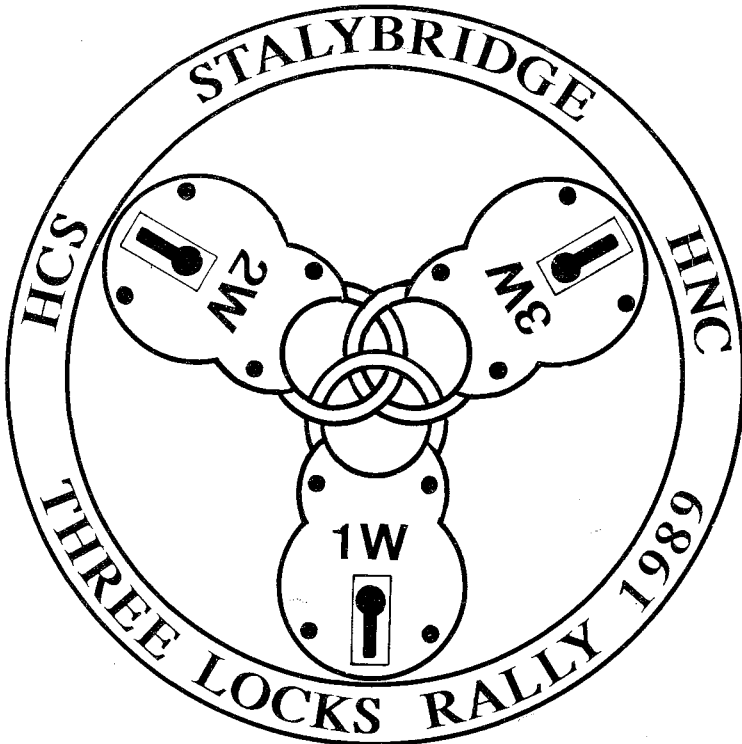


# PENNINE LINK

No. 87

May/June 1989



**FREE TO MEMBERS**

**50p**

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EVER SINCE taking over as Editor of Pennine Link I have tried to be aware that most of the readership get their news and updates of Society activities from these pages, and to make sure that things are explained in a clear manner to people who are not 'in the know.' It is easy to be blasé and assume everyone knows as much about a particular topic as you do yourself, and to go r兔biting on only to leave the reader mystified with a verbal jigsaw that has pieces missing.

As I say, I have tried, but in the last issue I fell into the trap myself. I refer to the notice of the A.G.M. held at the Broadoak Hotel. This is a local hostelry, and I failed to notice that the address 'Broadoak Hotel, Ashton-under-Lyne' was rather sketchy information for people not from the Ashton area. I should have given a fuller address and perhaps a little diagram of how to get there. Sorry folks! I promise to pull my socks up.

This year both our lady council members have given birth to baby boys. (Could it be something in the atmosphere?) In January, our general secretary Sue Chadwick had Alastair, and last month (April) sales officer Fiona Tewson produced her number one child George Colin Leslie. Both mums and babies are doing fine, and I take the liberty of sending them love and best wishes from all of us.

With this issue comes a supplement for the Ashton Canals Festival, with a programme of events and details of Friday and Saturday evening entertainments. Both evening groups generate an atmosphere of pure magic, and during the days there is something for

all ages, so come along and drag a few friends with you. Support your local canal event by enjoying yourselves.

The controversy over hydraulic vs. traditional paddle gear rages on, and is mentioned twice in this issue. As one of the two boat owners on your council, my own views about hydraulics would not make pleasant family reading. Without going into too much detail, I cannot think of a single factor in their favour. Far from making things easy, the total effort required to operate is much higher than for mechanical rack and pinion types. Not only are they hard to wind all the way up; they are hard to wind **down** as well. I give an inward groan every time I see one of those big black warts sat on a balance beam. The cartoon on page 9 is my comment.

Finally I would like to send a personal message to my wife's friend Barbara and three young gentlemen in her family. We recently took these people for a day trip down the Macclesfield Canal on my boat, and I was very impressed by the behaviour of the youngsters. There was Michael, 13, Andrew, 12, and Peter, 11, and in these days of soccer hooligans, lager louts and street gangs, it is gratifying to be able to report the opposite. These three were a pleasure to have on board. Lads to the core, adventurous and interested in steering, mooring up, etc., they were extremely well mannered and courteous and a credit to you, Barbara. You are all welcome back on board anytime.

ALWYN OGBORN, Editor

**HUDDERSFIELD CANAL SOCIETY LIMITED  
CHAIRMAN'S REPORT  
ON BEHALF OF THE COUNCIL OF MANAGEMENT ON 1988**



I AM PLEASED once again on behalf of your council, to report on the Society's progress in 1988 and our hopes for the future. In July, Parliament approved the Bill to restore rights of navigation to those parts of the Huddersfield Narrow where rights were extinguished by the London Midland and Scottish Railway (Canals) Act 1944. I would like to thank all members of both Houses who supported the Bill and Mr. Jeremy Duffy, British Waterways Board's Solicitor. We are now investigating the promotion of a Full Works Bill to lay the foundations for full restoration, including navigation rights on the rivers Tame and Colne, where necessary.

**TAMESIDE**

We have not seen progress as expected, but six locks are now operational and the canal is expected to be navigable to the aqueduct in Stalybridge in time for the Three Locks Rally in June this year. Delays to the re-opening have been largely due to the construction of the new ASDA tunnel near Clarence Street, Ashton-under-Lyne. I am particularly pleased to see restoration works commence near the Tollemache Inn on the Oldham-Tameside borders. Our many local supporters will soon be rewarded for their patience.

In 1988, the Manpower Services Commission Community Programme was brought to an end and replaced by Employment Training - ET. We have re-organised under the J. Jarvis & Sons Plc agency and have a 200-place scheme. Recruitment has been slow and the nature of ET does not favour project-based schemes such as ours. However, Tameside Canals Limited have approximately 100 trainees in post and we employ five full-time operatives. Steve Whitby, our Manager, is optimistic that the pace of restoration will quicken as we adapt to the new scheme.

**OLDHAM**

Locks 31 and 32 West are nearing completion and we are pleased to report that the unique Diggle Flight traditional paddle gear will be installed. Oldham M.B.C. began restoration in 1988 with a Community Programme, then the ET scheme, but progress has also been slow. However, locks in Greenfield are now under reconstruction.

The first commercially-operated trip boat began plying the Narrow at Uppermill in 1988. The Society wishes Harold and Lily Nield a successful new business venture with their boat "Pennine Moonraker."

**KIRKLEES**

The official opening of the Marsden-Slaithwaite section has been delayed due to the much awaited Royal assent for the Paving Bill in July 1988. This meant that the Society could not offer a proper trip boat service on "Benjamin Outram" in 1988.

Kirklees M.C. has also suffered with the new ET scheme but nevertheless Ian Preston and his team have continued to restore the canal below

*(continued over)*

*(continued)*

Slaithwaite as far east as Milnsbridge. The Council is committed to complete restoration by the mid-1990's and the Society is encouraged by the enthusiasm of the members and officers of Kirklees.

## **STANDEGE TUNNEL**

The European Regional Development Fund grant was approved in 1988 and the survey programme is now well underway and scheduled for completion in June/July 1989. We had hoped to see a start on the tunnel survey to determine costs of restoration and a suitable leisure strategy in 1987. We are grateful to the European Commission for their approval and fifty percent grant to all those who helped in securing the necessary funding. Mike Thompson steered the application through the proper channels via Manchester and London to Brussels, and back to Manchester. The Mersey Basin Campaign team were very supportive and encouraged Mike to lobby where necessary. All our Euro MPs were informed of the application and no doubt our friends Glyn Ford and Barbara Castle contributed to the successful result.

The Society is considering a major initiative to progress the restoration process. This is partly in response to the MSC/ET changes but also because the ERDF application under the Mersey Basin Campaign is delayed in Brussels and London. The Society is heartened by the Kirklees M.C./Rural Development Commission report on the Upper Colne Valley undertaken by the Civic Trust Regeneration Unit. This report features the council in a canal corridor regeneration initiative and the Society now chairs the proposed development trust to promote a community led economic revival of the Upper Colne Valley.

This initiative is in accord with the Society's plan to launch a corridor-wide scheme in 1989 to bring together the public, private and voluntary sectors to revive the Tame and Colne Valleys. The aim is to speed canal restoration by demonstrating development opportunities and ways in which the local authorities can improve the immediate canal environment. To improve the Society's efficiency and

influence we were pleased to appoint Mr. Frank Smith in 1988 to the post of Assistant Project Officer. This post was made possible by a special grant from the Department of Environment supported by the Mersey Basin Campaign. Frank has already made his mark and has produced a new leaflet on Standedge Tunnel, attended many meetings and assisted Keith Gibson and Mike Thompson in their liaison with BW and the Local Authorities.

1988 saw a major reorganisation within British Waterway's Board. British Waterways as they are now known, are now reorganised into more logical groupings and we welcome Mr. Derek Cochrane the new regional manager North West. Derek has stated that the remainder waterway classification of the Huddersfield Narrow is meaningless if commercial opportunities on the canal will justify new investment in the canal. Mr. David Pyrah left BW early in 1989 and the Society is very grateful to him for his assistance and lead over the years. Members may recall that it was David who sanctioned our first exploratory dig at Dungebooth Lock in 1981. He advised Tameside Canals and the three Local Authorities and has enabled us to progress the solution of the knotty problems at Hartshead, Stalybridge, the Tunnel, Slaithwaite and Huddersfield town centre. The Society hopes that BW will continue to provide expert engineering advice.

The pace of restoration will depend on new skills and initiatives on behalf of all local authorities, BW and the Society. We need to be flexible in our approach and constantly seek new opportunities to further restoration. I can see a bigger role for the private sector in the restoration but whilst the canal is firmly in the public sector we must expect a major continued public sector involvement. The Government in London (and Brussels) will see in 1989 how the private, volunteer and public sectors can successfully progress in strategically important inter-regional initiative.

D.M. SUMMNER, Chairman

## WEST SIDE EMPLOYMENT TRAINING SCHEMES



REGULAR readers will recall that in the January/February issue I explained the different approaches adopted by the three former MSC Community Programme schemes on the canal to the replacement Employment Training scheme.

Those watching the progress of restoration will have seen the results of these approaches on the ground. The Kirklees scheme is still steaming ahead down the Colne Valley, whereas in the west side the Society's own Tameside Canals scheme has progressed slower than last year, and the Oldham Council scheme has apparently ground to a halt.

It is now apparent that Kirklees were right in setting up a scheme with a strong core of full-time staff, because none of the three schemes have been successful in attracting sufficient general building operative trainees, and without them there is no work for trainee masons or bricklayers to do, let alone anyone to drive a lorry or operate a dredger. It has proved very difficult to combine a successful training operation – and that is what Employment Training is about – with canal restoration.

When Employment Training was first discussed last year I thought (as did other Directors of Tameside Canals) that trainees would be placed in sequence with several training organisations, and a part of their time would be with a project based scheme such as ours. It was soon evident that that was impossible – instead we are sent trainees to train in a particular trade. Our full time staff have had to devise training programmes and carry them out. This initially took precedence over everything else – including restoring the canal. They are evolving methods of giving good quality training in construction skills (and also in computing – because it is in demand and allows us to

generate income). We have leased additional accommodation at Guide Bridge to provide a larger indoor training space than is available at the Mossley Road, Ashton office. Numbers of trainees were very low at first, but are now over 100. Like Kirklees, we have tackled the basic manpower shortage by taking on additional staff (now a basic establishment of about 20), so that there is sufficient capacity in the core of full time training staff to cover the lack of general trainees.

The Oldham Council scheme at Greenfield has suffered exactly the same problems as Tameside Canals, and there was such a shortage of general building operatives that work had to stop in February. Training continued, but elsewhere.

The Council have tried to solve the problem in various ways, without any real success – because the answer seems to be to increase the core of full-time employees, and that requires funding.

The Society is already funding material and plant costs for the Oldham scheme and all costs not met by the Training Commission or grants on the Tameside Canals scheme. Our decision to take on extra staff at Tameside Canals, which (depending on the profit we make as a training organisation) could cost us up to £50,000 a year, clearly prevented any further financial assistance being given by the Society. In the end it has been agreed that parts of the work on the Oldham scheme will be subcontracted to Tameside Canals. Hopefully this will allow further progress (although it will reduce the speed of our own scheme) and allow both Oldham Council and Tameside Canals to create training opportunities on the canal and thus allow restoration to proceed.

Employment Training has considerably deflected our efforts from canal restoration into other fields, but, provided we can make it work – which means having an organisation designed to provide genuine and good quality training – it still seems the most cost effective way of restoring large sections of the canal, although not so well attuned to our requirements as the former Community Programme schemes. We believe that both Tameside Canals and Oldham Council are setting up such organisations. The staff of the Society's subsidiary Tameside Canals have worked long hours and suffered considerable stress in creating this new form of organisation.

*(continued over)*

*(continued)*

They believe they can now make it work, and even (as a commercial organisation) show a profit at the end of the year, although that will depend on the funding available from the Training Commission. It would be invidious to single out any one of them for special praise; our thanks are due to all of them. I have suggested to Steve Whitby that he should organise a group photo for P'Link.

As a postscript to this article I have to report that we still have no decision on the applications for European Regional Development Fund grants towards the west side restoration programme.

We are concerned about this because we fear that grant-aid given to the voluntary sector (i.e., bodies such as this Society) may be considerably less than the total of apparently eligible applications now awaiting a decision. Mike Thompson and David Sumner are pressing our case as vigorously as possible.

KEITH GIBSON

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 third three appear below. Ed.



### **BRIAN MINOR BOATS OFFICER**

Boats Officer Brian Minor is married to Ann and they have one child, Fiona, who has just presented them with a grandson (see elsewhere in this issue). Brian got involved with canals in 1983 when he was invited to the Ashton Festival for a weekend whilst Ann was away on holiday with a friend. Although well entertained and impressed, he felt some improvements could be made and joined the '84 Committee to throw in his two pennyworth. The first year he organised entertainment, followed by two years as Chairman, and then Publicity Officer. During these years on the ACF Committee, Brian joined the HCS Council as Festivals Officer and Boats Co-ordinator, plus becoming a Director of Tameside Canals Ltd.

From being a policeman in Kenya around the time of Independence negotiations, to many years of hard work, early mornings, and disproportionate rewards as owner of a greengrocery business in Peel Green, Brian has recently sold the shop and is freelancing on a variety of jobs.

Committed to seeing full restoration like everyone else, being able to sail Benjie down to Apsley Basis and Eli Walleys Wharf is his ultimate goal.





### **SUE CHADWICK**

#### **GENERAL SECRETARY**

Sue is married to Colin and has six children, Oliver, Miles, Lydia, Lewis, Rebecca, and very recently, Alastair. Having had several canal holidays from about 1970 onwards, Sue was always interested in inland waterways and knew the Huddersfield Narrow existed. "Then I heard about this nutcase Bob Dewey who was going to restore it," says Sue, and was one of the early members (No. 93) to join and support the project. She was a passive member for many years until approached by the previous editor and close neighbour, Di Charlesworth, to take over the editing of Pennine Link. The words 'forced into it' were used, but I don't think much force was needed, and as older members will know, she made a success of it for seven years.

With such a family Sue works hard as a housewife, as well as helping to run the family business of cleaning chemical sales and distribution.

Firmly committed to seeing full restoration, the word 'if' is not used; it is always 'when' navigation is restored. Final quote: "I couldn't give it up at this stage, I've got to see it through."

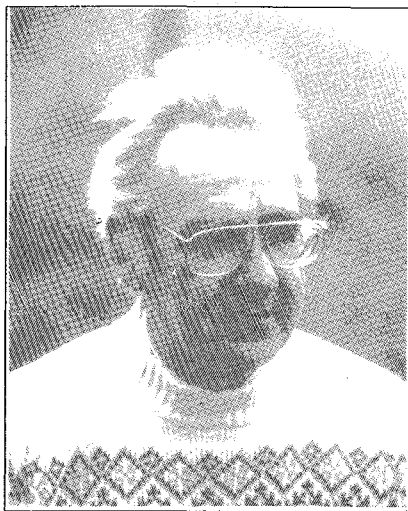
### **JACK CARR**

#### **WEST SIDE CHAIRMAN**

Jack is married to Marlon, with two children Susan and Gillian. They live in Chorley near the Leeds and Liverpool Whittle branch, the piece built as the southern section of the Lancaster Canal and leased to the L & L company. The Carrs started boating in 1979 in their own cruiser, which was later changed to the narrowboat they have now.

Influenced by watching the decline of the local canal, and an entry in the second edition of Nicklesons Waterways Guide referring to the derelict Huddersfield canal, Jack and a friend spent two days walking the length of the HNC to assess the situation regarding restoration. Deciding it could be done, he joined the Society in 1984 at the time of the Dungebooth lock dig, and became an active member. In 1985 he was invited to join the Council of Management to take over from Jean Buckley, who was resigning.

Jack is an electrical engineer for Faber Design Consultants and works on control and instrumentation systems for industrial plants. Asked about the future he says, "It is a worthwhile project - I want to see it through."



JUST A QUICK POINT before I start this month's farago of joy and gloom: did you all notice the changes in the last issue, where our illustrious Editor decided that every contributor should have a picture at the top of his/her column? And did you notice that three of us were conspicuous by our absence? Obviously Alwyn didn't print his own for fear of public recognition and of total strangers forcing lengthy screeds into his hands and demanding to be published in P'Link, but why were Eric Woulds and your scribe omitted? Eric and I have severally and collectively decided that the reason is pure jealousy; both of us are so incredibly handsome that we would show up everyone else! (Well, that's our theory, anyway – any lady member wishing to test the truth of this is asked to ring the number on the inside front cover and further details will be supplied in a plain brown envelope).

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**BENJIE**

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AT THE TIME OF WRITING we are awaiting the installation of a replacement engine. A crack was found in the block of the old one and it proved to be beyond redemption when examined by the experts. (Incidentally, you all know the definition of expert, don't you? Well ex is something that is past and spurt is a drip under pressure).

So the possibilities were examined in detail by Frank S. They were that we instal a brand new engine, that we get a factory-reconditioned one, or that we buy a secondhand one. A new engine came to the sort of figures that Nigel Lawson throws around in his budget speeches; a reconditioned one was about twopence halfpenny cheaper than this. So all the scouting parties are looking for a decent secondhand one. Hopefully by the time you read this it will have been installed. A wood/coal burning stove has been ordered and that also should have been installed by the time you read this. The Smallest Room on the boat has been improved beyond recognition by the fitting of a holding tank and proper W.C. (We have got to find somewhere to pump out pretty soon, otherwise we will be riding somewhat nose heavy).

Benjie had a coat of paint last year but the Yorkshire winter has committed its usual depredations and another coat is urgently needed. Bob Maycock is putting all sorts of twiddly bits around the name, but we do need a couple (or three) of good plain painters – volunteers to Tunnel End, please. There is a slight problem at the moment in that the top pound is being drained to enable the surveyors to see more of the tunnel, and so Benjie is down at Warehouse Hill. So give Frank a ring before you dash (down (up) paintbrush akimbo, so that everyone gets to the right place. My ideal place would be in Lock 42, then I wouldn't have far to walk to the Railway Hotel for my ration of Graham's elixir of life.

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**STAN**

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AT PRESENT in T.C.L.'s yard at Mossley Road having a new cabin fitted. This is being done by the trainees (under the eagle eye of Tommy Heaton the joinery instructor, I might add) and is progressing quite well. It will have slight differences from the original when finished, but these are intended as improvements. Completion is hoped for in time for the Three Locks Rally, but if this proves impossible Stan will definitely be in the water at the Ashton Canals Festival.

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**No. 2**

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THE BIG SUCCESS STORY OF THE YEAR. The old outboard was found to be – now what's the word I'm looking for – I've got it – the outboard was knackered. So a replacement was purchased, and apart from a distressing habit of spreading the spring that retains the drive up and down the cut, No. 2 has worked away quite happily. Crewed most weekends by Ian and Ronnie, this has definitely added to the attractions of Tunnel End. The trip is just along the top pound, but this saves me and others of a similar inclination from walking all the way to the Railway (pleasures of, see above under Benjie) and probably more important, not having to walk back!

BRIAN MINOR

HOW MANY HYDRAULIC  
PADDOLES HAVE FAILED!



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Pennine Passage – a History of the Huddersfield Narrow Canal      £5.95 + 75p p & p  
 Huddersfield Canal Towpath Guide      £1.00 + 30p p & p  
 Lancashire Waterways      £1.75 + 40p p & p  
 Yorkshire Waterways      £1.75 + 75p p & p  
 Discovering Canals in Britain      £1.95 + 40p p & p  
 Observers Book of Canals      £3.95 + 40p p & p  
 A Short History of the Narrowboat      £1.50 + 40p p & p  
 Canal Barges & Narrowboats      .50p + 19p p & p  
 West Yorkshire Waterways Guide      )  
 Canal Architecture      ) Temporarily out of stock  
 Discovering Lost Canals in Britain      )

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NOT A LOT TO SAY this month as most of the last fortnight seems to have been spent in the production of Master G.C.L. Tewson weighing in at 8lb 4oz (none of this metric rubbish - I'm just an old fashioned girl). However, when I get myself organised again I intend to rewrite the sales page and have a push at one or two new lines we have got for this year, and perhaps have a sale of the things that have been a little bit slow.

The Sales Caravan will be at the Three Locks Rally on June 3rd/4th and at the Ashton Canals Festival in July. Obviously I will be a little handicapped this year and will welcome volunteers to help with even more enthusiasm than before. Please give me a ring if you can spare even a couple of hours at any of the canalling events this year. A detailed list of these and a much longer article will be in the next issue of P'Link.

FIONA TEWSON, V.N.M. (Very New Mum)

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## ANNUAL CANAL SOCIETIES QUIZ

OVER FORTY PEOPLE attended on 19th April at the Barge & Barrel, Elland, for what is now becoming a popular event in the Societies' year. The teams were drawn from the Huddersfield, Barnsley, Rochdale and Calder Navigation Societies.

We only managed to scrape together one team of five, but we hope to remedy that in future years, as we were well outnumbered by the opposition. Barnsley and Rochdale had two teams each, and CNS fielded three teams! No wonder they always win the trophy!

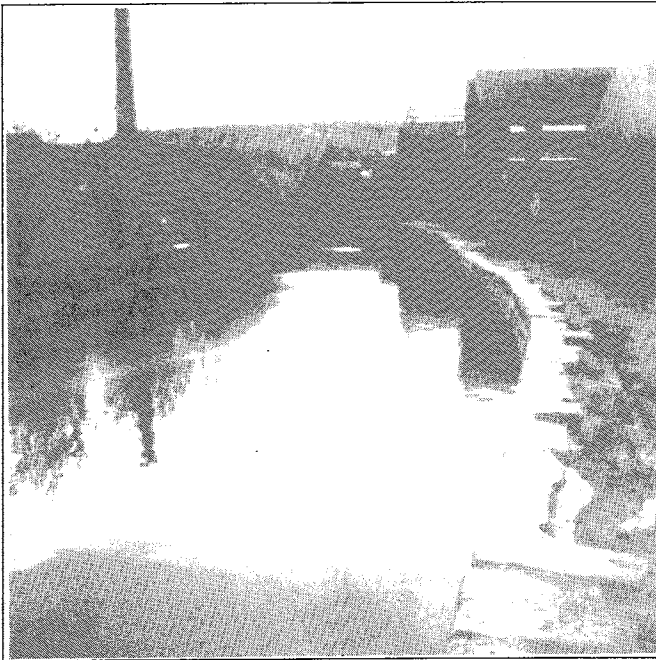
The questions are quite varied, with a section on Canals, Railways and Canals, Music, General Knowledge, and anything else someone can think up. It depends who sets them as to their degree of difficulty, but we managed a third place just two points behind the winners (CNS 'A'), and

one-and-a-half points behind the second-placed Rochdale "A", and we all came out friends in the end.

This was also a special evening in that 19th April was the Twentieth Anniversary of the Calder Navigation Society and the Fifteenth Anniversary of the Huddersfield Canal Society. A cake was donated complete with 35 candles, to be cut by Albert Turner of CNS and John Maynard of HCS, supervised by Ralph Kirkham. They are all of course founder members of their Societies. It was a lovely surprise and a very tasty cake!

When we know the date of next year's Quiz we will try to let you know, then we can have more teams to come and have a laugh with us, and we may even knock CNS off its pedestal!!!

ANNE CROSLAND



*Looking towards  
the Tame Aqueduct  
from Ashton*

*As reported in the last issue of Pennine Link, Paddle Gearing has come under investigation – traditional vs. hydraulic. Here is another article on the subject, with a photograph of committee members inspecting a Rochdale Canal ground paddle.*



THE KIRKLEES CANAL SUB-COMMITTEE visited the Kirklees section of the Huddersfield Narrow and the Rochdale Canal at Hebden Bridge to see and try the hydraulic and manual lock gear mechanism.

Rumour has it that it took thirty-five turns to open the hydraulic system installed at B.W.B.'s request in Kirklees, and only five to six turns of the manual system at Hebden Bridge. Jeremy Duffy, the Board's Solicitor, excelled himself by trying both systems, while Martin Japes and Bill Cotton declined to offer to work the lock.

B.W. are now to produce a report for the Joint Committee.

Your Council's view is that the original mechanism would be best on every ground, particularly regarding the significant difference in costs. In this view they are more than pleased to support Kirklees, who have already unequivocally supported manual gearing.

We await B.W.'s report with interest.

MIKE THOMPSON



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DURING MARCH we cleared the site around lock 31W, which now has a top gate in addition to its lock tail bridge. There is still a fair amount of work to do on this lock in terms of paddle gear (currently awaited), lock ladder, tailgate and pointing/grouting, but most of this can wait until we make some progress on 32W.

The situation on lock 32W has been at a standstill for some time. Our first jobs since restarting there have been to complete work on the forebay to the point where we can, if necessary, measure for the very large top gate. We have also finished clearing the paddle gear, which now winds up and down in a very rickety fashion. At the time of writing we are trying to produce some order from the pile of stones alongside the lock. We have no idea how much of the lock, if any, disappeared in the course of the landscaping work, although we do know that one of the

vital hollow quoins in which the bottom gate pivots was broken up, as we have found the pieces.

Future dates are as follows:

May 14	May 28
June 11	June 25
July 9	July 23
August 6	August 20

Please contact Trevor Ellis on Huddersfield (0484) 534666 for more details.

**EAST SIDE REPORT**

A NUMBER of mainly east-side resident members met at the 'Sair' once more in March for another very interesting talk by Eric Woulds, this time on 'The Stourport Ring.' This was not the most orthodox version of the Ring, but included the Stourbridge/Dudley variation, which I, for one, have yet to cruise.

In April the Joint Meeting is of course on the west side, but on May 10 we return to the 'Sair' where I will be giving a talk illustrated by the Society's collection of old black and white slides. I don't think I had ever seen the lot and found them fascinating when I inherited them from Bob Dewey. I hope to see some of you there.

TREVORELLIS



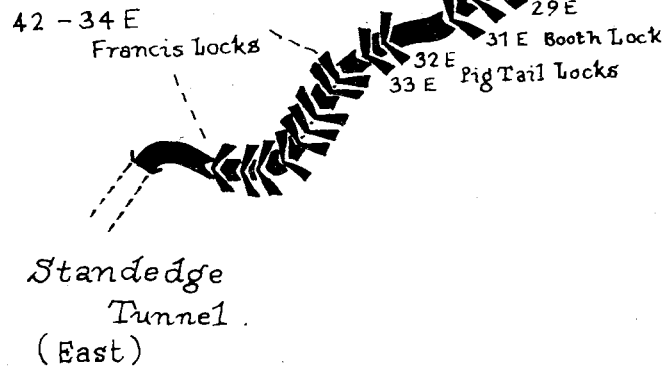
*Dredging in progress near Stamford Group Mill*



# Huddersfield Narrow Canal

restoration progress

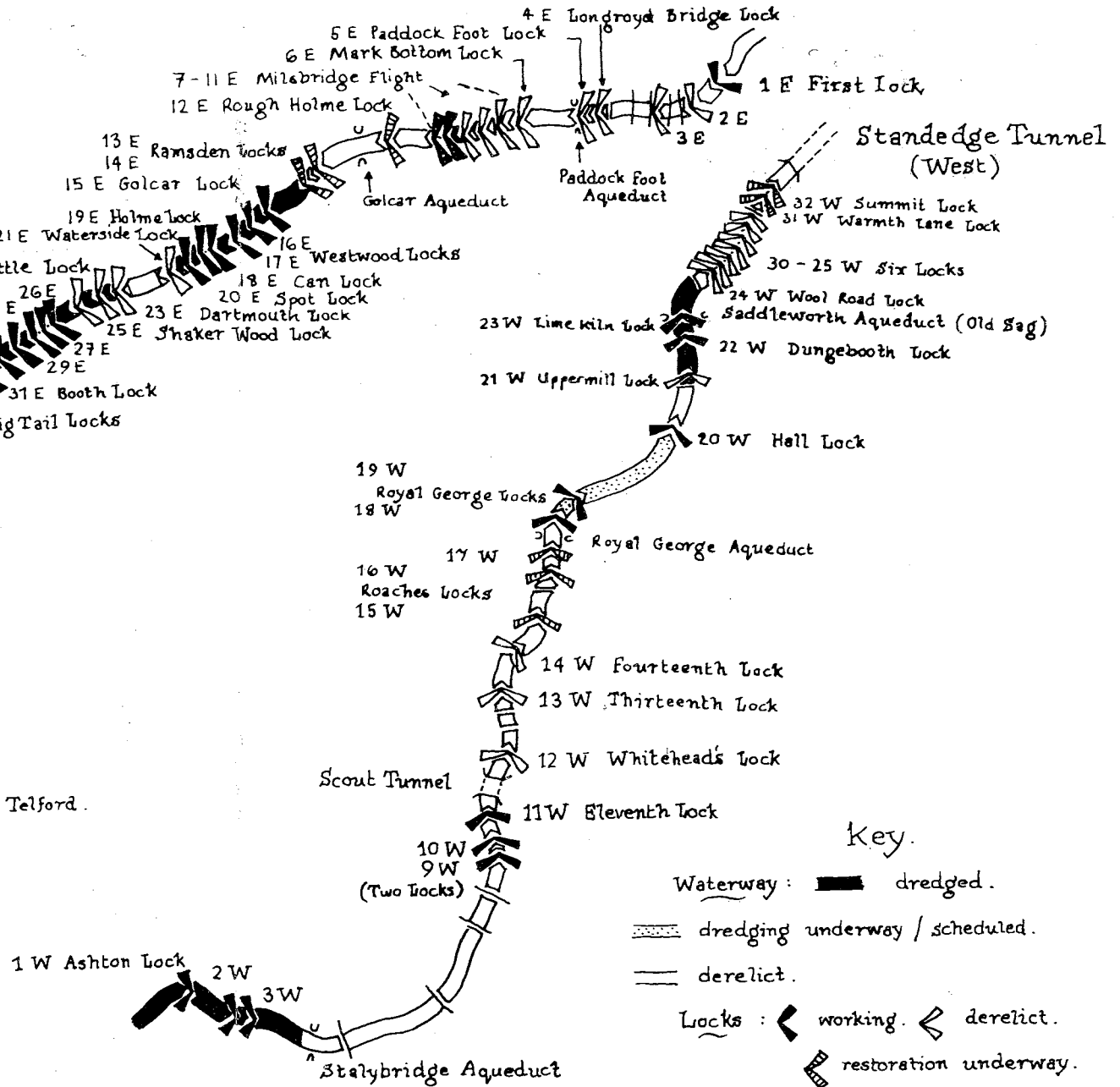
MAP DRAWN BY ANDREW FARNELL  
UPDATED MAY 1989



### Details.

- Engineer : Benjamin Outram , later Thomas Telford.
- Built : 1795 → 1811.
- Length : 19 <sup>7</sup>/<sub>8</sub> miles.
- Tunnel Length : 3 miles 418 yards.
- Height Above Sea Level : 645 ft.

a.f.



Dear Editor,

I am writing to comment on our Chairman's remarks (in the latest edition of Pennine Link - No.86) about the restoration of the Montgomery Canal.

As an ex-navy and a boat owner for ten years I have a natural interest in and support for canal restoration projects. However, I have walked the length of the Montgomery Canal and can understand the views of Lawrence Garner, who wants the Canal to remain 'its own evocative self.'

You really have to consider carefully the benefits of restoration. The Montgomery is indeed an important industrial monument. It is presently accessible to most people by its towpath and is well interpreted in the Towpath Guide. It is also rich in wildlife. Whilst I am not biased enough to think that boats destroy all wildlife, I cannot see how restoration can take place without a significant drop in the number of plant species in particular, that are presently in the area. This would diminish the value of the Canal to those who visit it.

The Montgomery is quite different in character from the Huddersfield and I find it difficult to see how restoration will improve the Montgomery. Of course jobs would be created, but any investment can do this. If there were some other benefit to the community - such as removal of freight from roads - then this could alter the balance in favour of restoration. As it is, I am one boat owner who would be quite happy to return to the Montgomery on foot.

Yours sincerely,

GILL WRIGHT

34 Bold Street, Runcom

P.S. I appreciate my Pennine Link and particularly like the centre map showing the state of restoration. The key could be a bit clearer, though. Also - my only disappointment on walking the Huddersfield was the sight of hydraulic paddle gear at Marsden and recently at Ashton. Will we have any traditional paddle gear at the end?

*Yes! See latest reports Ed.*

Dear Alwyn,

May I correct a bit which Fiona wrote in P'Link 86? Anyone going to the National Waterways Festival (not 'Rally' any more) at Woburn Abbey will be terribly disappointed. Woburn is near Tring on the Grand Union. The Festival is at *Waltham* Abbey on the Lee & Stort Navigation. This is in fact a completely new venue for the event, several miles up navigation from the one held at Lea Bridge some years ago.

Yours sincerely

PETER DAWSON

28 Morton Rd, Aylsham,  
Norwich, R11 6BA

*Thank you for pointing out the mistake, Peter. You are quite right of course and I have kicked myself on both ankles for missing it. Keep the letters coming. Ed.*

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

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

**7th June 1989**

**TYPED if possible, but hand-written copy will be acceptable.**

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*Looking towards  
the Tame Aqueduct  
from Stalybridge*



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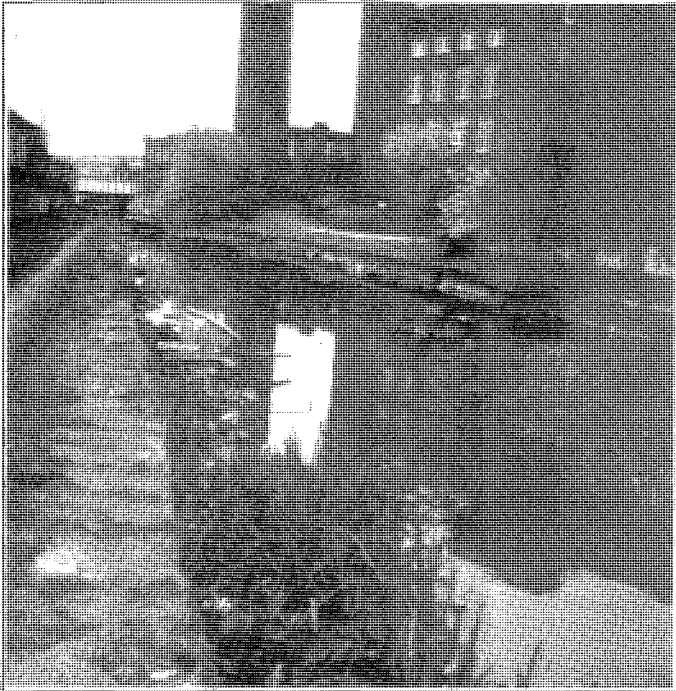
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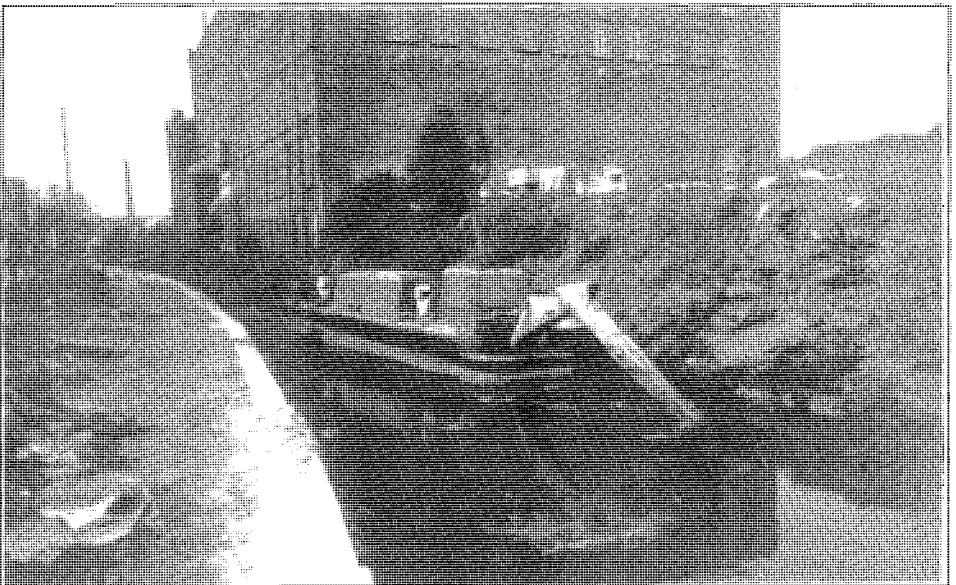
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FRI 2	<b>THE ANCHOR</b> Old Lea, High Offley, Nr. Woodseaves This performance is sponsored by Dartline/Shropshire Union Cruisers	8.00*	MON 12	<b>STAFFS &amp; WORCS</b> <b>CROSS KEYS</b> Filance Lane, Penkridge	8.00*
SAT 3	<b>WILD HOLLOW</b> Monks Wall, Gnosall	3.00**	TUE 13	<b>TRENT &amp; MERSEY</b> <b>CLIFFORD ARMS</b> Great Haywood, Nr. Stafford This performance is sponsored by the Inland Waterways Association	8.00**
SUN 4	<b>AUTHERLEY BOAT CLUB</b> at Water Travel Oxley Moor Road, Wolverhampton	8.00**	WED 14	<b>ASH TREE INN</b> Armitage Road, Rugeley	8.00*
MON 5	<b>RIVER BURE</b> <b>THE VILLAGE HALL</b> Hoveton	8.00**	FRI 16	<b>BRIDGE INN</b> Branston, Burton-on-Trent	8.00*
TUE 6	<b>THE FERRY INN</b> Stokesby This performance is sponsored by Whitbread, Great Yarmouth	8.00*	SAT 17	<b>RISING SUN</b> Willington, Nr. Burton-on-Trent	8.00**
WED 7	<b>RIVER THURNE</b> <b>LION INN</b> Thurne	8.00**	SUN 18	<b>MALT SHOVEL</b> Shardlow, Nr. Derby	8.00*
THU 8	<b>RIVER ANT</b> <b>THE DOG INN</b> Johnson's Street, Ludham Bridge	8.00*	MON 19	<b>RIVER TRENT</b> <b>CANAL MUSEUM</b> Canal Street, Nottingham	8.00**
FRI 9	<b>RIVER YARE</b> <b>BEAUCHAMP ARMS</b> Carleton St. Peter This performance is sponsored by the Norfolk and Norwich branch of CAMRA	8.00**	TUE 20	<b>OLD KINGS ARMS</b> Kirkgate, Newark	8.00**
SAT 10	<b>WELL CREEK</b> <b>THE WELL CREEK TRUST</b> <b>FENLAND FEAST</b> The Lance Hunter Rowe Boat Haven, Wisbech Road, Outwell, Nr. Wisbech	8.00*	WED 21	<b>BROMLEY ARMS</b> Fiskerton, Nr. Newark This performance is sponsored by the Inland Waterways Association	8.00*
			FRI 23	<b>TRENT VALLEY SAILING CLUB</b> Trent Lock, Long Eaton, Nottingham	8.00*
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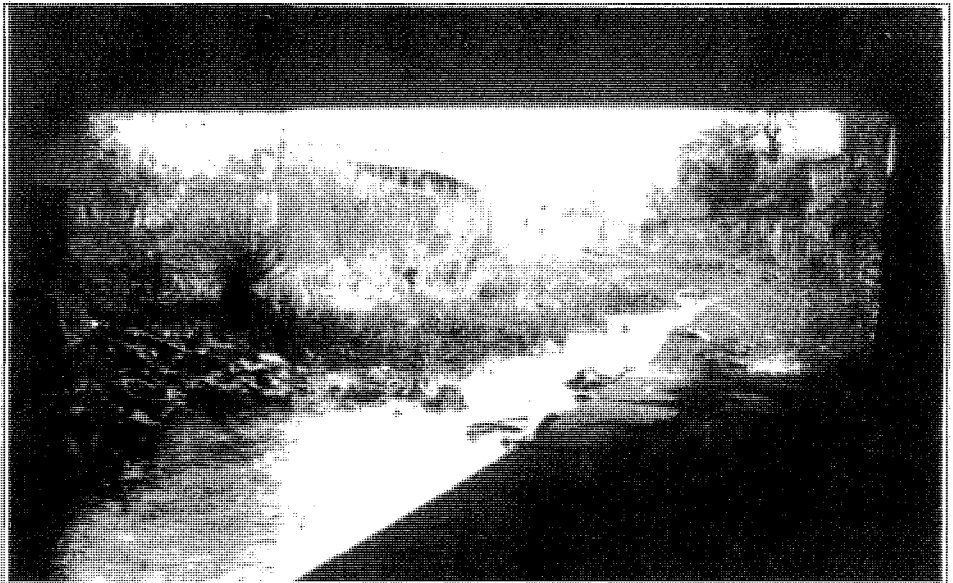
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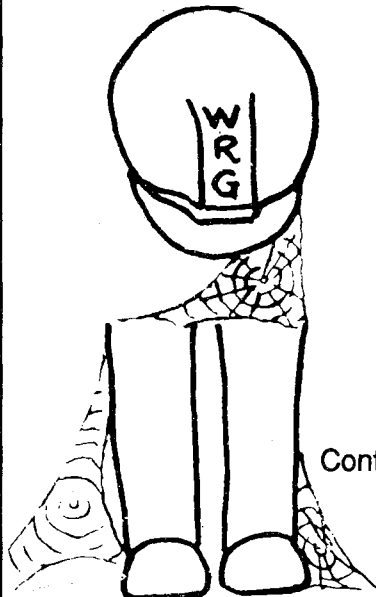


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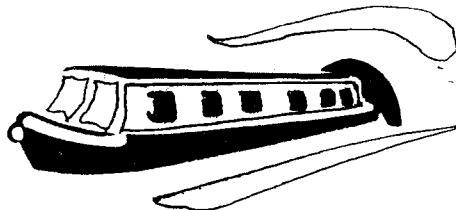
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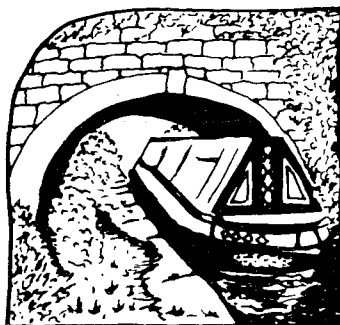
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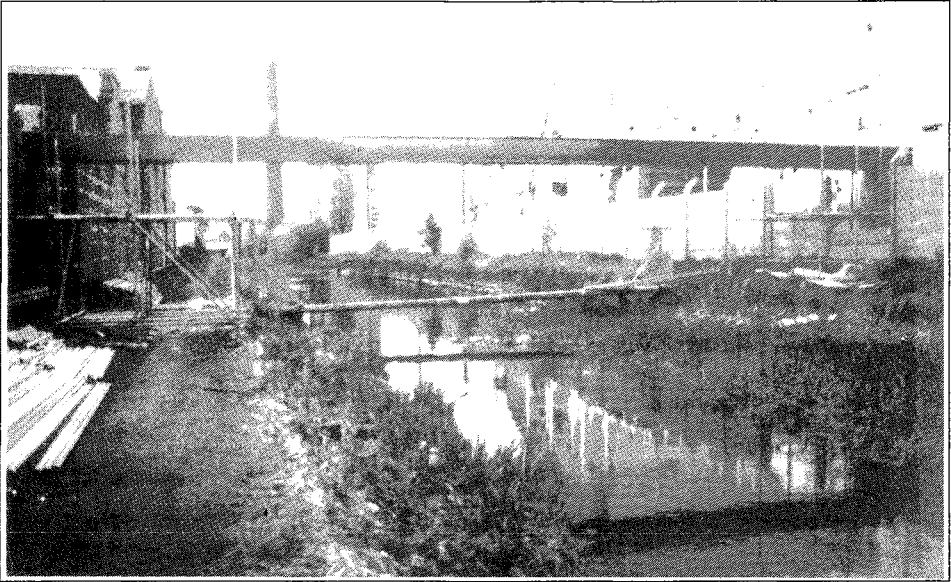
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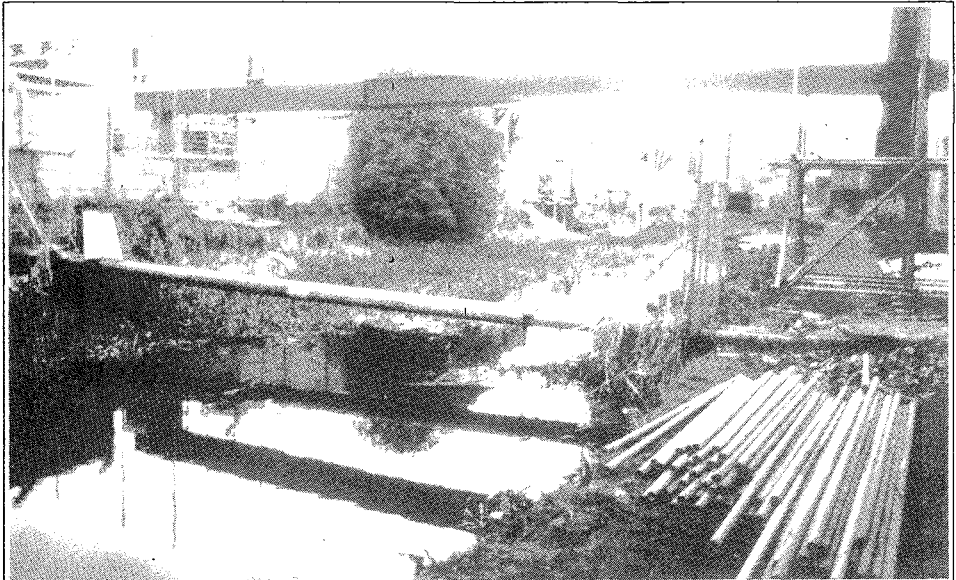
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36	6	73	1
38	10	74	16
41	6	75	23
42	1	77	9
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48	21	81	18
49	7	82	18
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**THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:**

- 1681 Mr. Douglas G. Small, [REDACTED]
- 1682 Mr. & Mrs. Keith Bryan, [REDACTED]
- 1683 Mr. M.J. Wilkinson, [REDACTED]
- 1684 Mr. Robert L. Few, [REDACTED]
- 1685 Dr. G. A. Roberts & Family, [REDACTED]
- 1686 Mr. & Mrs. G. MacPherson, [REDACTED]
- 1687 Mr. & Mrs. W.S. Mitchell & Family, [REDACTED]
- 1688 Mr. R. Dailey, [REDACTED]
- 1689 Mr. C. Brereton & Family, [REDACTED]

*(continued .....*)

**NEW MEMBERS (Continued)**

1690 Mr. & Mrs. J. Patterson, [REDACTED]

1691 Mr. Ian H. Pearson & Family, [REDACTED]  
[REDACTED]

1692 Mr. G. Mitchell & Family, [REDACTED]

1693 Mr. Anthony J.M. Home, [REDACTED]

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**SPECIAL EVENTS - 1989**

**EAST SIDE**

**WEST SIDE**

Wednesday  
14th June

Joint Meeting, "The Sair," Linthwaite.  
Lecture by Mr. Peter Wilde: "The Chesterfield Canal"

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.  
Lecture by Mr. David Bullock: "The Barnsley Canal"

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.

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CANAL  
SOCIETY**