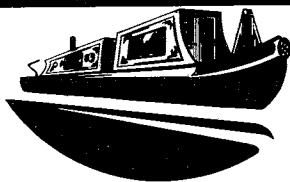


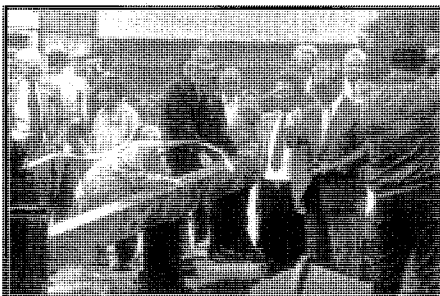
**HUDDERSFIELD
CANAL
SOCIETY**



PENNINE LINK

No. 88

July/August 1989



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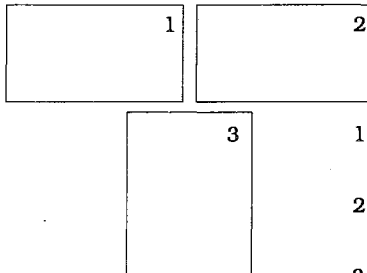
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	PAGE
Council Members _____	Inside Front Page
Editorial _____	2
Chairman's Remarks _____	3
Ashton Canals Festival _____	4
Standedge Report _____	5
Paddle Gearing: The Background _____	6 - 7
Diggle Restoration _____	7
Traditional Paddle Gearing to Stay _____	10
Kirklees Canal Festival _____	12 - 13
Three Locks Rally _____	14 - 19 & 22 - 25
Restoration Map _____	20 - 21
Sales Report, List, Order Form _____	26 - 27
Letter Pages _____	28 - 29
Systematic Trouble Shooting _____	32 - 33
Next Press Date _____	40
Advertising Rates _____	40
New Members _____	40
Membership Application form _____	Inside back cover
Diary _____	Back Cover

Front Cover:



1. Lock 1W being opened
by Glyn Ford
2. Lock 2W being opened
by John Tavaré
3. Lock 3W being opened
by Ken Goodwin

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THREE LOCKS RALLY

The opening of Locks One, Two and Three West on the weekend of 4/5 June has rather taken the limelight off other news and events recently. The use of the Three Locks Rally plaque logo for the front cover of issue 87, and photographs of ribbons being cut at each lock, on the front of this issue, serve to underline the importance of the event. It was a very significant step forward in the history of your Society in being the first section of our canal (apart from the short piece under Wakefield Road bridge) to be connected to the main waterway network, and the first three locks navigable to itinerant boats. People sailing the Cheshire Ring or just visiting Ashton for our festival can now sail up to the Stalybridge boundary, although at the moment there is no winding place, and boats above 25/30ft. will have to reverse as far as Eli Whalley's wharf at the end of the Ashton canal to turn round. The actual route round Stalybridge is still subject to planning decisions, but noises are being made about opening up Bayley St. wharf. I will keep readers up to date with news as it occurs. The pictures of ribbon cutting are reproduced in larger format on pages 15 & 16.

After the opening ceremony a reception was held in the Sea Scouts building and I was pleased to meet a number of V.I.P.s associated with the project, in particular, Mr. Ian Fullerton, recently appointed British Waterways Peak & Pennine section manager, and Mr. Richard Bussey, manager of the new ASDA store straddling the Ashton canal. Both these gentlemen had interesting and encouraging things to say about the future of our waterways, and I hope to interview them both some time and bring you a report in these pages.

PADDLE GEARING

The article by Trevor Ellis about paddle gearing starts off "The pages of Pennine Link have been strangely quiet" about this subject, but this is only historically, since it has been mentioned several times in the last few issues, and on page 10 I reproduce a very encouraging article from the BW newspaper New Ways. Anyone reading my last editorial should be in no doubt about my views on hydraulics, and I am going into the attack again now.

The bottom gates of locks one and two west are too close to bridges to allow conventional balance beams. This is with the exception of lock one where the bridge is on a skew and the offside gate could easily accommodate a full length beam. To overcome this problem, hydraulic rams have been fitted, operated from a large

black box on the lockside. The shaft to operate the mechanism goes right through the box, with squares for a windlass on each end. With a crew of three or more this may be OK, but working double handed as was the case when we went up, it is a different story. Now, although I am no Geoff Capes, I am far from being a weakling, but the effort needed to open/close the bottom gates was such that I had to rest twice during each operation. Other waterways have these bridge problems, but circumvent them in far better ways. The bottom lock of the Rochdale Canal at Castlefield for instance has a roller with a chain passed round it and fastened to the end of a short gate beam. The roller is turned by a windlass in the required direction and the mechanical advantage makes the gate swing easily. Crude, maybe, but very effective. Some locks on the Wigan 21 flight are fitted with a quadrant of toothed rack. This rack is engaged by a pinion on a vertical shaft with another toothed wheel at the top driven by a worm gear, turned by a windlass. Once the gate is moving (which takes little effort) the force needed is minimal. The whole thing is enclosed and therefore safer than the Rochdale. Why could we not have adopted such a system?

PLASTIC PADDLES?

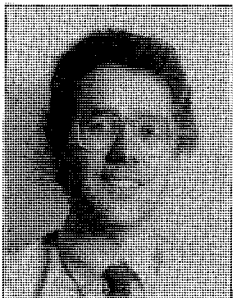
Still on the subject of paddles, but not the gearing, I have heard that a new plastic paddle is in existence, much lighter and easier to lift than the old wooden type. I am sceptical about this; surely the weight of the paddle, within reason, so long as it is not a big chunk of iron, does not make much difference to the effort needed to open it. The pressure of water holding it against its guides is the resistance to overcome, as anyone who has operated a paddle with no water pressure on it will know. The limiting factor must be the friction between sliding surfaces, including shafts and gears, but mainly paddle to guides. I would have thought that instead of a full plastic paddle, only the sliding surfaces need be nylon or P.T.F.E. or some low friction material. I would welcome reaction to this notion.

Due to pressures on my time in getting this issue out, plus Ashton Festival work, I have temporarily halted the Mini Profile feature, but I hope to restart in the September/October issue. Meanwhile I am publishing a series of pictures of Greater Manchester at the Three Locks Rally, and some of restoration work at Diggle. All photographs were taken by Andrew Farnell (boyfield of No. 2 daughter, otherwise known as adopted son), and myself.

ALWYN OGBORN, Editor

AT ANY ONE TIME in the progress of restoration of the Huddersfield Canal the Society is enjoying success, facing new challenges and solving problems.

June 1989 is such a time.



First: **THE SUCCESS**
The Three Locks Rally saw the passage of boats off the main canal system onto the Western end of the Huddersfield Narrow for the first time for some forty years. It was a triumph of co-operation and our guests Glyn

Ford, John Tavaré and Ken Goodwin in turn opened Locks 1, 2 & 3 west and cruised into Stalybridge and disembarked at the splendid canal side landscaped car park of the Stamford Group. Canal restoration necessitates public, private and voluntary co-operation. The successful opening of the three locks exemplified this perfectly. Greater Manchester Council left a substantial grant to the Society which enabled Tameside Canals to restore the canal to allow a procession of privately owned boats to cruise up to the private landing stage alongside Mr. Neville Kenyon's factory in Stalybridge.

It was a super day out. We cruised under the new ASDA store – the new general manager Mr. Richard Bussey has been a member for four years. We may have lost another opportunity in Tameside to open up the Canal rather than bury it without a towpath, but through navigation has been assured and the tunnel portals are not unattractive. Will boaters be made aware of the shopping possibilities above? The splendid Dobcross Band welcomed the Greater Manchester boat full of guests at Lock 1 and maintained the festive spirit in the Sea Cadets HQ during the reception. Some thirty or so boats earned their Rally plaques as they all

had to return astern to the winding hole below Lock 1. We hope that boats will soon be able to turn in Stalybridge.

Second: **THE PROBLEM** The Society is pleased that the Tunnel survey is well underway. Ove Arup and L & R Leisure are on target to produce their findings for the Joint Committee in the autumn. However, the full technical engineering study is not without problems. Roof falls and very deep siltation in the tunnel is causing worries to the survey team. We hope that the final report will be meaningful and produce a full appraisal of the costs and benefits. The survey is being 50% funded by European funds and the Society hopes for similar support under the Mersey Basin Campaign for our West side programme. However, we do not expect to know what slice of the cake the voluntary sector will get and how many of the crumbs will fall the Society's way. We must look increasingly to other sources of support and prepare for a slower pace of restoration at least in the immediate future.

Third: **THE CHALLENGE** To attempt to search for alternative sources of funds and to present a coordinated development plan for the canal corridor, as suggested by L & R in their Benefit Study, we are holding talks this month with all riparian Local Authorities, British Waterways, the Civic Trust and the Civic Trust for the North West. The aim is to investigate the commercial development opportunities as well as reinforce environmental improvements. We must reappraise the restoration programme in conjunction with other opportunities. The private sector has already shown interest in canal side schemes at Sellars, Huddersfield, in Slaithwaite and by Lock 1 West in Ashton. Let's unlock more opportunities and work towards a canal corridor regeneration approach.

Can anyone think of a suitable acronym for an organisation or study? The challenge is to speed up restoration and play a real role in improving the economy and environment along the Narrow.

DAVID SUMNER

Ashton Canals Festival

A message from the President of A.C.F.:

GLYN FORD

MEMBER
OF THE EUROPEAN PARLIAMENT

As your newly elected President, I'm delighted to deliver this short message celebrating the opening of the 1989 Ashton Canals Festival.

It is a pleasure to be President for this time, as it is a particularly auspicious year for the Festival. We come to the Festival with the happy knowledge that three locks have been re-opened on the once neglected Huddersfield narrow canal.

Considering that it was 1944 since the canal was last open it is certainly another big leap for the local canal scheme, as well as for the Huddersfield and Ashton Canal Societies.

In conjunction with the proposed canal scheme in Stalybridge, and the promised European Community funded survey of Standedge Tunnel, it augurs well for the future of the local canal scheme.

With this new optimistic spirit I wish everyone concerned a joyful and happy Festival and I hope it continues to be successful.

GLYN FORD, M.E.P.

ASHTON CANALS FESTIVAL

As this epistle will appear, most likely, in the edition on sale at or shortly after this festival, there is not a lot to be said. Sixteen or seventeen types of beer are in the beer tent, all the entertainers are booked, and hopefully all the raffle tickets will have been sold. The pre-festival pub crawls were missed this year; the committee is looking for some younger alcoholics to join them next year and then this feature can be re-instated. While on this topic, can I make my annual appeal for new members on the festival committee? We are all slightly mad, there are no teetotalers on the committee (although they are not barred) and the age range is from 17 up to – well I think I'm about the oldest and I'm not quite senile yet, although I do play for a geriatric Rugby Club in the winter!. Members are mainly from the Ashton area, but simultaneous translators are available for people like me who come from Eccles, and Wendy and Dennis who come up to meetings from Stafford!

BRIAN MINOR

KIRKLEES FESTIVAL

It is more than likely that Eric or Ian will have written copiously about their baby. All I can say is: go there and enjoy yourself. I always do. After all, the way the white rose is performing on the cricket field this season our Yorkshire friends deserve at least one success! Sorry lads – I didn't really mean it, and yes, I will get the beer in!

BRIAN MINOR

A TROGLODYTE ENGINEER'S REPORT

So: "No one in their right mind would venture into some parts of the unlined stretch of the tunnel." (P'Link No. 85)

Such a statement must surely place the minds of the ARUP Troglodytes into a category of their own allowing that over the last nine weeks they have happily (?) poled back and forth through the tunnel and strolled through the numerous adits and cross-headings carrying out the structural survey study. Certainly sections were found where anyone within the team who was likely to sneeze (from working in sub-zero temperature) would be told to man the site office until the risk subsided!!!

In all seriousness though, the study has proved extremely interesting, not only from an engineering/geological/geotechnical point of view, but from an historical one also. When in the tunnel one can sense the blood, sweat and tears that went into carving this tunnel under the Pennines.

Between February and April the ARUP team carried out the 'above water level' survey to accurately determine the geological formation and rock jointing within the tunnel and adits to gain an understanding of the reasons for the various failures that have occurred.

Such information provides data for assessing the geotechnical requirements in respect of applied rock mechanics and helps to establish the support methods most appropriate for stabilising the various types of weak areas. The data collected is currently being evaluated.

In conjunction, an investigation has also been carried out on the lined section of the tunnel to assess the general condition. It is true to report that certainly on initial inspection, except for one or two short sections, the tunnel lining was found to be in remarkably good order for its age.

Two further elements of the investigation comprised a photographic sur-

vey of the full tunnel length (both still and video), also laser profiling every ten metres to check the shape. The instrument used for this purpose was computer based with a sophisticated laser sensor beam which bounced off the tunnel face and transmitted a distance reading to a recorder. Depth probing has also been carried out to establish the amount of silt and fallen rock lying within the tunnel invert.

Eight vertical construction shafts (now used for ventilation) lie over or adjacent to the line of the canal tunnel and an inspection, using closed circuit television cameras, has been undertaken as part of the overall survey. The data collected in this manner will be checked against the 1985 reports, which were done for British Rail, in order to ascertain the level of deterioration between inspections.

At the time of writing, the survey of the 'above water level' parts of the canal tunnel is complete and the collected data is being collated and evaluated by Arups.

Work is currently in hand to dewater the canal tunnel between the Marsden and Diggle lock systems to enable the ARUP Troglodytes to once again enter their tunnel environment to carry out a check on the condition of the structure below water level. Such access, though, is subject to the depth of silt and rock falls within the invert, also any alteration in the tunnel stability due to the changed regime created by draining away the water.

By early June all data from the survey will have been collected and work well advanced in evaluating and determining the extent of repairs required to the tunnel. Knowing the extent of repair will enable COSTS to be estimated.

"Hail Standedge!" - those of us about to enter salute those who blasted you into existence!!!

An Engineer Troglodyte,
GLYN WALTON, OVE ARUP.

H.C.S. AND PADDLE GEARING : THE BACKGROUND



PADDLE GEARING is a subject on which the pages of 'Pennine Link' have been strangely silent since restoration began. This has led to some misunderstanding in the waterways movement about the Society's position, and in the light of the efforts being made by our

partners in the restoration – the local authorities – I feel that the time is right for a statement of our position.

To set the scene, there were originally two types of paddle gearing on the Huddersfield Narrow Canal. The most common of these also appears on the Huddersfield Broad Canal, suggesting that it was either introduced or standardised in the period when the two canals were under common railway ownership.

This gear is a basic direct-operating gear, where a spindle turned by a windlass operates on a rack with no intermediate gears. Gearing of similar principle is illustrated in early works on canal engineering, and the Huddersfield variety differs only in having a single casting to carry the moving parts, rather than relying on the wooden paddle post to hold everything together!

The second type of gearing is found on the locks of the Diggle Flight (24W–32W), which were part of Thomas Telford's works to complete the canal in 1805-11. The locks are unique in the country in having only ground paddles, all of which are mounted on the offside of the locks. The gear is mounted at an angle and consists of two main castings which form the 'post,' the rack running on rollers between them. It is apparent from holes in the castings that this gear was once enclosed.

Much of the paddle gear from the canal disappeared when the locks were capped or infilled in the 1960s, and when restoration began at Uppermill we needed to get new sets for both locks. This was done by what seemed the

obvious method of 'borrowing' parts of the old gear and having copies made.

After Uppermill came the upsurge in activity when Kirkless Met. Council and subsequently Tameside Canals Ltd. started to restore sections of canal. This coincided with discussions between British Waterways nationally and the Health and Safety Executive on the subject of lock paddle gear. At the time there seemed to be an irresistible lobby for the cause (probably unattainable in practice) of '100% safety whatever the cost.'

The shortcomings of the basic Huddersfield gear had soon become apparent, in that it was extremely heavy to operate and the tailgate gear, which is operated from a footboard on the gates, could be dangerous in wet weather. Some of the problems at Uppermill were probably due to poor manufacture and installation, but there is no possibility of this gear being made to meet modern safety standards, at least for gate mounting.

At the time of the HSE/BW discussions, there was much concern about exposed gearing, and a decision was taken that traditional gearing would progressively be removed from all canals and replaced by hydraulic units. As a first step towards this, the Huddersfield Narrow would only be restored if hydraulic paddle gearing was to be used.

There was considerable discussion 'behind the scenes' within HCS and the local authorities, because whatever the pros' and cons of hydraulics – and canal enthusiasts generally do not accept that these units are either better or safer – the new gear costs 4–5 times as much to buy as the original and also could not be installed by the staff of the restoration projects.

Restoration having been made conditional upon the installation of hydraulics, it was thought better to proceed on the basis that policies can change and gear wear out. The opportunity to restore the canal could not be missed.

As luck would have it, pressure of public opinion brought about a more favourable climate relatively quickly, and a greater study of accident

statistics started to show that exposed gearing was not, in fact, the problem that it had been thought. Most accidents proved to be related to ratchets or windlasses and spindles, the hydraulic gearing being far from blameless in the latter case.

BW produced two reports:-

- 1) Lock Gate Mechanical Paddle Gear,
- 2) National Lock Gate Paddle Gear Spindle Survey,

which were considered by the Lock Gearing Consultative Committee. The Committee's recommendation was as follows:-

"Hand operated mechanical paddle gearing should be retained wherever possible, local management judgement being exercised to establish the type considered traditional to all individual waterways."

The difficulty now for the Huddersfield Canal is that with the restoration having started with

hydraulic gearing, BW are now reluctant to permit an acceptable form of mechanical gearing, except for the Diggle Flight, which is a 'special case.' The restorers, on the other hand, wish to reduce their costs and thus to restore a greater length of canal by the use of cheaper mechanical gear, in addition to producing an aesthetically better canal, more in keeping with the industrial monument which they wish to preserve.

Following on from the debacle at last year's Huddersfield Canals Festival, when the official cruise was abandoned due to the failure of both hydraulic units on the bottom gates of lock 42E, there was difficulty at the 'Three Locks Rally' with one of the hydraulic gate operating systems. A paddle spindle on lock 3W was also leaking oil. Are we just unlucky, or are these hydraulic systems not all they are cracked up to be? We await the outcome of further discussions.

TREVOR ELLIS

DIGGLE RESTORATION

WE HAVE recently been experiencing some excellent early summer weather at Diggle, and progress has been good. As explained previously, the plan is to leave lock 31W substantially complete and to concentrate on the rebuild of lock 32W, the summit lock.

We have been delayed in the first part of our aim by problems with the manufacture of new paddle gear for 31W, apparently due to the foundry being extremely busy, although the excuse was starting to wear thin. Two sets of the gear have now been collected and should hopefully be installed soon, thus enabling us to bring the top gate into use.

The bottom gate will not be fitted until there is some prospect of being able to use both locks, as it would only tend to deteriorate if never used.

The majority of recent work has been on lock 32W. This lock was partly demolished in addition to being infilled and weired, and we are now starting to rebuild from the lowest point, basically from the gate recess to the lock tail.

We have recently solved one of our long-

standing problems, in that we have now acquired a larger concrete mixer. This allows us to mix 3-4 times as much concrete as we could with the two mini-mixers. The next potential delay is in obtaining a replacement quoin (the hollow stone in which the gate hinges). We know that one was destroyed, and it appears to be the next one in sequence. It is likely that British Waterways can get one cut for us, though it will have to be 'bought in' and will cost us money.

On the 'wants' front, we are short of 2" pump hose and/or connectors, and the inevitable scaffolding. Our worst problem on plant is currently the 3" pump, which requires some work before we can contemplate draining a lock chamber.

Any enquiries or offers of assistance to Trevor Ellis on (0484) 534666; no experience or skill required. Future dates:

6 Aug.	20 Aug.	10 Sep.	24 Sep.
8 Oct.	22 Oct.	5 Nov.	19 Nov.

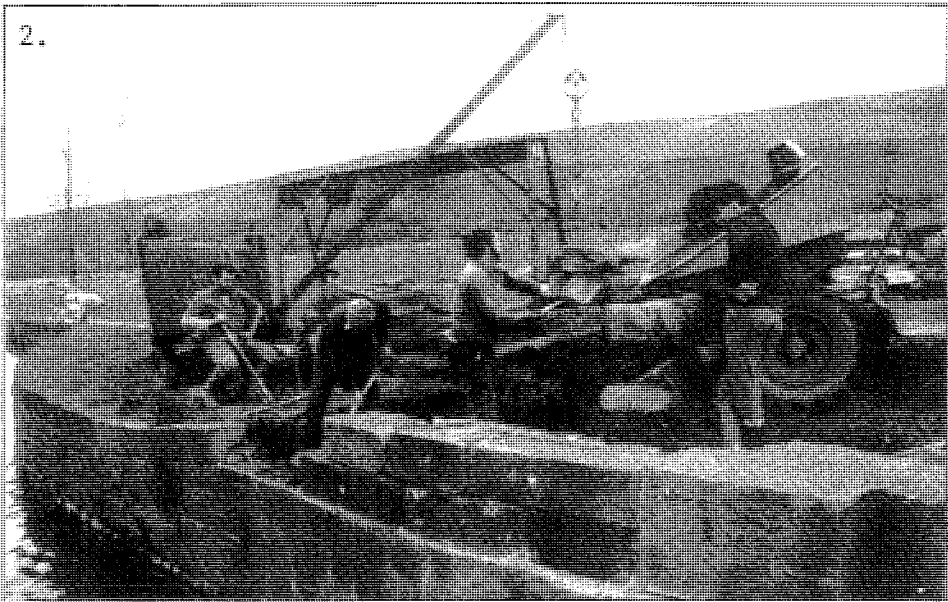
TREVOR ELLIS

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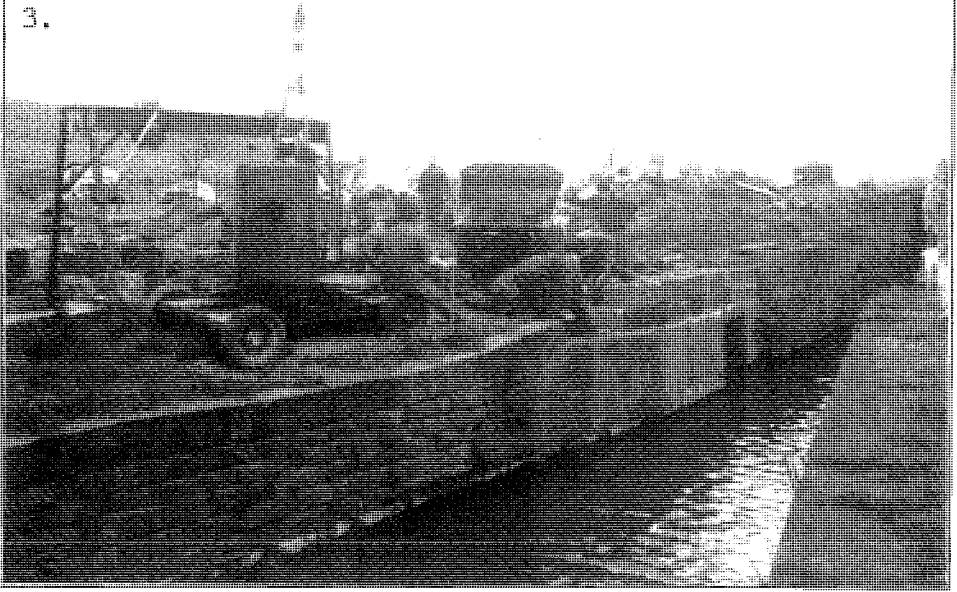


Photos 1 to 4: Trevor Ellis and his gang working on Lock 32W

All photos by the Editor

P·E·N·N·I·N·E · L·I·N·K

3.



4.



The Paddle Gear saga looks as though it is drawing to a close, with traditional gearing in the green corner winning on points. With the kind permission of Sheila Doeg, editor of BW's new magazine 'New Ways,' I reproduce in full a front page report from the May/June issue.

For those of you unfamiliar with this publication, it is a glossy, well produced, tabloid size newspaper reporting on all aspects of news from BW's angle, right across the waterways network. Previously titled 'Waterways' and available on subscription, the publication has recently changed name and is concentrating more on internal readership and people more closely connected with restoration, etc.

Despite the optimism of the opening line, I suppose the arguments will reverberate for some time yet, and hydraulics will take several years to fade away. Ed.

Traditional paddle gearing to stay

The Lock Gearing Consultative Committee has recommended that traditional lock gearing should be retained, but that spindles and windlasses should be standardised.

Following acceptance of the recommendations, British Waterways are putting in hand a series of improvement and modification programmes. It is unlikely that this work, which will be carried out on a canal by canal basis, will be completed for several years because of the scale of the task. Where necessary, consultation will take place, but final judgments on safety and detail will rest with British Waterways.

The preliminary estimate for fitting the new standard spindles to gearing is approximately £150,000. All hydraulic units have already been converted. However, to cause as little inconvenience as possible to boaters this summer, and to allow time for the standard windlass to be manufactured and sold to the boating public, it has been decided that the fitting of standard spindles to traditional gearing will not start until the end of the season.

further information

The Press and Publicity office has advised the public about British Waterways decision to accept the Consultative Committee's recommendation, through a press release, and further information will be available to the public via the winter stoppage programme and from a further press release.

Although most windlasses will fit the standard spindles, boaters are advised to acquire the new standard windlass recommended by British Waterways, once they become available from the manufacturers. Eventually they will be stocked at BW retail outlets and hopefully will also be stocked by private boatyards, chandlers, clubs, etc. Non-standard windlasses of any type will not be recommended for use in the future.

The Consultative Committee, set up in 1987, consists of nominated representatives of waterway users, the Inland Waterways Amenity Advisory Council, the Inland Waterway Association, and British Waterways. It recommended: the retention of traditional paddle gearing wherever possible, subject to the achievement of acceptable levels of safety, maintenance and ease of operation; the standardisation of spindles and windlasses in accordance to an agreed specified design, and the modification of retaining pawls.

The Health and Safety Executive have now agreed that traditional gearing would be acceptable, provided action is taken to reduce incidents of windlasses-slipping from spindles.

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The 1989 Kirklees Festival is to be held on 2nd & 3rd September at Huddersfield Polytechnic. I was planning to produce a programme similar to the Ashton one for distribution with this issue, but Ian France tells me that all the information is not yet to hand and they will be doing their own programme nearer the time.

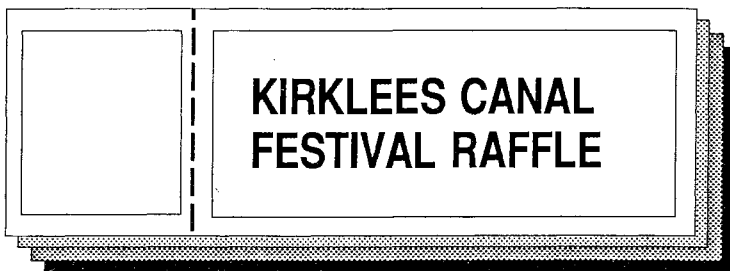
In an earlier issue I did promise to publish a list of Kirklees committee members, so here it is. If anyone wishes to offer any help or to participate in any way, please contact the appropriate member.

Meanwhile, you will find enclosed the ubiquitous raffle tickets for your attention. If you can't attend and lend your support, at least please find time to complete and return them.

Ed.

KIRKLEES CANALS FESTIVAL – 1989 COMMITTEE

Chairman	Ian France	0484 518974
Treasurer	Geoff Brown	0484 549001
Secretary	Anne Crosland	0484 659748
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Assistant Boat Officer	Bob Maycock	0706 845246
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Gophers	Rodney Allan	0484 718875
	Alan Boycott-Garnett	0484 843619
	Angela Boycott-Garnett	0484 843619



Last year at this time we set out with great enthusiasm to "do our bit for the canal." We volunteered to help with the organising of the '88 Festival. Our task was to look after the raffle.

Unfortunately, virtually anything that could go wrong did go wrong! Raffle tickets delayed at the printers; Pennine Link delayed at the printers; postal strike; atrocious weather at the Festival – all these meant that the raffle did not make much money. In fact, if Peak and Pennine had not sponsored the printing of the tickets a loss would have been reported.

However, with your help all this will change. With this edition of Pennine Link you will find some raffle tickets. Please, please sell them. It is surprising how many people will buy a raffle ticket if you take the trouble to ask (or tell!). If you need any more please let us know and we will send you some.

We could do with a few more prizes. If you have an unwanted bottle of spirits or a free World Cruise ticket, again let us know.

What we also desperately need are volunteers to sell the tickets at the Festival itself. Last year Dave walked round selling them. Without any effort he sold them to nine people out of ten. Again, people expect to be sold raffle tickets. Based on last year's experience we need at least ten people selling tickets at any one time. Please spare us, nay, your Society (sounds corny, eh?) a few minutes of your time when you attend the Festival.

Please send your money and completed stubs to Geoff Brown (Festival Treasurer) at 7 North Road, Birkby, Huddersfield.

We again thank Peak and Pennine (Outdoor Equipment Specialists) for sponsoring the raffle.

Dave and Diane Calverley

1 Park Lane, Golcar, Huddersfield, HD7 4HU

0484 638889

STALYBRIDGE THREE LOCKS RALLY

Approximately thirty-five boats made the ascent (and descent) over the weekend of 3/4 June after the official party had performed the tape cutting ceremony. Greater Manchester had a glittering array of notabilities from the world of politics, waterways and commerce as passengers on the first trip up the restored flight. Lock One was opened by Euro M.P. Glyn Ford, Number Two by Mr. John Tavaré, Chairman of the Mersey Basin Campaign, and the third by Mr. Ken Goodwin, Chairman of the Inland Waterways Association. All of these gentlemen made kind remarks about the work done by the Society and its efforts in improving the local environment.

Among the guests were Mr. Tom Pendry, M.P. for Stalybridge, the Mayor and the deputy Mayor of Tameside, the Mayor of Oldham, the deputy Mayor of Kirklees (who incidentally is the same size as past Ashton Festival President Hugh Wainwright and it was amusing to see both these gentlemen of over 6ft 6ins trying to get the only seat with adequate leg room!), the Vice Chairman of the Inland Waterways Association, several representatives from the D.o.E., representatives of BW, the Store Manager from ASDA and the Lady P.R. from that group, and several people who control large local industries.

Problems were caused on the Sunday when the hydraulics broke down on the gate mechanism of Lock Two. However these resourceful boaters had no difficulty; the rams were unhitched, the pressure released and the gates operated by ropes! Makes you wonder if the expenditure of £4,500 on this unit at BW's insistence was really justified.

The Sea Cadets did us proud in the afternoon when the official party used their H.Q. for refreshments afterwards. With the two Lady Mayors as guests all these lads in uniform really brought smiles to their cheeks! The party on Saturday evening ended as quite fun when the singers realised that everyone wanted to sing something we all knew. The bar hadn't realised the depth of boaters' thirsts and ran out of beer (why, I don't know; after all organiser Grahame from the Blazing Rag, Mossley, has known the current editor of P'Link long enough, and that should have given him due warning!) However, the bottled stuff lasted, just, until closing time and a tragedy was averted.

Congratulations to Frank Smith for the biggest part of the organisation and making sure that everything ran smoothly. Thanks also to Steve Whitby and the staff of T.C.L. for not only the work of restoration, but devotion beyond the call of duty in that during the days before the opening last minute checks were going on till late at night and first thing in the morning! On one afternoon I enjoyed the sight of Malcolm, the General Foreman, shovelling . . . from the bottom of a drained Lock One and actually saying that he was enjoying the experience!

BRIAN MINOR



Euro M.P. Glyn Ford opening Lock 1W



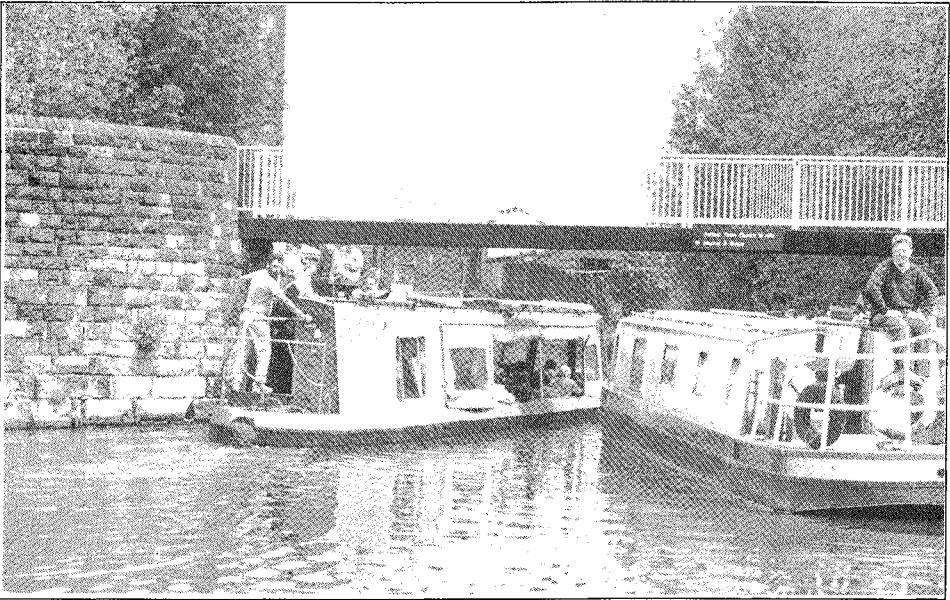
John Tavaré, Chairman, Mersey Basin Campaign, opening Lock 2W



Ken Goodwin, Chairman, Inland Waterways Association, opening Lock 3W



V.I.P. party preparing for the off from Portland Basin



Greater Manchester setting off

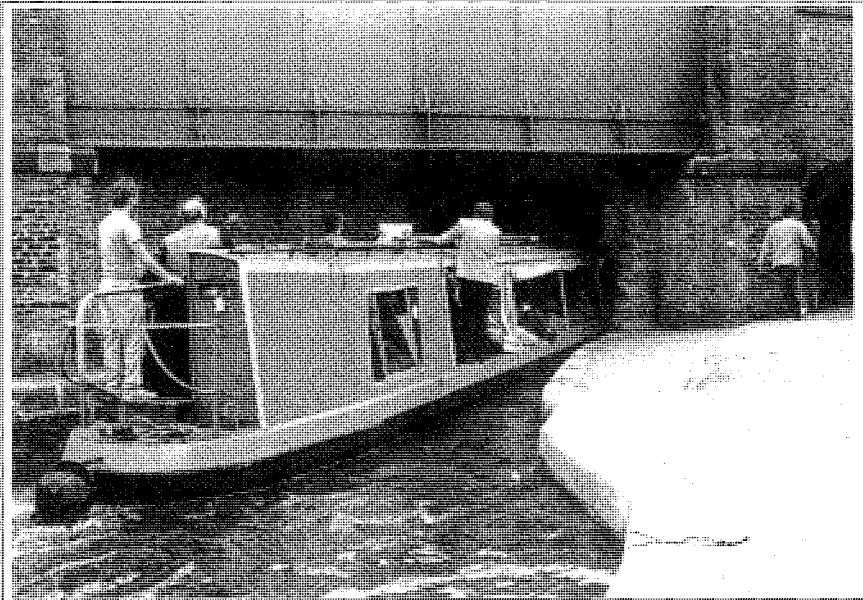


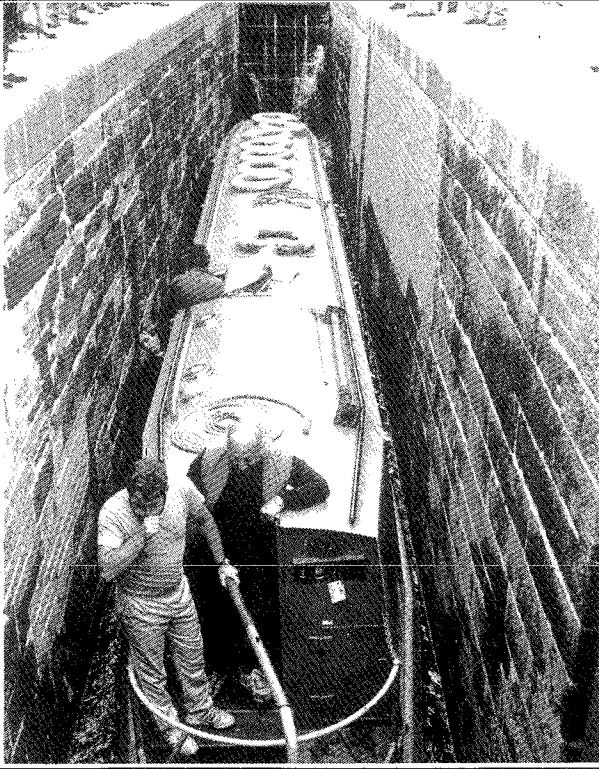
Emerging from ASDA tunnel



Approaching Lock 1W

Entering Lock 1W

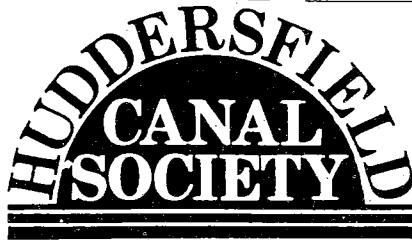




In Lock 1W

Leaving Lock 1W





Huddersfield Narrow Canal
restoration progress

UPDATED MAY 1989

42 - 34 E
Francis Locks

Standedge
Tunnel
(East)

Details.

Engineer: Benjamin Outram, later Thomas Telford.

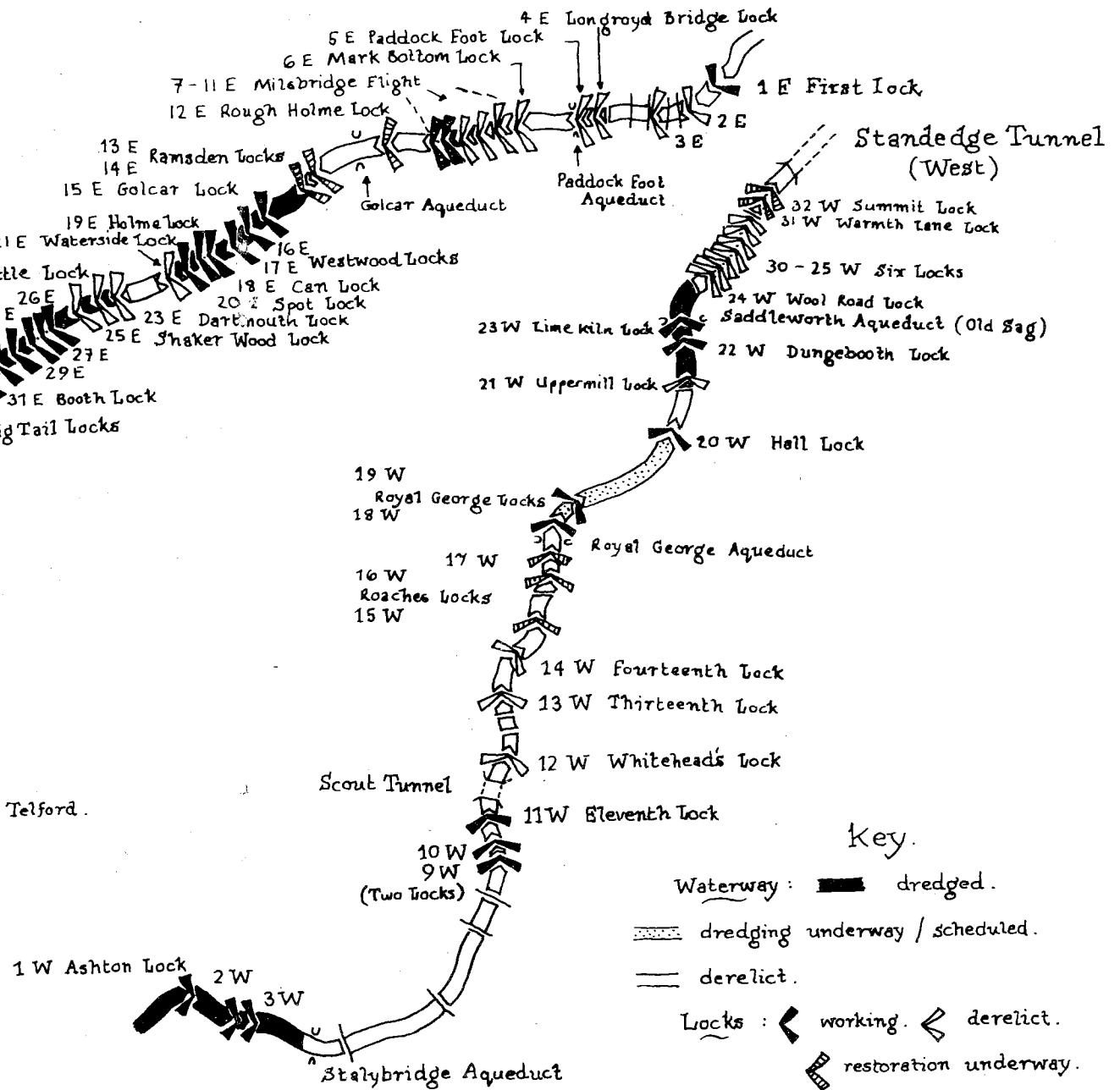
Built: 1795 → 1811.

Length: 19 7/8 miles.

Tunnel length: 3 miles 418 yards.

Height Above Sea Level: 645 ft.

a.f.



Key.

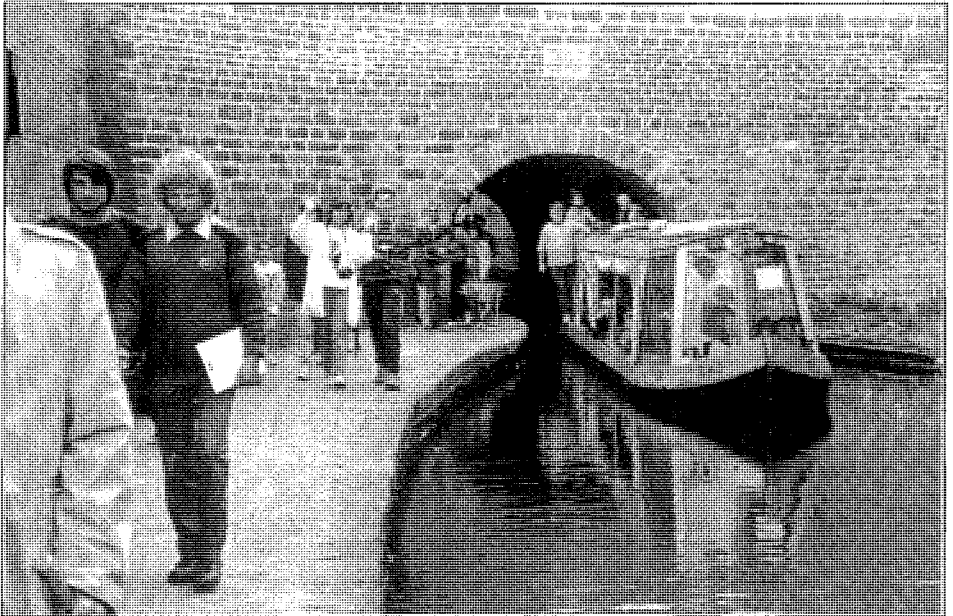
Waterway: dredged.
 dredging underway / scheduled.
 derelict.

Locks: working. derelict.
 restoration underway.



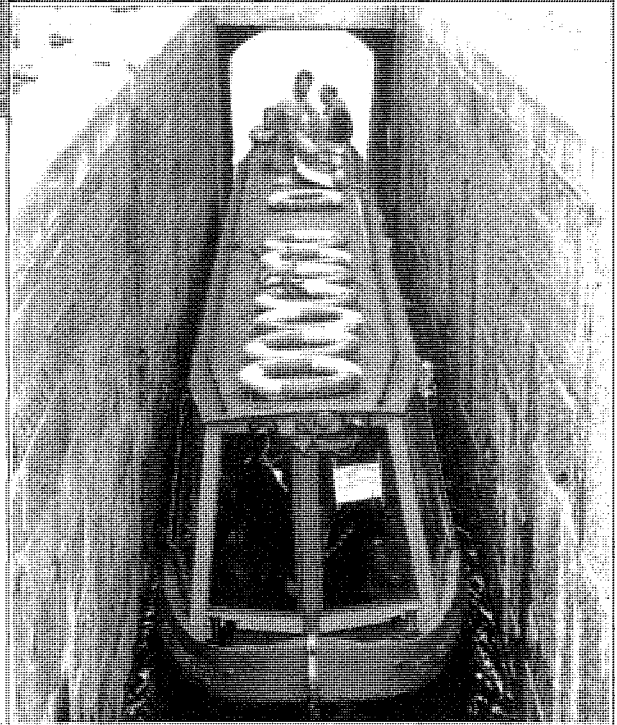
*Passing through
the narrows of
'Whitelands Tunnel.'*

*Emerging from
Whitelands Tunnel.'*





In the first pound

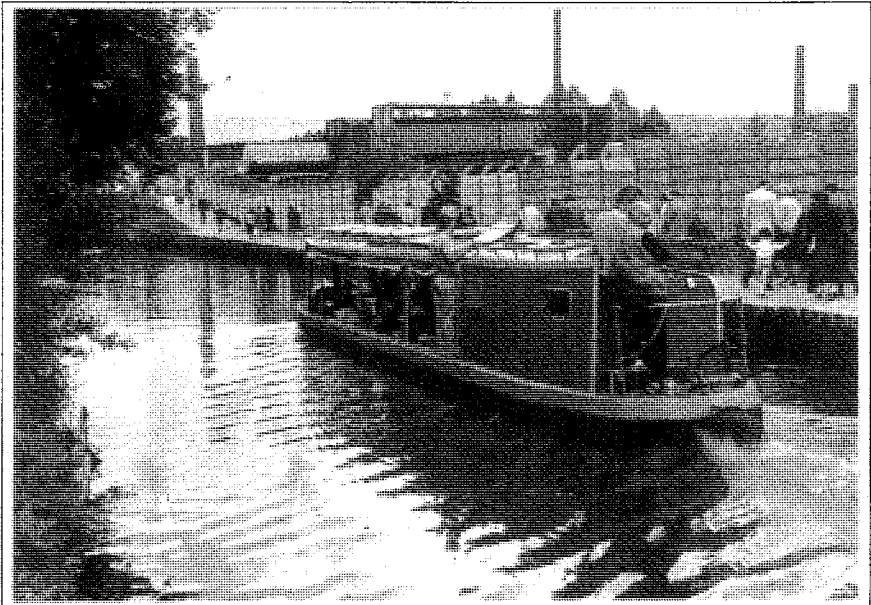


Entering Lock 2

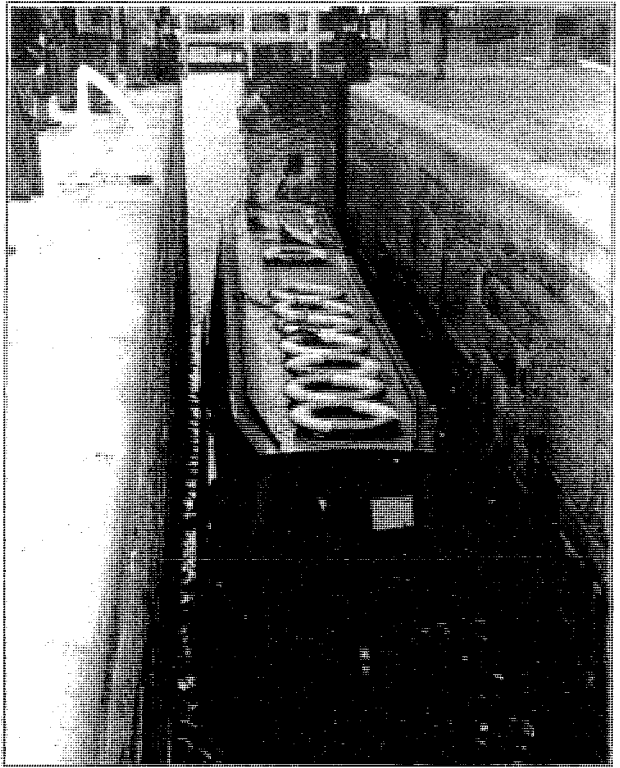


Leaving Lock 2

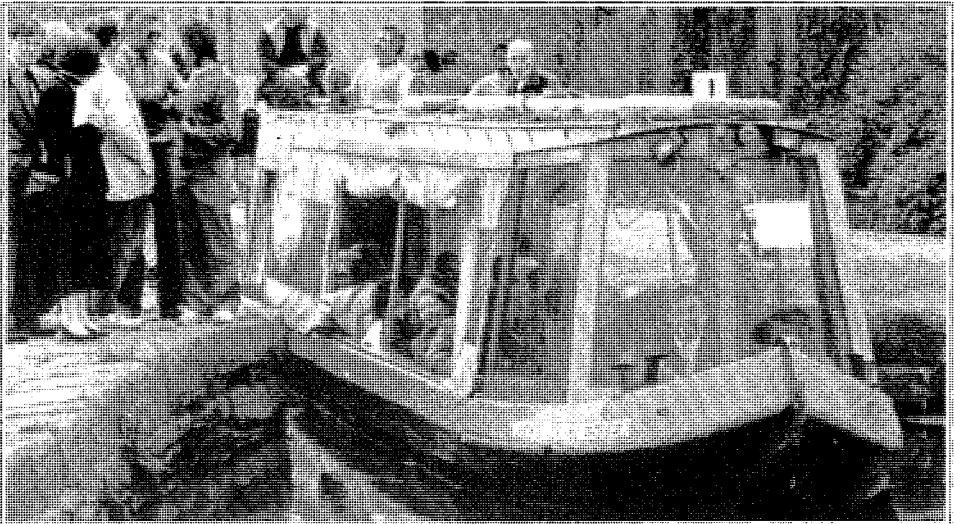
In the Second Pound



Entering Lock 3



Leaving Lock 3



WELL DONE to Peter Dawson who spotted the mistake in P'Link 86! It's nice to know that someone does actually read my reports. I now know that it's not all in vain.

I went to the 3 Locks Rally at Stalybridge, which everyone seemed to enjoy – including running out of water when last to come down on the Sunday and being stuck for over an hour on the bottom of the lock! Thank you to the gentleman who offered me help on the Saturday morning. I forgot to ask your name (typical) but if you will contact me then I'm sure we can fit you in helping to run the stall at Ashton – I need all the help I can get! The festivals are as follows:–

- July 7, 8 & 9 Ashton Canals Festival
Portland Basin
- Aug. 26, 27, 28 National Waterways Festival
Waltham Abbey
- Aug. 26, 27, 28 I.W.D. Festival, Anderton boatlift
(A Sales stand will be at both the above events)
- September 2,3 Kirklees Festival, Huddersfield
Polytechnic, Apsley Basin

I would appreciate any help at all for these festivals, especially the ones nearer home.

I am I am not going to be able to get down to the National Waterways Rally this year, but at least one of the council members and his wife will be flying the HCS flag – so if you are going, do your best to support them (i.e. Jack Carr, Tel. No. inside front cover – Ed.)



I hope to be able to report in the next issue how good Ashton Canals Festival was. If you've never been, now's your chance to come and support us. It's a good weekend for all the family! Also, if you come you can meet the newest addition to the Tewson household, little George. He is very good and loves canal events and boats. I believe in starting young and I'll have him digging out canals with Trevor Ellis before very long!

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Lancashire Waterways	£1.75 + 35p p & p
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Dear Sir,
Commercial Traffic to Uppermill

I am prompted by your review of Peter and Michael Fox's book *Pennine Passage* in the January/February issue of *Pennine Link* to refer to the apparent omission from the excellent book of any reference to the date of the carriage of the last cargo on the western section after the tunnel was abandoned.

I have a recollection of walking the towpath in Greenfield as a child with my mother, perhaps in 1943 or 1944, and seeing a boat pass going towards Uppermill. Whether my mother spoke to the boatman as he passed I cannot remember, but I have a feeling that the boat was carrying coal from the Ashton area to Uppermill: my memory of the noise of the engine (though I did not recognise it then) would have suggested a Bollinders semi-diesel.

It may be that I saw the last commercial vessel on the canal – or to put it more optimistically, the last before restoration – and I wonder if the Society or any reader knows of archive material which might throw light on this passage.

Yours sincerely,
 J.M. HOLTBY

4 Knowl Meadow,
 Helmshore, Rossendale
 Lancashire, BB4 4LW

Dear Mrs. Ogborn,
 Appreciation must be expressed to all HCS members who made Kingdom Tours' Mayday bank holiday study weekend such a memorable event.

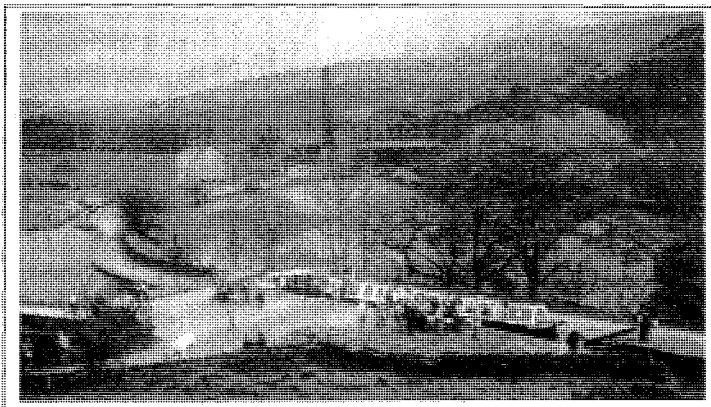
Frank Ruffley kindly provided an impromptu personally conducted tour of the restored 'Staley Way' and Harold Nield on 'Pennine Moonraker' provided unpublished details of the sexlife of Uppermill canal ducks!

Frank Smith provided an excellent guest lecture at the Leeds queens Hotel on the Sunday night, having successfully conducted the first legal public passage since the 1944 Closure Act between Marsden lock 42 and lock 29 near Slaithwaite. To the delight of course participants and local inhabitants, diesel engine malfunction necessitated a last minute change in plan with emergency alternative power being provided by Due Day's horse Tanner. A 'stuck paddle' provided an unusual demonstration of pound emptying, lock overfill and towpath bywash!

The highlight of the weekend was undoubtedly the first mass picnic held adjacent to Sparth Canal Reservoir and lock E33. Also, thanks should be expressed to Ian France who went ahead with windlass and 'prepared the way' and to Monty who 'guarded the way.'

Yours sincerely,
 Dr. DAVID SLATER
 23 Redmires Road, Sheffield, S10 4LA

Thank you for your letter David. Glad you enjoyed the trip. Just a small correction: I am Mr., not Mrs., with Christian name Alwyn (Welsh), not Olwin. Don't worry about it – I have lived for too long with two unusual names to get upset myself. All letters are welcome. Ed.

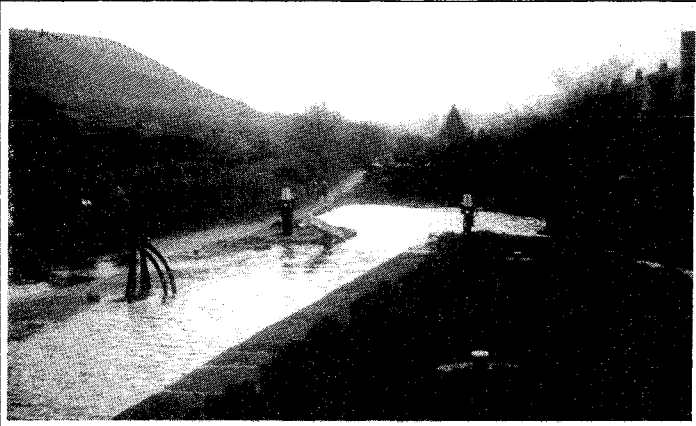


*Kingdom Tours 'mass picnic.'
 Sparth Canal Reservoir and
 Lock 33E*

P•E•N•N•I•N•E • L•I•N•K



*Horse Tanner and 'Benjie'
Lock 32E*



*Lock overfill due
to stuck paddle*



*Unplanned towpath
bywash!*

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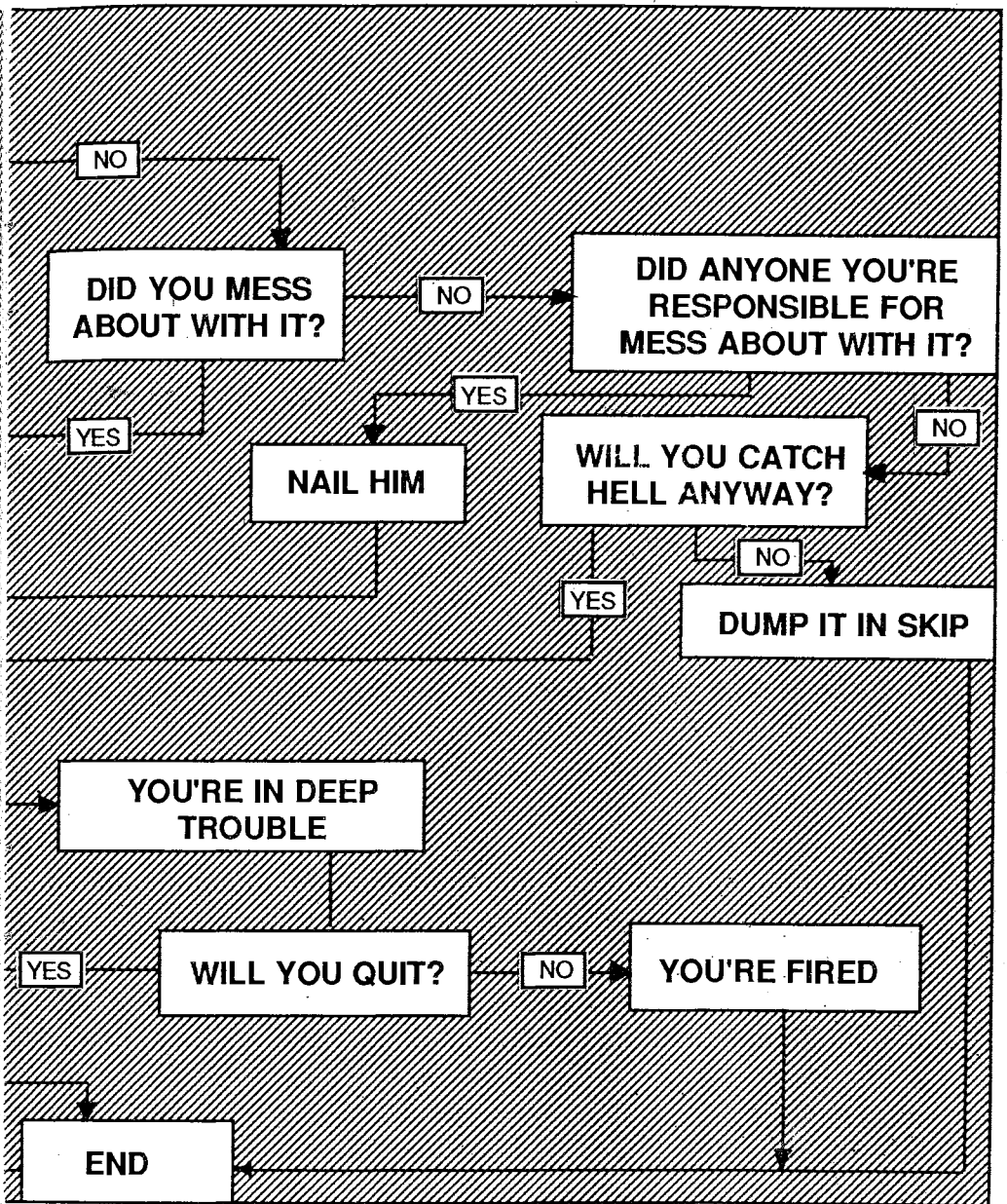
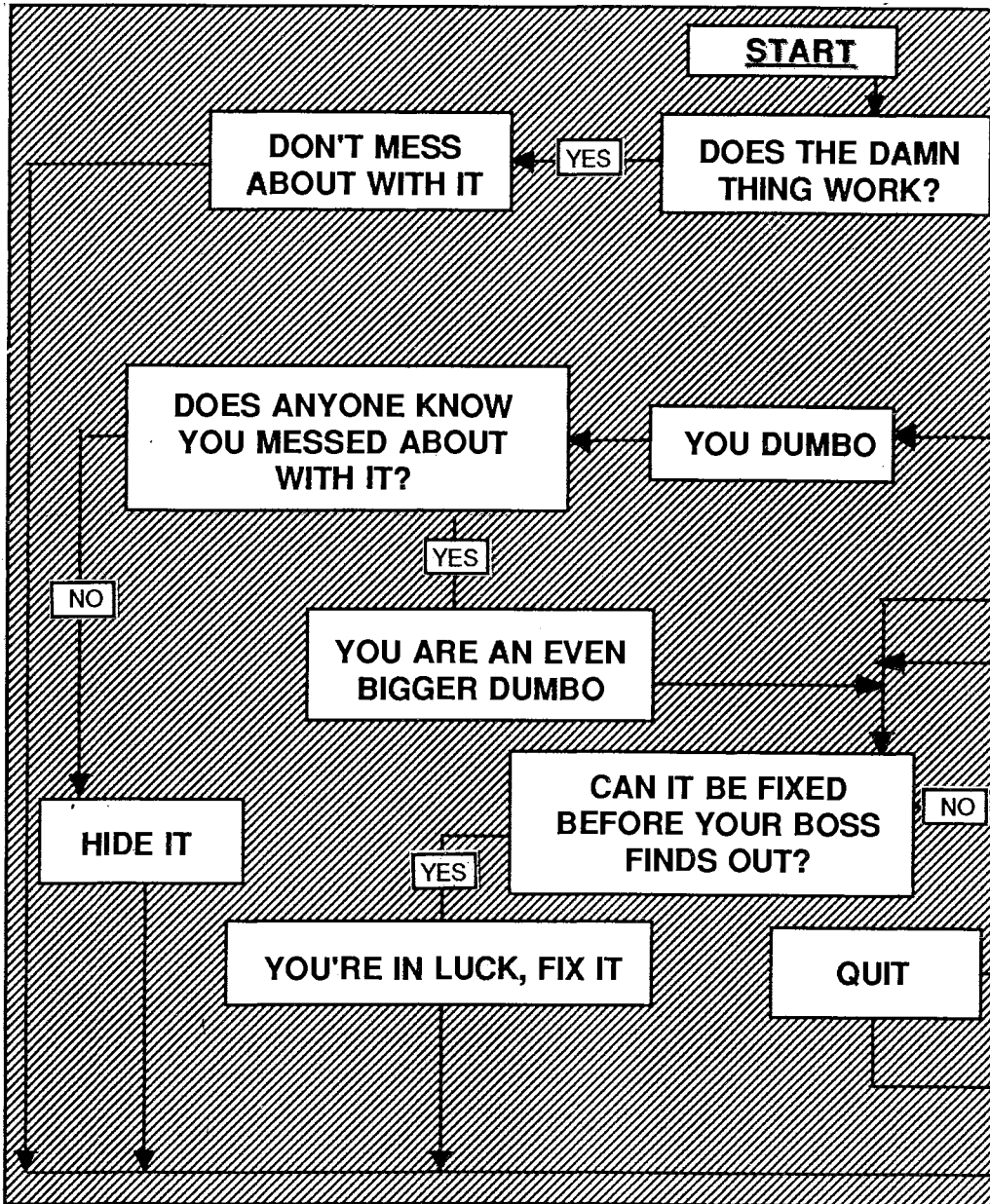
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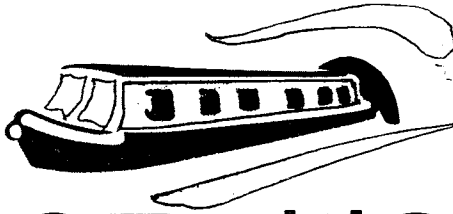
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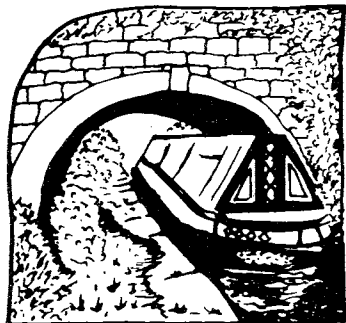
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Half Page	£8.25	£41.25
Full Page	£15.00	£75.00

NEXT PRESS DATE

**Articles, Letters, etc. for the
 September/October issue of
 Pennine Link should reach the
 Editor by 1st August 1989**

In the last issue I published an article written by Anne Crosland about the Annual Canal Societies Quiz. Personally I had never heard of this event and I asked Anne for something explaining the background. Unfortunately the article below arrived after typesetting and since all the top competitions announce things in reverse order, I am including it in this issue. Ed.

ANNUAL CANAL SOCIETIES QUIZ

The Quiz as it now is was originated by David Irving of HCS and held at the Olive Branch on 4th June 1987, involving HCS, Rochdale and Calder Navigation. It was won by the latter, so they organised the next one at the Barge and Barrel, Elland, on 12th May 1988, and this time Barnsley joined in, but did not stop CNS from winning again.

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!!!

THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

- 1694 Mr. Brian W. Bowles, [REDACTED]
- 1695 Mr. Brian Stroud, [REDACTED]
- 1696 Mr. & Mrs. Philip and Veronica Brogden, [REDACTED]

- 1698 Mr. Michael R Longley, [REDACTED]
- 1699 Mr. & Mrs. C.C. King, [REDACTED]
- 1700 Mr. Allan Kingdom & Family, [REDACTED]
- [REDACTED]
- 1701 Mr. Brian J. Seaman, [REDACTED]
- 1702 Mr. Stephen C. Kaye, [REDACTED]
- [REDACTED]
- 1703 Mr. S. Peter Goodwin, [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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SPECIAL EVENTS - 1989

	EAST SIDE		WEST SIDE
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," Milsbridge 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.		