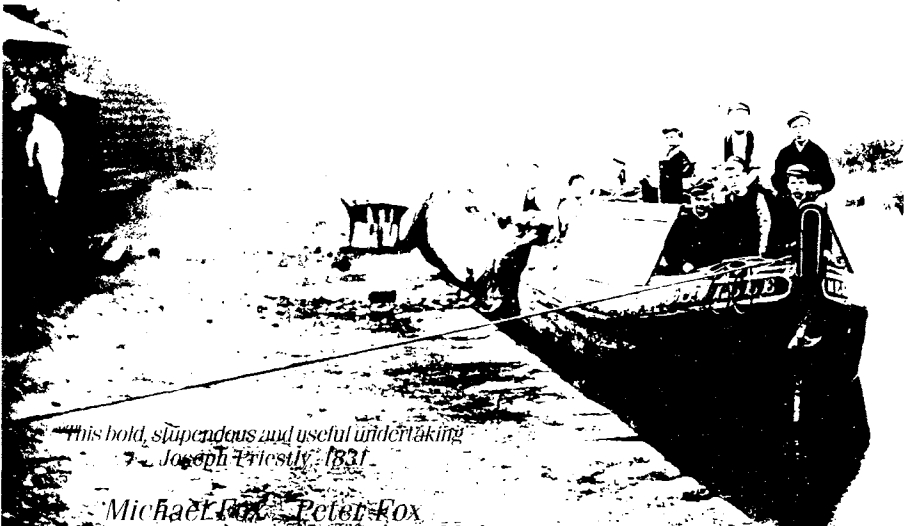
For further information: Ring Peter Fox. Tel: 061 678 4657
045 773905

The book is available from the HCS Sales List. See page 34

Alec Ramsden

PENNINE PASSAGE

All history of the Huddersfield Narrow Canal



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Michael Fox - Peter Fox*

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Employment Training Schemes.

All three Community Programme schemes on the canal drew to a close at the end of August, and re-emerged as Employment Training schemes (although with some C.P. workers remaining until February). Whether this new government initiative to retrain the unemployed will prove as successful a vehicle for canal restoration as the Community Programme remains to be seen. Certainly there are problems in providing the range of training opportunities required, in sorting out the new funding arrangements (which may turn out to be inadequate), and in attracting trainees - at least initially. Its too early to tell how it will work out. Which (if any) of the three approaches in the right one? Kirklees Council have deliberately set up a core staff of 22 permanent posts with only a limited number of trainees, Oldham Council have set up a large building works scheme, of which the canal scheme is only a part, and the Society has associated our subsidiary company Tameside Canals Ltd. (TLC) with J.Jarvis & Sons plc, a large national contractor with 3,000 Employment Training places throughout the country. As before TCL is intended to be a much larger scheme than the others in total numbers of trainees because of our continuing link with Tameside Council or Derelict Land Grant & other environmental projects. The programme continues to aim at the Oldham and TCL schemes restoring about the same length of canal jointly per year as the Kirklees scheme (about 6 locks), and all three schemes continue under their previous managers - Ian Preston (Kirklees), George Cragg (Oldham) & Stephen Whitby (TCL).

Progress since the last report:

Kirklees

Locks 15 and 16 East completed, work commencing at Lock 10 East. Another 0.5km of canal dredging, but the Kirklees owned dredger "Fox" is not in use and it has been suggested that it should be transferred to the Oldham and TCL schemes for use in Greenfield and Mossley together with the society's similar dredger "Norwood".

Oldham

Lock 18West prepared for scaffolding and rebuilding ; new by-wash to be built following discussions between BWB and local residents. Lock 19West offside wall rebuilt. Lock 20West, chamber 90% empty of infill; offside wall needs rebuilding. Lockgates ordered for all 3 locks from Kirklees scheme. Cable crossing Lock 19W at low level to be re-routed by NORWEB. Dredging procedures agreed by Greater Manchester Countryside Unit's ecologist.

TCL

Locks 1-3West complete apart from finishing landscaping. Lock 9West - gates ordered from BWB Stanley Ferry workshop. Locks 10 and 11West complete apart from some hydraulic pipework. Dredging undertaken between Locks 1-3West and between Locks 9 and 10West, 10 and 11West and 11West and Scout Tunnel. Nature Conservancy Council have approved dredging programme (important since designation of canal in Tameside as a Site of Special Scientific Interest).

PENNINE LINK

Cables crossing canal at low level preventing dredging beyond Lock 3 to be replaced on bridge across canal by NORWEB. Tame aqueduct has been dewatered and inspected by BWB, who are to inspect Scout Tunnel shortly. Start of work on Locks 15, 16 and 17 West delayed as a consequence of introduction of new Employment Training programme.

This summary is up to date as at mid November. It might be useful to remind readers that materials costs are at present being met on these schemes by Kirklees Council on the east side, and by this Society on the west side with the help of what grants we can get (in particular the Transitional Grants which add up to £45,000 per year from Oldham and Tameside Councils).

Saddleworth area Bridges.

Oldham Council's Technical Services Department has completed investigation work in preparation for rebuilding the bridges at Well-I-Hole, Frenches, Wade Lock and Wool Road. The original bridge is believed to be intact beneath the lay-by at Wool Road. The Society has confirmed its intention to fund the next stage of design work, although the actual dates of construction will depend on the result of our application for European Community funds towards this work (and for the Employment Training schemes referred to earlier). We were hoping for a decision in October or November, but now it seems likely to be late December at the earliest. (See 'Pennine Link' March/April and September/October issues.)

Hartshead Infilled Section

Following the preparation of a draft scheme by students of Sheffield Poly, detailed plans have been prepared by students at Salford University to rebuild the infilled length of canal on the Central Electricity Generating Board's land alongside the dismantled Hartshead Power Station. The C.E.G.B have signed a legal agreement with Tameside Council relinquishing their right to build a new sub-station affecting the route for the new canal here and Tameside have granted Planning Permission for a differently sited sub-station. BWB and C.E.G.B. are near to finalising agreements for transfer of the strip of land required to rebuild the canal. BWB are checking the Salford University proposals and discussing these with the North West Water Authority.

Stalybridge Diversion

Tameside Council have published a draft Local Plan for central Stalybridge. The canalised River Tame in a major plank of that plan. The Society are investigating funding design works. Already TCL have dug several trial holes for BWB and Tameside engineers in connection with the first phase - the Staley Wharf project between Bayley Street and Caroline Street.

PENNINE LINK

Hydraulic Paddle Gear.

Members of the Society have frequently criticised the use of hydraulic paddle gear on restored locks, preferring traditional mechanical gear because they believe it to be safer and more in keeping with the historic canal scene. BWB's views and those of canal enthusiasts have been the subject of much discussion in the national waterways press. Although the Waterways Board's future policy is far from clear, many will applaud their agreement with the Society to the use of traditional gear on the Diggle flight of locks with its unique ground paddles. Keith Gibson

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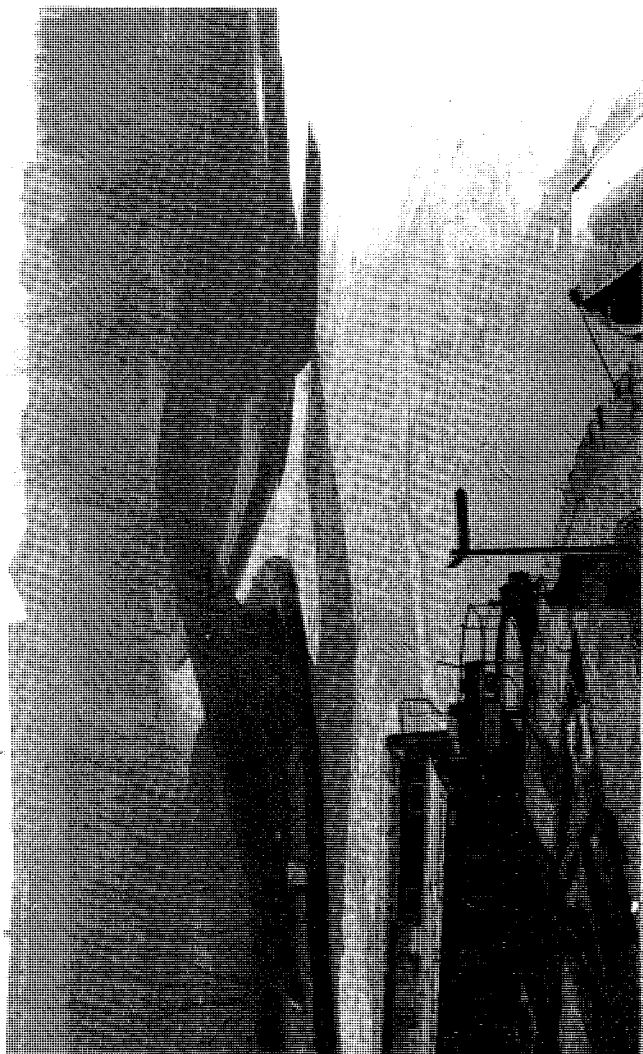
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The gracefully elegant 150 year old bridge over the start of the lower Peak Forrest canal at Portland Basin, shown here in silhouette, has been attacked by very strong and determined vandals. A section of the massive vertical edging stones, which form the side walls, have been pushed off, some into the canal, some onto the towpath. I am told that the bridge is a listed structure, and as such BWB are obliged to carry out full repairs, I hope this is so, it would be tragic to lose this fine structure for a few thoroughly antisocial microminds.

Well, here I am again. Pesteing you to put pen to paper and let me know if you can help run the stall at any of the festivals this year. The dates are as follows;

APRIL	Kirklees	Huddersfield Sea Scouts Huddersfield Poly Basin.	Dates to be confirmed
JULY	Ashton	Ashton Canal Festival Portland Basin Ashton Under Lyne.	7,8&9 July
AUGUST	River Lee	I.W.A. National Rally Waltham Abbey Hertfordshire	26,27&28 August
SEPTEMBER	Kirklees	Huddersfield Poly Basin	2 & 3rd September

There are usually 3 or 4 other festivals that we attend. As yet I do not know of these, but ask those of you who can help to let me know the dates you are /are not available. Those of you who helped at last years festivals all ready know how easy the job is, so tell your friends, better still, bring them along to help! So, come on, put pen to paper today and write to me at;
263 Manchester Road, Mossley, Ashton Under Lyne, OL5 9AN.
or phone me on Mossley 04575 6581.
Thankyou in advance. Fiona Tewson.

Notice of 1989 AGM

A DATE FOR YOUR DIARY - 1989 AGM.

I wish to give advance notice that the next AGM has been fixed for Sunday the 23rd April, commencing at 11.30 am. The venue is the Broad Oak Hotel, Ashton-Under-Lyne. Following the formal business a Buffet Lunch will be available at £2.25p per head. A formal notice of the Meeting will appear in the next Pennine Link. I expect a good turn out!!!

J.M. Fryer
Company Secretary.




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PENNINE LINK

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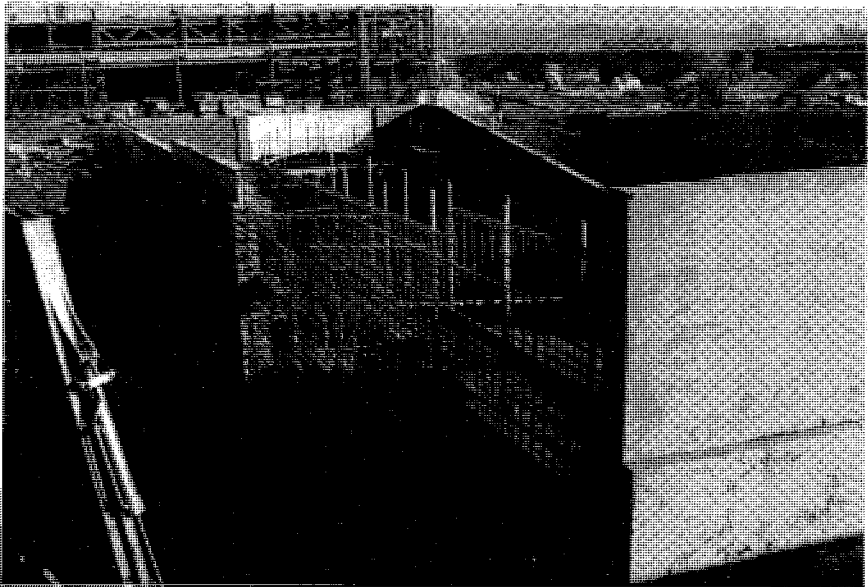
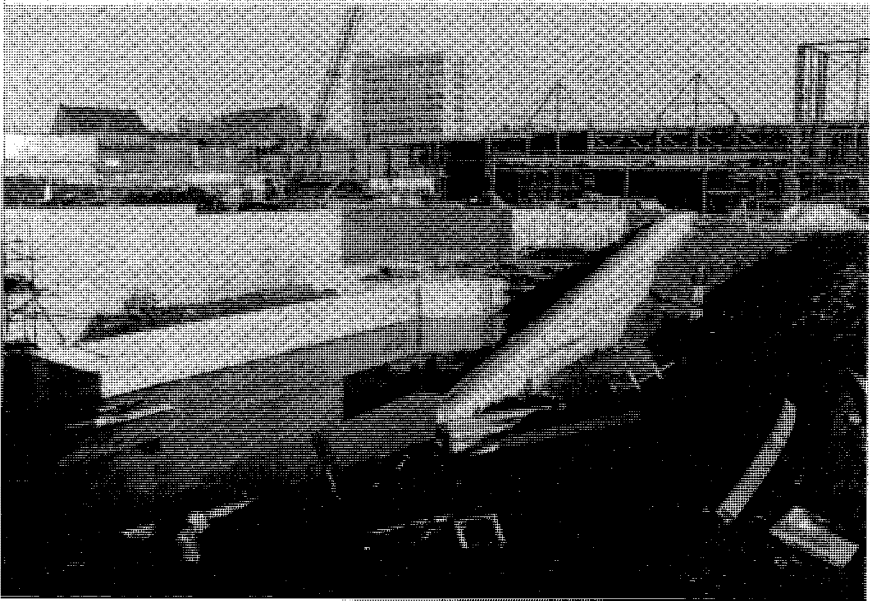
Prop: Monica Sidebottom

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PENNINE LINK

Two views of the "Asda Tunnel" at Ashton. This project has caused us a lot of hassle and the cancellation of last years 3 locks to Stalybridge Rally.



Restoration works at Diggle.



Lock 31W



Lock 32W

Dear Sir,

I am pleased to see that the centre pages of Pennine Link now includes details of the restoration progress of the Canal. I hope that this will continue to be included in every issue.

Something ago I wrote to the society suggesting that a membership list could be produced for members, but was told that it might fall into the wrong hands. I am a member of various societies which produce a membership list. If people do not want their addresses included in the lists it merely says 'Address Supplied'.

I feel it would be useful to know where other members live. What do other people feel.

I am never able to attend meetings of the society because of the lack of suitable public transport.

No doubt there are many members who are interested in other local canal societies. I feel it would be useful if from time to time details of their membership secretaries were given so that it would be possible to join their societies. A reciprocal arrangement could be made with other societies advertising the 'Huddersfield Canal Society'. The one problem is that although it may widen ones canal interests, it may also dilute them. What other people think?

Your sincerely

Joseph Yeomans
60, Newark Road
South Reddish
Stockport
Cheshire
SK4 7NF

I am sorry to see this page still short of support. The correspondants we have had have raised a number of issues that should draw some comment, but none so far.

No response at all to Craig Watsons idea for a Younger Readers Page.

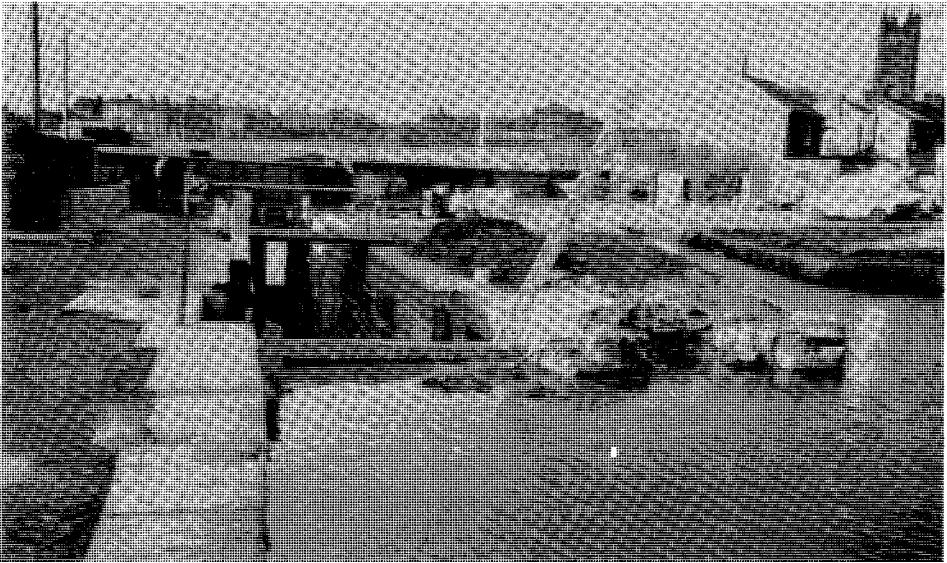
I shall keep the page open for a few more issues, but will reluctantly have to close it if we do not get better feedback from the readership.

Ed.

PRESS DATE

1st FEBRUARY

**All articles to the editor
TYPED of possible
but don't let it put you off
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letters.**



Lock 1 West



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Ladybird Book of Canals	85	+ 18p p&p
Ashton Canal Book - few remaining copies	£1.00	+ 18p p&p
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- 1667 Brian S. Lee, [REDACTED]
- 1668 Mr & Mrs P.R. Lansom, [REDACTED]
- 1669 Mr & Mrs B.M. & L. Gregory, [REDACTED]
- 1670 Mr Michael Wilcock, [REDACTED]
- 1671 Graham Turner, [REDACTED]
- 1672 Andrew S. Hall, [REDACTED]
- 1673 Mr G. Nall, [REDACTED]
- 1674 Miss Gillian C. Burgess, [REDACTED]
- 1675 Mr & Mrs Scarfe, [REDACTED]
- 1676 Graham Pointon, [REDACTED]
- 1677 Mr & Mrs R.H. Derrick, [REDACTED]

DATES FOR YOUR DIARY

West Riding I.W.A. social events.

- January 11th 1989 Mike Taylor - Sheffield and South Yorks Canal.
Venue: Morley Leisure Centre, Queensway, Morley. 8pm.
- February 8th 1989 John Croot - Waterways for Youth.
Venue: Morley Leisure Centre, Queensway, Morley. 8pm.
- March 10th 1989 AGM & Speaker to be announced.
Venue: Bradford Boat Club, Shipley. 8pm.
- April 12th 1989 Peter Smith - Anderton Lift Development Scheme.
Venue: Morley Leisure Centre, Queensway, Morley. 8pm.

Liz Pinder
Social Secretary

EAST SIDE

WEDNESDAY "The Sair" Linthwaite
11th Jan Lecture by John Leslie "South
America"

WEST SIDE

"Farrars Arms"
Grasscroft. Oldham
General Meeting.

JOINT MEETING

Thursday 2nd February
"The Sair" Linthwaite

Lecture "The Bolton & Bury Canal" By John & Margaret Flecture.

WEDNESDAY "The Sair" Linthwaite.
2nd Mar Lecture by Eric Woods
"The Stourport Ring"

"The Tollemache Arms"
Mossley.
General Meeting

EAST SIDE

WEST SIDE

JOINT MEETING

Wednesday 12th April
 "The Cross Keys" Uppermill.
 Lecture By Colin Sidaway. "History of the BCN"

WEDNESDAY "The Sair" Linthwaite.
 10th May Slides in black and white
 By Trevor Ellis

"The Farras Arms"
 Grasscroft. Oldham.
 General Meeting.

JOINT MEETING

Wednesday 14th June
 "The Sair" Linthwaite.
 Lecture to be arranged.

Wednesday "The Railway" Marsden.
 12th July General Meeting.

"The Farrars Arms"
 Grasscroft. Oldham.
 General Meeting.

JOINT MEETING

Wednesday 9th August
 "The Cross Keys" Uppermill.
 Lecture "New adventures of Doreen" By Colin Scott.

WEDNESDAY "The Four Horseshoes"
 13th Sept Milnsbridge.
 Inspection of the restoration

"The Tollemache Arms"
 Mossley.
 General Meeting.

JOINT MEETING

Wednesday 11th October
 "The Sair" Linthwaite.
 To be arranged.

WEDNESDAY "The Sair"
 8th Nov Linthwaite
 General Meeting

"The Buck & Hawthorne"
 Ashton-Under-Lyne.
 General Meeting.

JOINT MEETING

Wednesday 13th December
 "The Cross Keys" Uppermill
 Christmas Meeting.