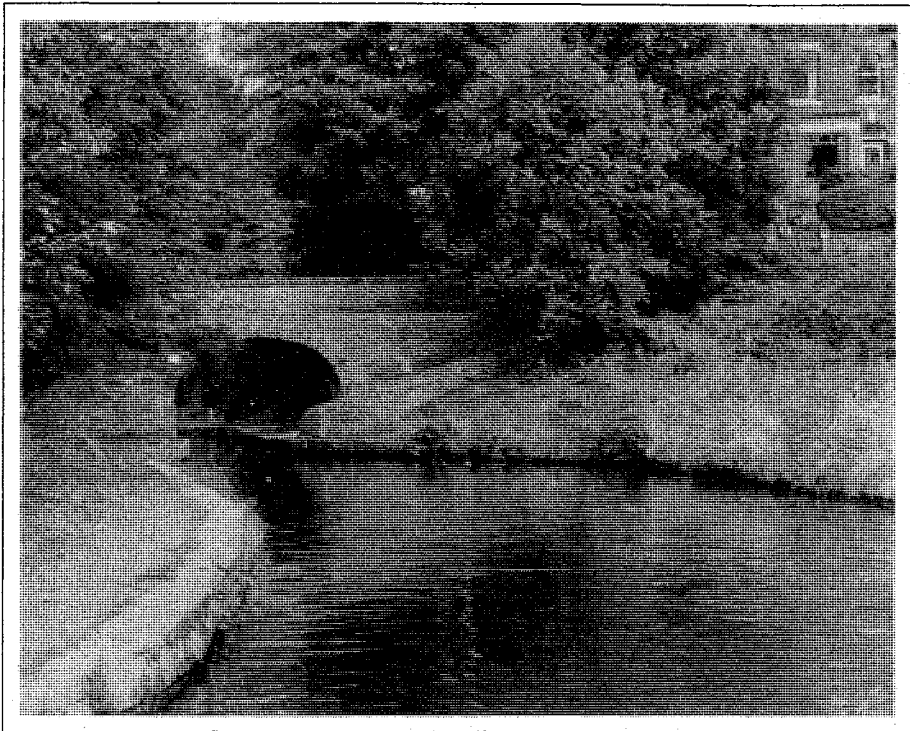




PENNINE LINK

No. 86

March/April 1989



FREE TO MEMBERS

50p

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Cover Picture: Captain Clarke's Bridge, Lower Peak Forest Canal
 Photo by Failsworth Camera Club

NOTE: The first prize in the Ashton Canals Festival Photographic Competition (which is a Club entry) is a narrowboat trip from Ashton to the top of Marple Locks. Failsworth Camera Club were last year's winners.

H.C.S. Ltd.,
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 Huddersfield, HD7 4AP.

ALTHOUGH it is well before Easter as I write, the season of our Canal Festivals is looming large on the horizon. Firstly, on July 7th, 8th & 9th, is the Ashton Canals Festival at Portland Basin, the 12th year of this popular and well established event. Then the Kirklees Festival at Huddersfield Polytechnic is on the 2nd and 3rd September, a relative newcomer, but gaining momentum each year.

I mention these events firstly to allow forward planning if you would like to attend (to avoid clashing with holidays, etc.), and secondly to give a little insight into what goes on and who does what in the organisation (organisation???) and production. Contrary to popular belief, the festivals are not run by HCS, but have their own autonomous committees; indeed, some of our committee (the Ashton) get quite upset that the credit goes to the wrong outfit.

SO I HEREBY PUT THE RECORD STRAIGHT: THE ASHTON FESTIVAL IS RUN BY THE ASHTON COMMITTEE AND THE KIRKLEES FESTIVAL BY THE KIRKLEES COMMITTEE.

There - I've said it and got it off my chest, although it doesn't particularly bother me personally, since we are all aiming at the same target!

Seriously, though, a lot of hard work goes into the festivals. No sooner have we cleared up from one year's event, all said "phew, I'm exhausted (or words to that effect), never again," gone to the local for the after festival social unwind, than next year's event is being discussed and is under way. Certain aspects need a long lead in time, e.g. permission to use the site, ordering of tents and toilets, scrounging the promise of tables and chairs on loan, etc. Other things are hot on the heels of these basics - booking entertainers, craft and other trader stalls, CAMRA beer tent, contacting and drawing up a

list of V.I.P.s for the civic cruise, deciding on the plaque logo and ordering, assuring a supply of entry stickers, and organising the raffle and other competitions. The final run down is to bring all these things together at the right time with manning, site communications, electricity and water supplies, transport, and myriads of other little jobs that crop up. In short, there is far more to it than meets the eye. Later in this issue there is a list of Ashton Festival Committee members and their jobs. We are lucky enough to have a fairly full team, but can always do with some extra help carting stuff about and setting up the site, particularly all day Friday the 7th. So, if you feel like getting involved, come along and introduce yourself, or contact any committee member.

The Kirklees Committee is not so lucky, as you will see from the article on page 9 by Eric Woulds asking for help. I can only echo Eric's words on the feeling of elation when it is all over and you feel that a lot of people have had a good time (all in the best possible taste). So come on, step forward and be counted and give Eric and Co. a lift in Kirklees. I shall publish a list of Kirklees Committee Members in a future issue.

Still on the theme of member participation, I find the response for the letters page disappointing, to say the least.

Without feedback it is very difficult to know if we are pleasing or annoying, and what you would like to see or read, and what you are fed up of. Don't be shy - drop me a line!

I must apologise for the late delivery of this issue. Quite often my work takes me away from home, usually on an open-ended basis, i.e., until the job is done. I have just had such a period away and consequently am three weeks behind with PLink work. I hope you have not missed any of the published social events due to this delay. Enjoy the 1989 season!

ALWYN OGBORN, Editor

MONTGOMERY CANAL DISAPPOINTMENT

THE ANNOUNCEMENT that the Montgomery Canal will not be restored, at least not in the near future, after the Secretary of State for Wales' decision not to support the scheme, is a blow to the canal restoration movement. The scheme, costed by W.S. Atkins, was to provide jobs and would probably have revitalised a canal corridor deep into the heart of the glorious Mid-Wales border country. It would also have given the hire boat industry in the Midlands and North West a shot in the arm.

The restoration project has ERDF support and support from BWB (now known as British Waterways), and many of the local authorities saw the benefits restoration would bring, but it failed to convince Mr. Peter Walker, one of Mrs. Thatcher's green politicians, to divert public funds from the more derelict parts of South Wales. Perhaps one can learn from this decision, because what it demonstrates is that restoration involving large sums - if £20 million is a large sum - of public money must appeal on very wide grounds, not purely on jobs or economics.

A recent article in The Guardian by a drystone waller describes the Montgomery Canal as "the biggest industrial monument in Britain to have escaped the dead hand of preservation mania." Mr. Lawrence Garner's view is to allow the canal to remain its "old evocative self." Whilst I believe Mr. Garner is wrong and misguided in his belief that the Mont. should stay as it is, we must be sensitive to all interests when we consider canal restoration.

SUPPORT FOR HUDDERSFIELD CANAL

I BELIEVE WE HAVE THE MAJORITY behind us on the Huddersfield, including anglers, who are often treated as the enemy. We have to prove that restoration of the Huddersfield will have many advantages. Our canal crosses a regional divide and joins two areas of urban dereliction and if the restoration proceeds as presently planned it will involve a major clean-up of the River Tame in the Mersey Basin. We

need, therefore, a total corridor approach to restoration as we have always advocated, but what was reinforced by L & R in our Benefits study. What is meant by a corridor approach? We must look at the area along the canal route with a view to identifying urban and rural regeneration opportunities. Such opportunities for development have been thrown up elsewhere along urban and rural waterways. The Wigan Pier and Salford Quays developments are examples of restoration schemes in an urban environment. The rural waterside environment can be enhanced tastefully by a living waterway, viz., parts of the Cheshire Ring - excellent renovated waterside pubs, old railway and canal interlinked walks on the Macclesfield Canal, improved fishing opportunities, etc.



COLNE VALLEY RECOMMENDATIONS

THE CIVIC TRUST has recently produced an excellent study with recommendations for the Upper Colne Valley. This should form part of an overall view of the Canal, where similar micro studies can demonstrate the assets the restored Huddersfield Narrow can enhance even in the 'seamier' parts of Tameside and Kirklees.

We are shortly to launch a major initiative supported by the private sector to focus attention on the development opportunities along our canal. It is hoped that this will help to reinforce our canal restoration plans and further demonstrate that the much-needed ERDF support - hopefully to be announced this Spring - will be put to good use. One of the aims of a 'corridor approach' will be to prevent a situation where a lack of public funds, now so sadly lacking on the Montgomery, slows down or brings to a halt the canal restoration which is still on target for completion in the mid 1990s, provided we can solve the problems of the Tunnel and Stalybridge in the ensuing period.

DAVID SUMNER

COLNE VALLEY

THE BULK OF THE CANAL here in Kirklees is scheduled to be restored by the Council's Employment Training scheme (the successor to the Community Programme). The position as at mid December was as follows:

22 locks (25 to 42 and 17 to 20) are fully completed. 27 locks rebuilt, 28 locks excavated and 28 pounds dredged. Work has proceeded down to Lock 10E in Milnsbridge. 4.7 km of canal has been dredged between Marsden & Slaithwaite, and 2.8 km east of Slaithwaite. Lock 1E is restored, apart from fitting paddle gear.

Progress is being made on the major obstructions not covered by the E.T. scheme. Wakefield Road bridge, Huddersfield, has been rebuilt already (by the former West Yorkshire County Council) and the Council have proposals for the other main blockages in Kirklees.

STANDEDGE TUNNEL

AT THE TIME OF WRITING the £300,000 study of the tunnel by Ove Arup Associates and L. & R. Leisure Consultants is about to start, the Society having obtained financial assistance for this from the European Regional Development Fund, the Yorkshire & Humberside Regional Council for Sport & Recreation, Kirklees, Oldham & Tameside Councils and the British Waterways Board. (See last issue).

TAME VALLEY - OLDHAM DISTRICT

RESTORATION ON THE CANAL began here when Locks 22 and 23W were restored by volunteers. Harold Niel's trip boat "Moonraker" now operates on this section in Uppermill. The volunteers have moved on to Locks 31 and 32W at Diggle (see Trevor Ellis's column). Oldham Council have completed the rebuilding of the short infilled section between the restored Uppermill locks and Wool Road basin.

The remainder of the canal through Saddleworth is scheduled to be restored by Oldham Council's Employment Training scheme - with the costs of materials being met by this Society from the grant we received on the abolition of the former Greater Manchester County Council. Work has begun on Locks 18, 19 and 20W. The Society is also to arrange finance for rebuilding the bridges at Well-i-Hole, Frenches, Wade Lock and Wool Road. Oldham Council Engineers have carried out preliminary investigations and are now progressing to the design of the new bridges.

TAME VALLEY-TAMESIDE DISTRICT

RESTORATION HERE has been by the Society's subsidiary company, Tameside Canals Ltd., which is well on the way to completing the section between Ashton and Stalybridge. The locks are restored and dredging is underway (to a scheme agreed with the Nature Conservancy Council, this part of the canal having been designated as a Site of Special Scientific Interest). Stalybridge aqueduct has been inspected by B.W.B. and the minor remedial works required carried out. Above Stalybridge the canal is nearing completion between Grove Road and Scout Tunnel (Locks 9-11W), and work has now begun on Locks 15, 16 and 17 between Mossley and the Tameside/Oldham boundary.

Tameside Council have selected a route to rebuild the canal in Stalybridge using the River Tame and are now hoping to obtain a European Regional Development Fund grant to carry out design work. The second infilled section in Tameside - alongside the Hartshead Power Station site - is nearer to restoration. A design has been produced by students of Salford University, which is with British Waterways for checking and discussion with the North West Water Authority. Agreement is near between the Central Electricity Generating Board and the Waterways Board on the transference of the land required back to the Waterways Board. It is expected that Tameside Canals (who have carried out all the discussions on Hartshead on the Society's behalf) will carry out the rebuilding work.

(continued)

RESTORATION UP-DATE (continued)

A NOTE ON E.T, E.R.D.F. and DELAYS

MEMBERS MAY RECALL that restoration is progressing to a Work Programme prepared by Kirklees Council for the east side, and by this Society for the west side. I am very relieved that we never published full details of these programmes because there has been considerable slippage, particularly on the west side. Those used to the nature of complex schemes such as this will no doubt have expected this! There are two particular problems which have affected progress:

(i) A recent problem – the change from Community Programme to Employment Training Most construction based projects are finding Employment Training much more difficult than the Community Programme. We have a shortage of trainees wishing to be general building operatives, and too many wanting to learn how to operate computers. The Society and Oldham are looking at ways to resolve this – more details when we know better which way we are going.

(ii) The delay in receiving a decision on our applications for European Regional Development Fund grants for west side projects. The whole batch of such applications which were expected to have been decided about a year ago is still awaiting a decision. Although no news is good news, the major works such as bridge rebuilding must be delayed as a consequence.

KEITH GIBSON

6 PHASES OF A PROJECT

- I Enthusiasm**
- II Disillusionment**
- III Panic**
- IV Search for the Guilty**
- V Punishment of the Innocent**
- VI Praise and Honours for the Non-participants**



DIGGLE RESTORATION REPORT

PROGRESS HAS BEEN limited due to the short winter days and fewer working dates over the Christmas and New Year period. At the time of writing, we still have not completed the lock wall repairs at Lock 31W, though the next weekend will see the towpath side complete unless the weather intervenes.

We await paddle gear, which has been ordered for both locks, before the top gate at 31W is installed. With the wall repairs finished, this lock will then be left to await the completion of 32W, the summit lock. Future dates planned are:-

April 16	April 30	May 14
May 28	June 11	June 25

Anyone wishing either to see the work or to assist in any way will be welcome. Further information from Trevor Ellis on Huddersfield (0484) 534666.

EAST SIDE MEETINGS

Numbers at East Side meetings appear to be on the increase. Two possible reasons for this are the enforced, but not unwelcome, move to the Sair (and Ron Crabtree's beer) and the recent programme of talks.

In January John Leslie gave us an interesting tour of South America. The lack of South American canals was amply compensated for at the February Joint Meeting by John Fletcher's talk on the Manchester, Bolton and Bury Canal, but somehow the scenery of Salford did not rival the Andes!

Coming attractions include Eric Woulds on "The Stourport Ring" in March. There will of course be no East Side meeting in April, the Joint Meeting that month being at the Cross Keys, Uppermill. May will provide an opportunity to view the Society's collection of black and white views of the canal as it was forty and sometimes many more years ago.

TREVOR ELLIS

A great many, probably the 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, how they became involved with canals in general, and the HCS in particular. The second three appear below. Ed.

**ALEC RAMSDEN
HCS PRESS OFFICER**



1989 is of special significance to Alec, for it marks thirty years since he first cruised through the Standedge Tunnel. To the young Ramsden that trip was just an irksome chore as an evening newspaper reporter - but he still has memories, and the cutting of the words he penned.

Real interest in canals was sparked off many years later when he was a voluntary "Saturday helper" at Aspley, Huddersfield, where his friends David Lambert and later John Galvin ran Calder Cruisers hire boats. The Yorkshire Post's editorial man in Huddersfield, Alec (pictured wearing his boating cap specially for Plink), started writing canal articles, including one about David Hutchings, when the restorer of the Avon came north to see the Narrow Canal.

His first hiring was a 22ft cabin cruiser Gay Glamour (no snide tettering please), which "boasted" a thirteen gallon water tank, on the Avon. A stop at Pershore for a visit to the public baths was, ordered wife Margaret, compulsory. Seventeen other hirings, including one which brought the order to abandon ship when a cruiser caught fire, have followed over the years, while other waterways journeys have included boat delivery favours for friends. A hairy trip on the tidal Trent, following a night marooned on a gravel bank and a supper of cold Irish stew and cream crackers, lives in the memory.

Bob Dewey and Keith Gibson were lunchtime companions in a Huddersfield pub and they persuaded Alec to don the P.O.'s mantle following Dave Finnis's change of job and temporary exile from HCS affairs. Wife Margaret and son Graham both, thankfully, share his liking for inland waterways cruising. Alec says that the amount he has spent on hiring charges would have bought a reasonable boat, but he would never have seen as much of the country's waterways network.

His ambition is a simple one - to make another trip through Standedge Tunnel. But he wants to be at the tiller of a narrow boat making the Pennine Ring journey. And Graham has promised, hand on Nicholson's North West, that if time has left Dad weak, infirm and unable to wield a lock key in anger by that time, he will chain the old gentleman to the deck in his wheelchair and guide his hand.



PROJECTS OFFICER KEITH GIBSON

Married to Kathryn, with one child, Rosie. The familiar "had a canal boat holiday and got hooked" background led to his involvement in the Society. The first holiday was in 1971 on the Trent & Mersey/Shropshire Union four counties ring, followed by several more varied routes. Initially from Huddersfield, Keith moved to Slaithwaite with the canal virtually on his doorstep (or his doorstep on the tow-path) and felt sorry for the state it was in. He joined the Society in 1981 as Projects Officer. I was asked to do it," says Keith, and I gather he didn't take much persuading. He has held the post ever since.

Keith has been employed as Planning Officer with Kirklees Council since 1973, where he went from the now defunct West

Riding County Council, and prior to that, Staffordshire County Council. Asked about the future, Keith says, "I'm going to see it through to the end - definitely!"

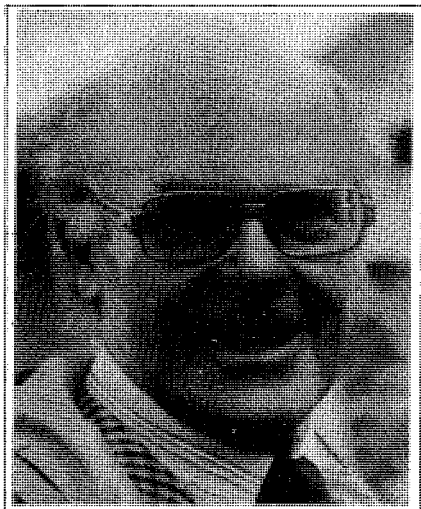
**MIKE THOMPSON
PLANNING CONSULTANT**

Married to June, with four grown-up sons, Neil, Richard, Christopher and Nick. Mike thinks this spot should be reserved for the HCS Council Members only and not 'paid assistants.' I disagree on the grounds that his input to the restoration programme, paid or not, has been invaluable on many fronts, and if ever your Society have a hall of fame, he will be in there. Having had intimate and varied experience of inland waterway projects, Mike was approached to do some work on the Huddersfield Narrow by Keith Gibson in October 1986.

Now a freelance planning consultant and Planning Advisor to the Rural Development Commission, Mike has worked for a

number of Councils, the last one being West Riding. Work on waterways includes: Kennet & Avon, Grand Union and Lee Valley Park, Rochdale at Hebden Bridge, and the upgrading of the S & SYN locks from 300 tons to 700 tons as far as Rotherham.

The Thompsons have taken waterways holidays on the Broads and on the link between the Rhine and the Danube in Europe. Mike says he would love to see the completion of the Huddersfield Narrow and is sure of it happening.



THREE COUNTIES RING

*When we come to ninety-four
And the Huddersfield's all done,
What a sight we're going to see –
Boaters, sweating in the sun.*

*Seventy-four locks in twenty miles,
With the tunnel for a break;
Jolly hard work, but worth it all
For the scenery to take.*

*Then up the Calder to Halifax
And down to the Rochdale Nine.
The Bridgewater will take you on
If you only have the time.*

*On through Lymm to Preston Brook
And down to Crewe as well.
Then on to Marple via the Mack –
Oh, wouldn't it be swell!*

*A Lancashire, Cheshire
And Yorkshire Ring
To finish up in Ashton
For the Festival – that's the thing.*

*To celebrate in Boater's style
And do the things we like –
Tanking up and meeting friends
And talking through the night.*

H.D. Murgatroyd

ANYONE WHO'S EVER HELPED AT A CANAL FESTIVAL knows the feeling. Slightly numb; very tired; a bit smug; completely exhilarated. It happens when everyone's gone, and the stalls are being taken down, marquee being put away, fun monkey deflated, etc. There's a lot of hard work, but at the end of the day it's all worth it. When you're watching the crowd 'oooh' and 'ahh' to the man juggling with flaming sticks, or seeing the kids line up for a boat ride, you know that you played a part in making it happen, and it's all worthwhile.

The only trouble is that last year too few people were privileged to experience this unique feeling. I don't know why, but attempts to raise the membership to give a hand, just for an hour or two (or maybe more) over the Festival Weekend, failed. I sent about 150 letters to members in the Huddersfield area in June last year, inviting them to a "Meet the Restoration Team" Social at the Sports Centre.

Ian Preston and John Terry (the Kirklees Canal Engineers), Ernest Aitkin the Site Foreman, and myself turned up to answer all your questions about the Kirklees Restoration Scheme, along with Canal Society members on the Festival Committee. There was a display, tape/slide show, free leaflets and (most important) a BARI. We hoped to sign members up for a bit of help over the Festival weekend.

However, as the evening passed it became apparent that our efforts had been in vain - absolutely no-one turned up!

I cannot believe that apathy in the Canal Society has reached such an advanced stage that nobody is interested in what is happening to the canal - even if no-one was interested in helping at the Festival.

Remember that this is *your* Festival organised by your members to publicise 'your' canals. If you want to play your part, let one of the people listed below know - you'll be more than welcome! I suppose it's a bit like deciding whether to stay in front of the fire on a Sunday afternoon in winter, and watch the old film, and fall asleep, or to get your coat on and go outside to face the great outdoors. You know which choice is the easiest, but which does you the most good?

VOLUNTEER NOW FOR A DAY (OR EVEN A WEEKEND) YOU'LL NEVER FORGET! THERE'S SOMETHING TO DO FOR EVERYONE.

Contact: Anne Crosland 44 Marina Terrace, Golcar, Huddersfield
Telephone Huddersfield 659748

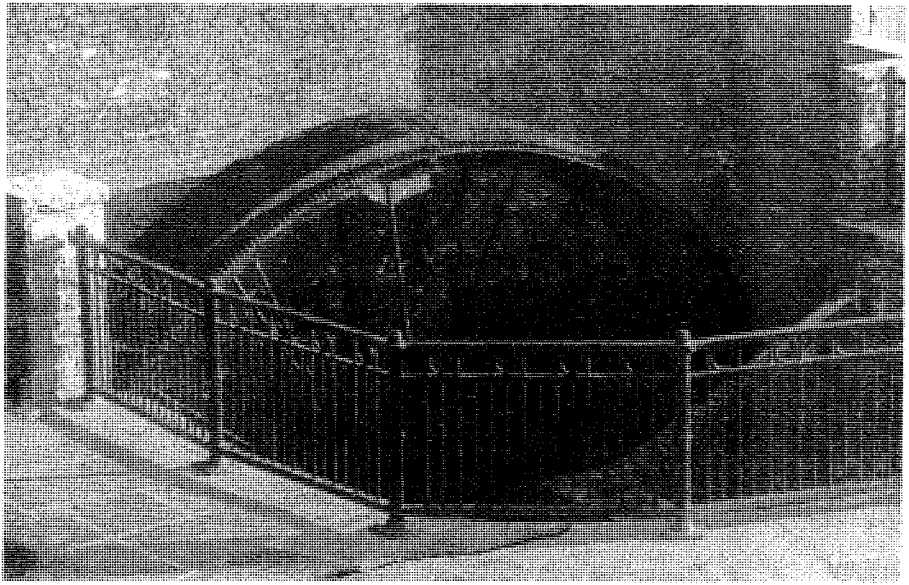
Ian France 132 Church Street, Paddock, Huddersfield
Telephone: Huddersfield 518974

Frank Smith c/o Tameside Canals
Telephone: 061-343 2262

ERIC WOULD'S

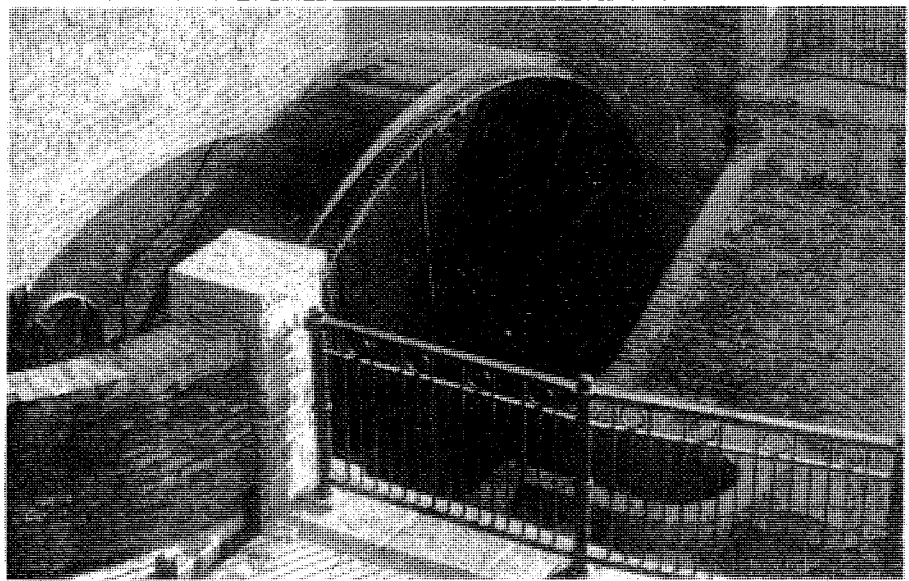
**KIRKLEES
CANALS FESTIVAL
1989**

**SATURDAY & SUNDAY
2 & 3 SEPTEMBER**



Two views of the restored water wheel at Portland Basin, Ashton. The wheel is the subject of this year's A.C.F. Plaque Logo which will be featured in the next P'Link.

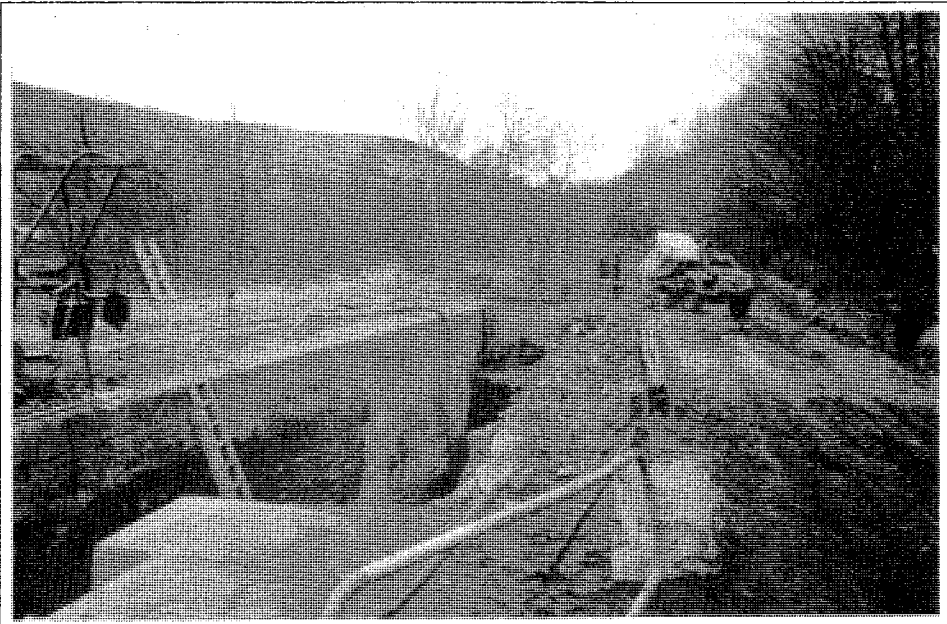
Photos by the Editor.





Two views of
restoration work,
Lock 9W

Photos by Bob Dewey



ROACHES LOCK PROJECT

REPORT by ASSISTANT PROJECTS OFFICER



FOR MEMBERS WHO may or may not be familiar with Mossley in Tameside, the Society is attempting to create a large public access area adjacent to Lock 15W and the Roaches Lock public house. Although most of the work required for this scheme will not actually be regard-

ed as canal restoration, it is in line with the Society's policy of maintaining public interest in their local waterways and environment.

The plan is to utilise a 600-yard strip of land that separates the Huddersfield Narrow from the River Tame, running parallel between Locks 14 and 15W in Mossley. It will provide car parking space for 50 cars, picnic areas, a duck pond (although there are at least 12 breeding pairs on this section of canal), scenic walks along the canal and river banks, and the benefit of a nearby pub for both liquid and solid refreshment.

Plans are already being drawn up, but obviously the stumbling block will be raising the estimated cost of £71,000; but that's another matter. The excavation of Locks 15, 16 and 17W planned for this year will not be affected, but the project is considered greatly to enhance the restoration work on the canal. Hopefully it will attract visitors to the area as well as being a pleasant amenity for the local residents. A secondary benefit is that it will provide a local tipping site for materials removed from the canal that will also be needed in the landscaping designs.

The capital required for this project will not be taken from our existing budget, and as I mentioned earlier, will have to be raised separately. Being an optimist I believe that once the plans have been finalised they should create sufficient interest in the public and private sector for us to be able to go ahead.

PRESS CLIPPINGS

Newspaper cuttings can be of great historical value, and the Society tries to collect as many of them as possible relating to the Huddersfield Narrow Canal, restoration work, festivals, membership activities, and any other relevant subjects. With the canal passing through so many areas it is virtually impossible for one person to see every snippet of information published in the numerous daily and weekly local papers. Neil Frazer has collected as much as he can, but as the campaign progresses he is fighting a losing battle. It will be appreciated if HCS members who spot items of particular interest in local or regional newspapers and magazines will send them to us at the office address in Ashton.

CONSERVATION VOLUNTEERS

Although the Society doesn't usually act as a platform for other voluntary organisations, I have been asked to bring this item to members' attention.

Many conservation and restoration groups owe their beginnings to one or two dedicated people. The British Trust for Conservation Volunteers (BTCV) is no exception. Their work is in the more generalised area of conservation, e.g. tree planting, drystone walling, and other similar localised landscaping activities. The Trust needs volunteers of all ages who don't mind getting their hands dirty, and who would prefer a little more variety. There may be HCS members who would love to get involved in restoration work, but because of local employment agreements and regulations are prevented from doing so. Many areas along the canal route are likely to need the assistance of groups like BTCV, so we should not write them off as just another conservation body.

The Trust's network of volunteers covers most of the U.K., but has a particular shortage in the Tameside area. If anyone is interested or would like further information, please contact:

B.T.C.V., 24 Seymour Grove,
Old Trafford, Manchester, M16 0ZH.

Of course there are many other localised groups, including the Tame & Colne Valley Wardens, National Trust, and the Countryside Ranger Service, who undertake similar conservation activities, and they, like BTCV, are always looking for volunteers, especially at weekends.

FRANK SMITH

P•E•N•N•I•N•E • L•I•N•K

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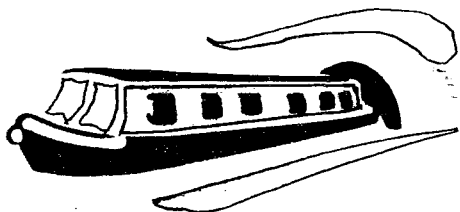
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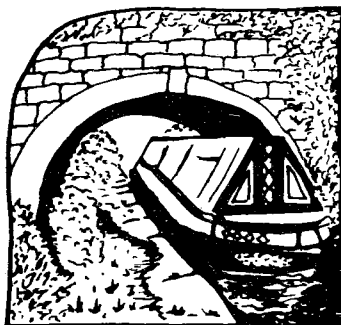
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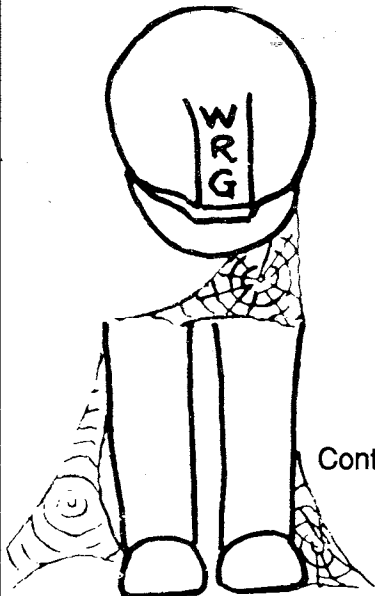


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Huddersfield Canal Society

RESTORATION PROGRESS
AT DECEMBER 1988

Standedge
Tunnel
(East)

42-34 E Francis Locks

32 E Pigtail Locks
33 E Pigtail Locks
31 E Booth Lock
29 E
28 E
27 E
25 E Shaker Wood Lock
23 E Dartmouth Lock
21 E Waterside Lock
19 E Holme Lock
18 E Can Lock
17 E Westwood Locks
16 E
15 E Golear Lock
14 E Ramsden Locks
13 E

MAP DRAWN BY ANDREW FARNELL
UPDATED DECEMBER 1988

1 W Ashton Lock
2 W
3 W
Stalybridge Aqueduct
10 W
9 W
11 W Eleventh Lock
12 W Whitehead's Lock
13 W Thirteenth Lock
14 W Fourteenth Lock
15 W
16 W Roaches Locks
17 W
18 W
19 W Royal George Locks
Royal George Aqueduct
20 W Hall Lock
21 W Uppermill Lock
22 W Dungebooth Lock
23 W Lime Kiln Lock
24 W Wool Road Lock
25 W
26 W
27 W
28 W
29 W
30 W
31 W
32 W Summit Lock
33 W Warmth Lane Lock

Scout Tunnel
(Two Locks)

20 W Hall Lock
21 W Uppermill Lock
22 W Dungebooth Lock
23 W Lime Kiln Lock
24 W Wool Road Lock
25 W
26 W
27 W
28 W
29 W
30 W
31 W
32 W Summit Lock
33 W Warmth Lane Lock
Saddleworth Aqueduct (Old Sagg)
(DIGGLE FLIGHT)
30-25 W SIX LOCKS

Standedge
Tunnel
(West)

waterway:

working

eroding
screawled

derelect

locks:

working

eroding
only fitted

restoration
screawled

derelect

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One day the Huddersfield Narrow will be restored and boating enthusiasts will flock to it. Until then, sample the delights of the rest of the area's canals by starting from Middlewich, the hub of the North West system – all the canals are within one week's cruise.

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"Pennine Moonraker" is 70 ft. long diesel engined narrowboat of 6'10" beam which cruises along restored stretches of the Huddersfield Canal currently between Wade Lock/Uppermill Basin and Wool Road Basin, Dobcross, in the beautiful Saddleworth countryside. The return journey negotiates two restored locks and traverses three levels of waterway.

BOAT FACILITIES

Thirty-nine passengers can be seated at tables, whilst a further five seats (without table) and another six standing, allow a maximum of fifty passengers to enjoy our trips. Full cover from the elements is provided whilst allowing total viewing of the valley and hillsides. Windows will be opened in warm weather.

Internal Lighting
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The Galley and Bar afford finishing touches to a memorable canal journey.

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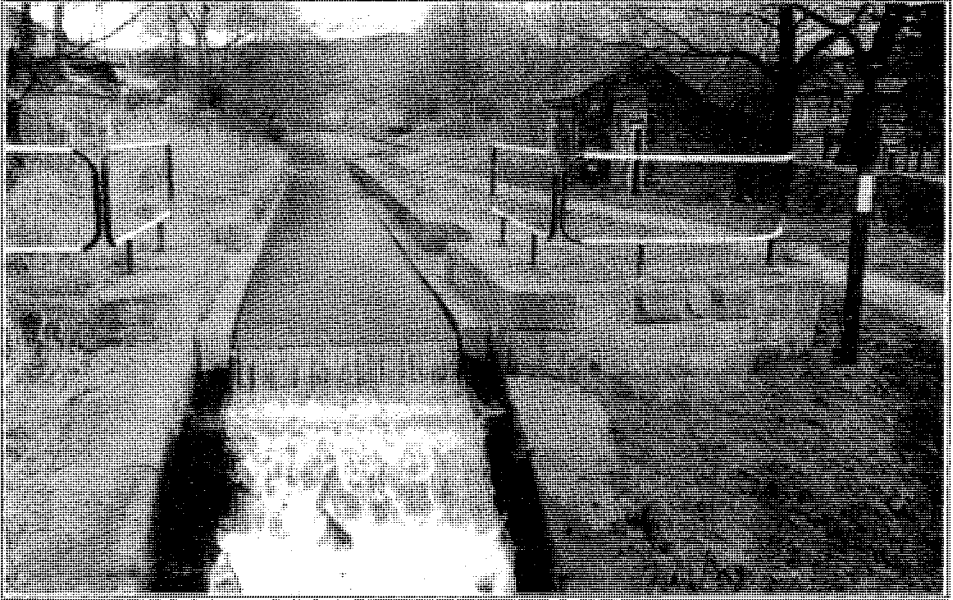


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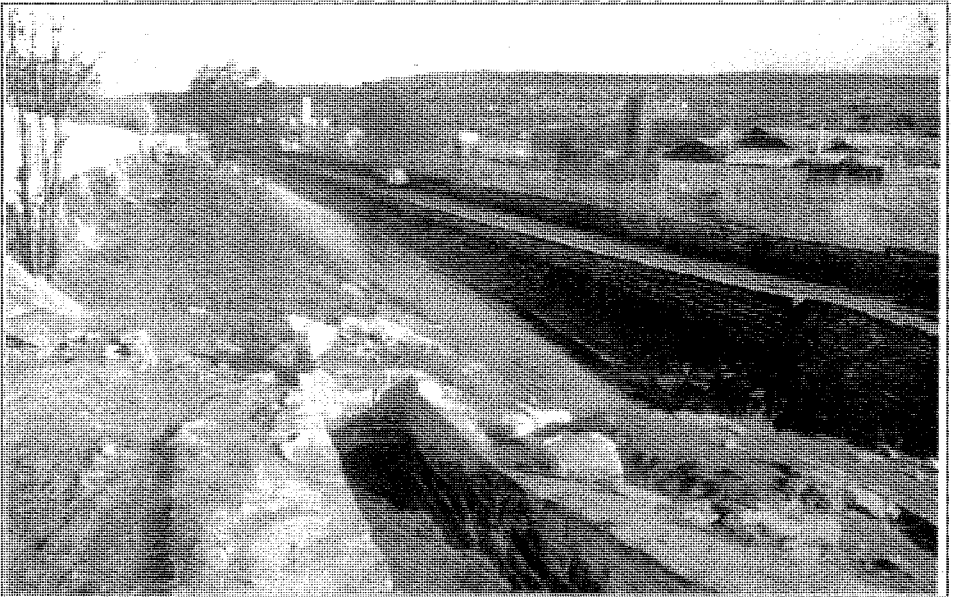
Contact:

Jean Mayall, Globe Farm, Huddersfield Road, Delph, Nr. Oldham  
For details Telephone: 04577 3040 • Member H.C.S.



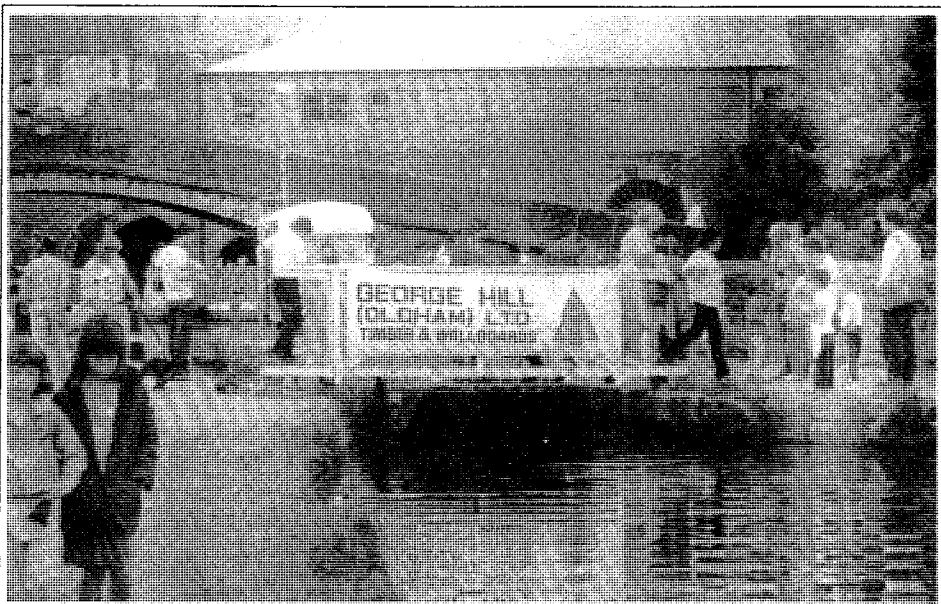
Royal George Lock 19W, just before the start of restoration.

Photo by Bob Dewey



Restoration work looking east of Slaithwaite.

Photo by Bob Dewey



The gathering crowds of Festivals past (Ashton)

Photos: Alwyn Ogborn

**BENJIE**

THE MOST IMPORTANT THING this month is that the Society now owns Benjie. Those of you with long memories will remember that back in the dear dead days when a shilling bought a seat at the cinema, a bag of fish and chips, your bus fare home and ten shares in Rolls Royce, Unicorn Marine bought Benjie specifically to use on the restored section at Uppermill and leased the boat to the Society. This happy state has continued until this season.

Now with the boat at Marsden, many, many man hours of volunteer labour have gone into refurbishment, several alterations have been made and others are necessary. So it made economic sense to buy the boat. I was therefore deputed to make overtures to the M.D. of Unicorn Marine (now Unicorn Holdings) and negotiate.

**A PLEASURE TO NEGOTIATE**

This isn't as bad as it sounds, for the M.D. in question is Hugh Wainwright, an old friend of the HNC. Many members will remember the three times he was President of the Ashton Canals Festival. Also, to make things even better we met at the Hale Bistro. Although most of Hugh's companies are concerned with various esoteric kinds of engineering, his group happens to own the Hale Bistro. Sitting at a bar with the boss of the company is only slightly less exhilarating than owning it yourself! Added to the fact that Hugh is a very generous host, the job of negotiating became a pleasure. (I did tell the rest of the Council how hard the evening was and how much I had struggled on their behalf, but I don't think they believed me. When I tentatively asked for expenses I got a unanimous vote of "No way!")

**NOW FOR THE COMMERCIAL!**

If any of you are in the South Manchester area looking for a decent restaurant, I can recommend the Hale Bistro – nice atmosphere, good food, reasonable prices, and the barmaids – well I daren't describe them – my wife will refuse to

type this article! Suffice it to say that I completely lost the thread of my argument every time one came over with refills! (For the benefit of our lady readers, there is a male pianist who appeared to cause ripples of interest in the female patrons, but I am not qualified to comment on the reasons for this).

**STAN**

STAN HAS BEEN PAINTED inside and out but is still awaiting the new cabin. It seems that Stan will have to be moved down to T.C.L. at Ashton to give their joiner time to work on it. Hopefully this will have happened by the time this article appears in print.

**No. 2**

STILL HAVING OUTBOARD TROUBLE, but this time terminally. Frank took it to the specialist and we followed his advice. The outboard is now on a scrap heap at Nantwich. Frank is negotiating for an electric one – pollution free of course – and if Alwyn can find some more cheap batteries?

**VOLUNTEER CREW NEEDED**

FINALLY, CAN I APPEAL for a volunteer crew to run Benjie at weekends and the odd day trip. We need as many volunteers as possible; trips through the locks will require four-handed working, otherwise the whole operation ceases to be a pleasure. Trips will be run from Tunnel End commencing end March. Short ones to the Railway Hotel (Tetley's Yorkshire Bitter in hand pumps – advert!) and longer ones down to Sharth.

Please contact either me or, preferably, Frank Smith (he's got a better answering machine than mine) as soon as possible, or turn up at Tunnel End any Sunday and join the happy gang working on the fleet.

BRIAN MINOR

**1989 A. G. M.**

The meeting will be held on Sunday, 23rd April at the Broadoak Hotel, Ashton. The Agenda /Proxy form is enclosed on a separate sheet to save having to deface your P'Link. BUFFET LUNCH to follow at £2.25 per head.

# MIKRON

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# National Waterways Tour

**Mikron are happy to present once again a programme of musical shows featuring the canal boat saga and the story of the hand-loom weaver**

## RISE & FALL

of combining technological progress with the preservation of our heritage.

*"Rise and Fall asks, as massive new boat lifts are built, should the old ones and the communities who thrived around them be allowed to decay, or be pickled in labelled glass jars as static museum pieces? Or can they be preserved and integrated as working memorials of the times that led up to and created today – just as an old man's memories are an inspiration to the young and an emblem of the enduring vitality of the human spirit, even when the body is bent and slow.*

*This bold production made us face these questions, touching emotions with a range of wistful, wry and sometimes simply jolly songs. Mikron give their audience a good time and leave them thinking." (Colne Valley Chronicle)*

The hand-loom weaver's trade had changed little between the 13th and 18th centuries – life was hard but simple. The whole family worked at the process of turning wool into woollens. After 1780 their lives were to change dramatically. No-one was to escape the effects of the Industrial Revolution – least of all the weaving communities of the Pennines.

*The music, punchy lyrics and strong acting by the cast of four create a range of convincing characters. The brash self-made mill owner, the hilarious quack doctor, the Boozy but warm-hearted vicar—a moment in time is brought alive." (Colne Valley Chronicle)*

*"Mikron continues to produce vastly appealing theatre. Its major strength is in its unerring ability to communicate the human element of any subject, be it comic or tragic." (Huddersfield Examiner)*

**SPEED YOUR SHUTTLE  
(AND CHANGE YOUR TUNE)**

**APRIL**

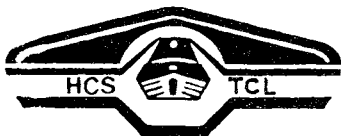
|                   |        |                                     |        |
|-------------------|--------|-------------------------------------|--------|
| LEEDS & LIVERPOOL | Sat 15 | Eanam Wharf Rally, Eanam, Blackburn | 8.00 ▲ |
| HUDDERSFIELD      | Fri 28 | Diggle Hotel, Diggle, Saddleworth   |        |
| NARROW            |        | Nr. Oldham                          | 8.30 ▲ |
| LEEDS & LIVERPOOL | Sat 29 | The Mill at the Pier, Wigan         | 2.45 ▲ |

**MAY**

|                   |        |                                          |          |
|-------------------|--------|------------------------------------------|----------|
| HUDDERSFIELD      | Sat 6  | The Railway, Station Road, Marsden       |          |
| NARROW            |        | Nr. Huddersfield                         | 8.00 ●   |
| LEEDS & LIVERPOOL | Mon 8  | Red Lion, Warrington Road, Abram         |          |
|                   |        | Nr. Wigan                                | 7.30 ●   |
|                   | Tue 9  | The Railway, Appley Bridge, Nr. Wigan    | 7.30 ▲   |
|                   | Wed 10 | The Lathome Slipway Inn, Crabtree Lane   |          |
|                   |        | Burscough                                | 7.30 ▲   |
|                   | Fri 12 | Melling Tithebarn, Tithebarn Lane,       |          |
|                   |        | Melling                                  | 8.00 ●   |
|                   | Sat 13 | Merseyside Maritime Museum, Albert Dock  |          |
|                   |        | Liverpool                                | 2.00 ▲   |
|                   | Sun 14 | Merseyside Maritime Museum, Albert Dock  |          |
|                   |        | Liverpool                                | 2.00 ▲   |
|                   | Mon 15 | The Bridge, Park Road, Adlington,        |          |
|                   |        | Nr. Chorley                              | 7.30 ▲   |
|                   | Tue 16 | Howard Arms, Whittle Springs, Chorley    | 7.30 ●   |
|                   | Thu 18 | The Anchor Inn, Salterforth              |          |
|                   |        | Nr. Barnoldswick                         | 7.30 ●   |
|                   | Fri 19 | Cross Keys, East Marton, Nr. Skipton     | 7.30 ●   |
|                   |        | (This performance is sponsored by        |          |
|                   |        | Keith Hartley, Alley Books, Skipton)     |          |
|                   | Sat 20 | Marquis of Granby, Riddlesden,           |          |
|                   |        | Nr. Keighley                             | 7.30 ●   |
| BRIDGEWATER       | Sun 21 | Packet House Steps, Worsley Village,     |          |
|                   |        | Manchester                               | 3.00 ▲   |
|                   | Mon 22 | London Bridge, London Road, Appleton,    |          |
|                   |        | Nr. Warrington                           | 7.30 ▲   |
| TRENT & MERSEY    | Tue 23 | Talbot Arms, Dutton, Nr. Warrington      | 7.30 ▲   |
|                   | Wed 24 | Stanley Arms, Old Road, Anderton         |          |
|                   |        | Nr. Northwich                            | 7.30 ●   |
|                   | Fri 26 | Newton Brewery Inn, Webbs Lane,          |          |
|                   |        | Middlewich                               | 7.30 ●   |
|                   | Sat 27 | Commercial Hotel, Wheelock, Nr. Sandbach | 8.00 ▲   |
| LANCASTER         | Sun 28 | Glasson Dock Rally, Glasson              | 3.30 ▲   |
|                   |        |                                          | & 8.30 ▲ |
| SHROPSHIRE UNION  | Tue 30 | Bridge Inn, Audlem                       | 8.00 ●   |
|                   | Wed 31 | Talbot Inn, Newcastle Road,              |          |
|                   |        | Market Drayton                           | 7.30 ▲   |

▲ - 'Rise and Fall' ● - 'Speed your Shuttle (and Change Your Tune)'

**Come to the  
Ashton Canals Festival  
by boat – or bring your caravan  
7th, 8th & 9th July 1989**



Complete the Entry Form and post it off to our Dennis. Or if you don't want to deface your P'Link, give him a ring and he will post a form to you

**Portland Basin, Ashton-under-Lyne**

Entry Fee is £7.50 which includes a commemorative plaque.  
Remittances should be sent with a completed entry form to:

The Moorings Officer: Dennis Latham  
8 Braunton Avenue, Weeping Cross  
Stafford, ST17 0EP. Tel: 0785 660337

Cheques, etc., to be made payable to 'Ashton Canals Festival 1989'. On arrival please report to the site tent for your free program of events and admission stickers. Plaques will be given out on Sunday from 10 am. at the site tent.

All craft must be covered by third party insurance and hold a current B.W.B. licence. Huddersfield Canal Society cannot accept responsibility for any damage caused to craft. Please do not moor your craft between the aqueduct and the railway bridge on the Peak Forest Canal.

The 'Best Decorated Boat' will be judged after the Civic Cruise, Saturday, pm.

**ENTRY FORM**

Please complete in block capitals

Name of Craft \_\_\_\_\_

Type \_\_\_\_\_ Length \_\_\_\_\_ Width \_\_\_\_\_

Expected Arrival: Date \_\_\_\_\_ Time \_\_\_\_\_

Expected Departure: Date \_\_\_\_\_ Time \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Able to assist at Rally \_\_\_\_\_ Yes/No  
Willing to Double Berth \_\_\_\_\_ Yes/No  
Do you wish to enter any  
Competitions, 'Decorated  
Boat, Games Quiz, etc. \_\_\_\_\_ Yes/No

Signed \_\_\_\_\_

Date \_\_\_\_\_

**ASHTON CANALS FESTIVAL  
1989 COMMITTEE**

|                             |       |               |           |            |
|-----------------------------|-------|---------------|-----------|------------|
| Chairman:                   | _____ | Trevor Harvey | _____     | ██████████ |
| Treasurer                   | _____ | Hazel Maskell | _____     | ██████████ |
| Secretary:                  | _____ | Diane Shore   | _____     | ██████████ |
| Publicity:                  | _____ | Brian Minor   | _____     | ██████████ |
| Trade Stands                | _____ | Steve Farrell | _____     | ██████████ |
| Local Publicity:            | _____ | Fiona Tewson  | _____     | ██████████ |
|                             |       | Frank Smith   | _____     | ██████████ |
| Entertainments:             | _____ | Joan Harvey   | _____     | ██████████ |
| Site Services:              | _____ | Simon Ogborn  | _____     | ██████████ |
|                             |       | Vince Willey  | _____     | ██████████ |
| Manning:                    | _____ | Bob Loukes    | _____     | ██████████ |
| CAMRA:                      | _____ | Tom Lord      | _____     | ██████████ |
| Civic Cruise                | _____ | Ann Minor     | _____ D/O | ██████████ |
| Site Officer:               | _____ | Malcolm Thorp | _____     | ██████████ |
| Sponsorship<br>Photo. Comp. | _____ | Alwyn Ogborn  | _____     | ██████████ |
| PA & Comms.:                | _____ | John Baker    | _____     | ██████████ |
| Boats & Moorings:           | _____ | Dennis Latham | _____     | ██████████ |
|                             |       | Wendy Latham  | _____     | ██████████ |
| Raffle:                     | _____ | Linda Edwards | _____     | ██████████ |
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| Transport:                  | _____ | Geoff Ward    | _____     | ██████████ |
| Gopher:                     | _____ | Adrian Willey | _____     | ██████████ |





Dear Alwyn Ogborn,

First, congratulations on an excellent magazine. I am particularly interested in the references to Standedge Tunnel, since my wife and I are possibly among the few who have cruised through the tunnel during the last 25 years.

In April 1964 the NE branch of IWA (of which I was probably Chairman at the time) cruised from the Huddersfield end in an open boat with outboard engine, piloted by a BW man, to be replaced at the other end by a similar number with cars.

I do not suppose that I will see the re-opening, but congratulations and good wishes to all of you.

Arthur G. Olver

*Thank you for your letter Arthur. I am sure our readers would like to hear more about your trip through the tunnel – can you perhaps write us a short piece on what it was like inside?*

Ed.

Young Readers Page

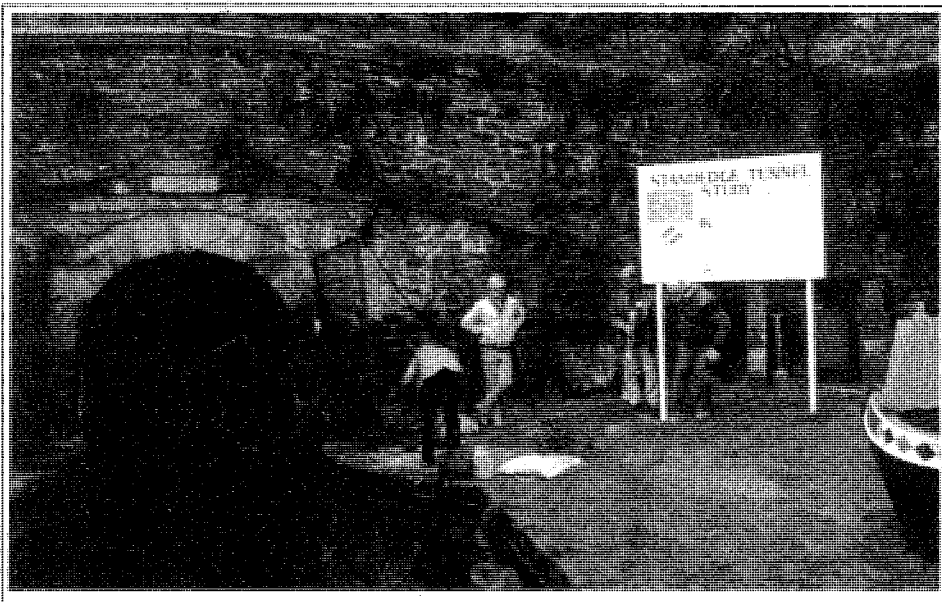


*I have had another letter from Craig Watson, who suggested this page. Unfortunately it was just too late for inclusion in this issue. Craig asks for correspondence with other young canal enthusiasts and has set some competitions for you to solve, which will appear in Issue 87. Meantime, if you wish to write to Craig, his address is:*

Craig Watson,  
1 Pasture Court,  
Pasture Lane,  
LEEDS 7.

OR write to me – address inside front cover

Ed



Erecting the information board at the Standedge Tunnel entrance

Photo - Frank Smith



**HI FOLKS!** It's me again, nagging you to put pen to paper and write , or pick up the 'phone and talk to me and let me know when you will be available to help out this year. As you no doubt read in the last Pennine Link, I am expecting a baby in April and will unfortunately have to take a back seat at some of this year's events. Since the calendar went out in the last issue, I have two more to add:

1. A SILVER JUBILEE RALLY at Wigan on 29th April to 1st May. Frank Smith (our Assistant Projects Officer) has offered to do three days at this one and, provided the baby is on time, I can probably give a hand. If any of you are going or would like to attend, or want more details, please contact either Frank or myself.

2. Closer to home but at the same time as the IWA National Rally on the River Lee is the event being organised by BROKEN CROSS BOAT CLUB at Anderton Boat Lift on August Bank Holiday weekend, 26, 27 & 28.

I have still not heard if the Huddersfield Sea Scouts venture is to be held. If anyone does know, can they please contact me as I will have to arrange for people to attend.

The following is a plea to anyone who is attending this year's IWA National Rally at Woburn Abbey on the River Lee. If anyone is going down with a boat from the Manchester or Huddersfield areas and feels that they have enough room for any members of the Society who may be able to go but have nowhere to sleep, can they please let me know. I would be very grateful if someone would be kind enough to do this. The reason is simple - I cannot live in the HCS caravan with a baby and all the stock for five nights, and it is very costly to hire a boat for that weekend.. Do please let me know if you are attending and have any space at all. I have it on the highest authority that the last National Rally held at this venue was a great success and good fun was had by all.

Thank you for reading this epistle and don't forget to write or 'phone if you are able to help at any of the festivals this year.

*Fiona Tewson, Sales Officer,  
263 Manchester Road, Mossley, OL5 9AN  
Telephone: Mossley (04575) 6581*

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**>>> PRESS DATE >>>**

Articles, Letters, etc. for the June/July issue of Pennine Link should reach the Editor by

**15th April 1989**

**TYPED if possible, but handwritten copy will be acceptable.**

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THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

- 1678 Mr. Roger Ingham Womemley, [REDACTED]
- 1679 Mr. Richard M. Humphrey, [REDACTED]
- 1680 Mr. & Mrs. Denis & Sue Noble, [REDACTED]

# JOIN NOW!

**Your support is needed now. The more members we have, the more effective is our voice. Help to re-open the Huddersfield Narrow with your pen, your spade, your moral support, or in any other way you have to offer.**

To: The Membership Secretary, Huddersfield Canal Society,  
10 Hightown Lane, Holmfirth, Huddersfield, HO7 1HY.  
Telephone: 0484 685022

I/We wish to join the Huddersfield Canal Society.

Name/s \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_ Telephone \_\_\_\_\_

Occupation \_\_\_\_\_

Amount enclosed £ \_\_\_\_\_ Cheque/PO/Cash \_\_\_\_\_

I heard about the Society from \_\_\_\_\_

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**If elected I/we agree to abide by the Memorandum and Articles of Association of the Company.**

**SPECIAL EVENTS - 1989**

**EAST SIDE**

**WEST SIDE**

Wednesday  
12th April

Joint Meeting: "The Cross Keys," Uppermill.  
Lecture by Colin Sideway, "A History of the BCN."

Wednesday  
10th May

"The Sair," Linthwaite  
Slides in Black and White  
by Trevor Ellis.



"Farrars Arms," Grasscroft,  
Oldham, General Meeting

Wednesday  
14th June

Joint Meeting, "The Sair," Linthwaite.  
Lecture to be arranged.

Wednesday  
12th July

"The Railway," Marsden  
General Meeting.



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

Wednesday  
9th August

Joint Meeting, "The Cross Keys," Uppermill  
Lecture: "New Adventures of Doreen" by Colin Scott.

Wednesday  
13th Sept.

"The Four Horseshoes,"  
Milnsbridge  
Inspection of Restoration.



"The Tollemache Arms,"  
Mossley. General Meeting.

Wednesday  
11th Oct.

Joint Meeting, "The Sair," Linthwaite.  
To be arranged.

Wednesday  
8th Nov.

"The Sair," Linthwaite  
General Meeting



"The Buck & Hawthorn,"  
Ashton-under-Lyne,  
General Meeting.

Wednesday  
13th Dec.

Joint Meeting, "The Cross Keys," Uppermill,  
Christmas Meeting.

**HUDDERSFIELD  
CANAL  
SOCIETY**