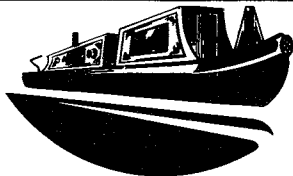


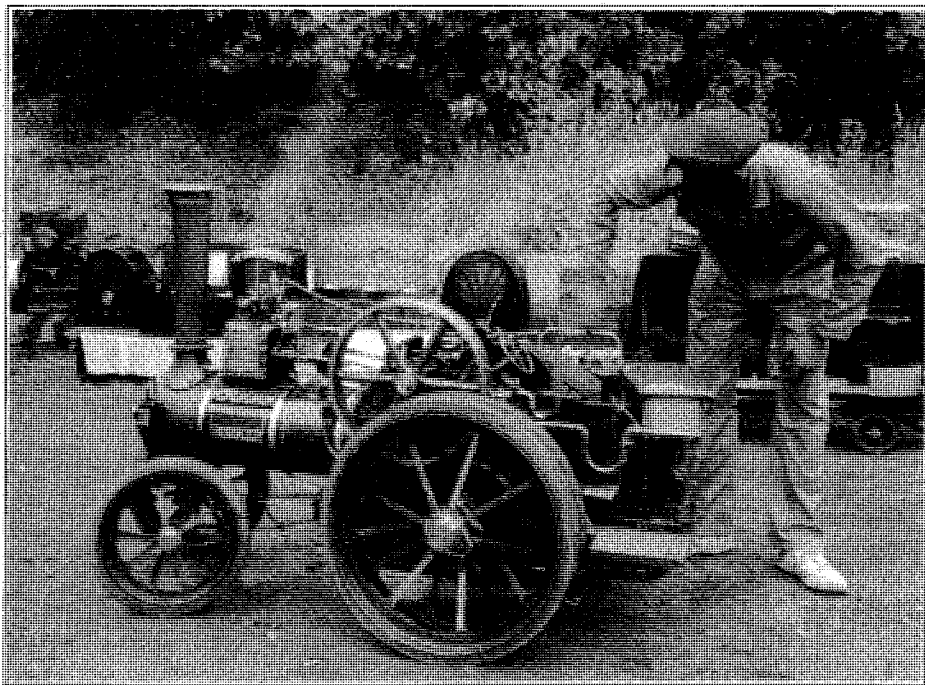
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No. 89

September/October 1989



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Council Members	_____	Inside Front Cover
Editorial	_____	page/s 2
Chairman's Remarks	_____	3
Tunnel Entry	_____	3
Stop Press News	_____	3
Boats	_____	4
Ashton Festival Report & photographs	_____	5, 6, 7
Mersey Basin Campaign	_____	8, 9, 10
Sales Report	_____	11
Sales List	_____	12
Restoration Map	_____	16, 17
Diggle Restoration	_____	20
Letters	_____	20, 21
BW New Management Structure	_____	22, 23, 24
Caption Competition	_____	25
Our Hero Frank Smith	_____	25
Teaser	_____	27
Ashton Canals Festival raffle results	_____	29
Lock Call-outs - Notice from BW	_____	29
Advertising Rates	_____	32
Next Press Date	_____	32
New Members	_____	Inside Back Cover
Back Issues available	_____	Inside Back Cover

Front Cover: Mr. Brian Collins with his 4¹/₂" scale of a 12' Burrell Road Locomotive. The full size version weighs 12 tons. Brian brought this engine to the Ashton Canals Festival and ran it round from the 'cinder car park' to the Museum forecourt. We hope to see him again next year.

Photo by Mavis Ogborn

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DOESN'T TIME FLY when you're having fun? Twelve months ago I had just made my first faltering steps into the world of magazine editing and produced the disaster of issue 83. I am now writing for my seventh issue, with a lot of sharp lessons learned, and still a lot to go; I stumble along between the interruptions of having to earn a living. The major change over the year is that of our printers. I now have every confidence that instructions will be accurately translated to type face and with the ability to produce various effects of shading, etc., the end product is far more satisfactory. Many thanks to Val of Greensleeves Press for her hard work and skill on her computer.

Having been in the thick of the holiday season, news and reports are not quite as profuse as during other periods. Things are happening on several fronts and big changes are afoot at Tameside Canals Ltd. More information should be available for the next issue. (See Keith Gibson's note).

The Ashton Canals Festival has been and gone for another year with the weather being less than kind on Friday and Saturday. Saturday daytime crowds were below par, but the rain pouring did not stop the people pouring into both evening entertainment sessions. The Oldham Tinkers were their usual relaxed selves with their unique brand of local folk music and stories. This year we had support from Jack Lee as a late booking that did not get mentioned on the programme. On Saturday night Smokey City were superb as usual and played to a packed tent, many people having come to see them because of our loose-leaf advertising in Jazz Times. **That's Jazz Times Folks!** — that grand monthly newspaper devoted to jazz events around the region, and edited by Alice Garnett; a must for all jazz fans. On Sunday the weather was kinder and by 3 pm the site was packed with hardly a square foot to spare. It was all good fun, and here's to next year's event.

Wearing my ACF sponsorship officer's hat, on Sunday 2nd July I ran a sponsors' cruise along all the restored sections of the Narrow, with road transport between sailings. All our sponsors were invited and those who could make it expressed thanks for a good day out. I have some letters of thanks that I have published in the letters section. My thanks to those who gave us extra donations after the trip, and especially to Cobden Chadwick Ltd. of Oldham for their very generous offer of financial help. This has yet to be finalised, but the name of Cobden Chadwick will be promoted as a result.

The last part of this cruise was on Benjamin Outram, and as you all know, we have been

having trouble with the engine and had to resort to one horse power for outings. This was one such outing. Being rudderless, the boat has to be pushed with sticks and pulled with ropes to steer it. Now, our hero Frank Smith was performing a pushing function at the stern end when he went past the point of no return and tumbled into the cut, Brian Minor's dog Monty was quite bemused by the exchange of traditional man/dog roles, and I couldn't help but publish the photo on page 25. Frank took it all in good part and I have his full permission.

Whilst on the subject of people and animals, I have had my very first letter from a horse. Yes, that's quite right, a horse — Tanner — to me more precise, and I print this piece of equine elegance with the other letters. As for a mini profile, I think Tanner has said it all himself, but his mug shot is there. Thanks, Tanner — maybe it will encourage other people to write.

I am well aware that many people are loath to deface their PLinks by cutting out sales orders or membership forms. Therefore I am putting these items on thinner, easily detachable paper in the centrefold, to encourage more mail order and membership application response. Give the page to your non-member friends and help to boost our support. More important in this issue is notice of a proposed Christmas get-together. **DO TAKE THE TROUBLE TO RETURN THIS FORM IF YOU ARE INTERESTED. IT WON'T GO AHEAD WITHOUT ENOUGH SUPPORT.** If we have what the Americans call a go situation I will most certainly be there. It promises to be a good night.

Many people, myself included, are irritated by referring to narrowboats as 'barges.' They are no more a barge than they are a flat, a keel, a lighter, a tom pudding, or an ocean liner. A more recent trend that I find equally, if not more, irritating is the application of the road transport terms 'driving' and 'parking,' terms as out of place in any boating circles as a pork butcher would be in Tel Aviv. Unfortunately, some of the bad manners and inconsideration of road users is creeping into canal use, and not least of these is the practice of mooring (not parking) in popular spots, leaving gaps between boats just too small to get into and wasting the space (just like car parks).

Back to Mini Profiles for my last word of this editorial: these will resume in the next issue, and include myself for the dubious benefit of those who don't know me. The pity is it will disarm Brian's good-hearted sniping at my supposed reluctance to appear in public for fear of reprisals. But I don't mind, I will put myself in the front line and see what happens.

ALWYN OGBORN, Editor



FOR THE FIRST TIME since we received the £1.2 million from Greater Manchester Council on 26th March 1986 the value of our investments is expected to dip below £1.2 million. We are beginning to eat into our seed corn as a result of increased spending in Tameside and Oldham and because of our part funding of the Ove Arup / L & R Tunnel survey. Nevertheless we have spent over £400,000 on restoration in three years which approximates to the monies put in by Kirklees M.C. over the years and we have passed the halfway stage in lock restoration.

The investment by the Society and Kirklees has of course been more than matched by the Manpower Services Commission support which under the old Community Programme has enabled such rapid progress, particularly on the east side. However, the picture under Employment Training (ET) is very different. (The problems of ET have been outlined in previous articles). The board of Tameside Canals Limited, with a strong representation of H.C.S. direction, is considering our next moves. Because we have been advised to continue restoration at the existing pace, including work in Oldham, we shall be spending £150,000 - £200,000 per year at current prices. Clearly this level of spending will divide the 'seed corn' rapidly as our current investment

income of £100,000 per annum will fall as the capital sum decreases.

The Society is now considering the effects of ET, the slow progress of our ERDF Mersey Basin grant application and cash flow effects of grant claims from Europe for the Tunnel survey on our original five year restoration plan. The careful phasing of major capital spending on bridges is crucial to our cash flow forecasts and we shall have to look to other sources of funding to support restoration. Perhaps it is time that Tameside and Oldham Councils consider financial support. The sooner we have long navigable lengths of canal, and Mossley looks to be the next area west side to have such a stretch, the quicker will the income benefits accrue to the canal corridor.

DAVID M. SUMMNER

TUNNEL ENTRY

May I be permitted to bring to the attention of Members the question of any form of access to Standedge Tunnel arising out of the recent Survey. Members are not permitted by the Society to organise or be in any way involved in any form of inspection to the Tunnel without prior authorisation from myself. Anyone who chooses to ignore this Note will not have the backing of the Society and of more importance the Society's Insurance Cover.

J.M. FRYER, Company Secretary

S-T-O-P P-R-E-S-S N-E-W-S

MAJOR CHANGES ARE AFOOT for the Society's subsidiary, Tameside Canals. The company is to operate all of the west side Employment Training restoration programme under a new name. It is agreed that this is the only practical way forward to combine canal restoration and training facilities in the second year of E.T. The operation of Oldham Council's E.T. based restoration programme in Saddleworth officially passed to the Society on 1st September. Tameside Canals is to divide into two companies, probably to be named HCS (Restoration) Ltd., and HCS (Training) Ltd. Details in next issue.

KEITH GIBSON



BENJIE

I have my fingers crossed (and toes, eyes and other unmentionable portions of my anatomy) whilst writing this, but I think that at long last we have the engine sorted out. (Cheers - applause - standing ovation?) This being so, we can now work out a proper rate for actually operating this very valuable and temperamental piece of equipment.

Those of you who have already volunteered as boat crew but have not yet been working with the regular gang on bow-hauling, will be contacted by Frank Smith. It is, however, quite possible that, in the period since you first volunteered to help, your details have been lost. This could have happened in many ways - first of all there is the chance that **everything** gets mislaid in my horrendous filing system; then I transferred all details to Frank; he has

moved office twice since his appointment and filing cabinets in TCL are like Chess Kings - they need to be defended against all attacks and constantly moved to places of safety! So, if you are lunatic enough to fancy your chance on Benjie's quarter deck (or mess deck for that matter) and you have not been contacted, please give Frank a ring as soon as possible -061-343 2262.

I hope that my grandson's christening party on the weekend of 6th August was the last time we will see our boat with only one-horse-power propulsion, although many thanks to Sue Day and Horse-Drawn Enterprises for all her help during our engineless period. She and Tanner have pulled many diverse parties for us up and down, sometimes at very short notice, and always with a friendly attitude from Sue and a willingness to chat to anyone and answer the same daft questions about nineteen times per lock and still be smiling. Tanner is always the same, too!

The problem of a horse-drawn, engineless Benjie is that the steering is non-existent without power, and the directional function is exercised by a system of pulling on ropes fore and aft or pushing on poles fore and aft or occasionally a combination of all four! It also creates a marvellous amount of shouting and cursing and even occasional excursions to the bottom of the canal as both Steve and Frank can testify. Frank, in fact, was considered by the passengers to have given a better variety turn than Alan on his accordian and the artistic quality of the dive got 5.9, 5.9, 5.9 and two 6's from the judges.

STAN

Stan is now back in the water with bright new paint and smart new cabin and, with the new bank of incredibly powerful batteries, it only needs an electrical engineer to connect up the newly reconditioned engine for it to be flying up and down the top pound at Marsden. (That's a big hint to Alwyn, that is). I hope that the Stan Fan Club come and have a look and also operate the boat on summer weekends.
(Sorry Brian, I promise to get around to it soon - Alwyn the Ed.)

No.2

What can I say? The outboard is running, the boat keeps carrying passengers - honestly, officer, that picture in the paper was only a posed one - we never actually carry that many passengers!

BRIAN MINOR, Boats Officer

Is this the photo you want Brian? >>>

You see your highly steaming Editor has friends in high places!

Photograph reproduced with the kind permission of the Oldham Evening Chronicle and taken by Graham Colin, Chief Photographer

WELL, WHEN I PUT IN THE ORDER FOR THE WEATHER, I ordered a wet weekend (to fill the canals) followed by a boiling hot one for the actual festival. In the event, of course, things happened a week later than ordered and the wet weekend coincided with the festival. Next year I will make sure that the requisition for weather is acknowledged!

In spite of the steady precipitation on Friday and Saturday evening (that sounds better than p..... down!) the Oldham Tinkers and Smokey City Jazz packed the crowds in on their respective evenings. How we will cope if the heatwave next year actually comes at the same time as the festival I really don't know (but it will be great fun finding out!)

Over fifty boats – the usual number – were booked in and there was intense competition for the best-dressed boat, with several members of Furness Vale Boat Club coming up with some fantastic ideas. Many thanks to all those who joined in the parade on Saturday and commiserations to Malcolm F.S. who picked up enough rubbish around his propeller to fill a corporation dust-cart, and failed to get to the start line.

The opening was performed by the Minister of Tourism, John Lee, assisted by the Festival President, Glyn Ford, M.E.P. and the Mayor of Thameside. It was nice to see all three strands of government – local, national and European – on the same platform and agreeing that we were doing a great job! Incidentally, if anyone has the picture that is said to have been in the Oldham Chronicle showing a galaxy of M.P.s,

Mayors and V.I.P.s (plus me!) on Judith Mary, I would like to see it.

The price of admission to the festival at 50p must be the best value for any event anywhere in the country. I have been working this summer for a company organising craft fairs on National Trust property and the price of admission to these fairs was £2.50, giving almost exactly the same entertainment that we give at Ashton. I was told last week while working in Sussex that even this is too cheap and the average price up and down the country is now £4 per head for an all-day show. Something for the committee to ponder next year, as well as the decision as to whether we move from Portland Basin to a site with better access and without the problem of a public footpath running through the area. Having mentioned the committee can I just say that the usual miracle occurred on Sunday night. All day Sunday one member after another was saying, "That's it. Never again. I resign," etc., but after a couple of pints in the Astley Arms and a recital of the same old jokes and Adrian showing his prowess with cardboard boomerangs, suddenly everyone was muttering about what we must change for next year! See you all there! BRIAN MINOR



P•E•N•N•I•N•E • L•I•N•K

Ashton Canals Festival: Opening speeches by (1) & (2) The Mayor of Tameside Mrs. Cath Shaw; (3) Mr. Glyn Ford, Euro M.P. and (4) Mr. John Lee, Minister of Tourism, all ably assisted by our own Brian Minor in traditional boatman's garb.



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MERSEY BASIN CAMPAIGN

On the 16th June 1989 an address was given to the Third Mersey Basin Campaign Conference by Mr. Phil Barton, Development Manager, Voluntary Section Network. The conference was attended by our chairman, David Sumner, who was very impressed by the address in general, and the section on our canal in particular, which he described as 'superb.' The talk was accompanied by approximately 80 slides. Alas, I can't reproduce the slides, but I can print a full transcript of the address, and here it is! Ed.

THE VOLUNTARY SECTOR NETWORK has been set up to encourage and support volunteers in the community wishing to take part in the Mersey Basin Campaign.

We work through some 200 member organisations from throughout the Mersey Basin and Leeds & Liverpool Canal Corridor. These members in turn have a total individual membership of well over 1,000,000 - all of them are enthusiasts, committed to the environmental regeneration of the Mersey Basin and prepared to put their own time and money into the process. Whether their interest is wildlife protection, building renovation, water-based recreation, landscape improvement, cleaning up their surroundings, messing about in boas, or just enjoying the water, all have an important contribution to make and all help to change local attitudes to the water.

All this enthusiasm is a vital ingredient for the Campaign, often taking a pioneer role in setting the climate for environmental improvement and economic investment - and keeping up the pressure on public bodies and private companies when the going gets tough. For example, it was the Inland Waterways and Victorian Society which, only a decade ago, first saw the potential for developing what is now the Urban Heritage Park, here at Castlefield in Manchester. Their early vision brought in Manchester City Council, the GMC and, latterly, the Urban Development Corporation. Private investment has followed here at Granada Studio Tours, with much more in the pipeline. But voluntary organisations are still actively involved. The Greater Manchester Museum of Science and Industry, winner of the top Campaign Tourism Award, is a charitable trust employing 90 people and 60 volunteers a week, and the lynchpin for the further development of Castlefields. A major boost to the area was given by the Inland Waterways Association last year. Celebrating the return of life to the Rochdale and Bridgewater Canals and the River Irwell, their National Boat Rally attracted 1,000 craft to a celebration shared by the many thousands who came to enjoy the event. The YMCA too at this site at Potato Wharf is committed to Castlefield with their new 'Y' Club due to provide for the physical, cultural and spiritual needs of young people in Greater Manchester.

But this is not an isolated example. Throughout the Region, members of the Voluntary Sector Network are still at it - providing the vision and enthusiasm to galvanise private companies and public bodies into working together to restore our industrial and landscape heritage.

The Huddersfield Canal Society has been tirelessly working for fifteen years to secure the restoration of the Canal from Ashton to Huddersfield. Spearheaded by a core of volunteers, the Society first of all demonstrated the potential by restoring two locks and a stretch of canal at Uppermill. This was followed by the establishment of a museum and trip boat. The next task was to develop partnerships with local authorities, private companies, central government and other water users - such as wildlife organisations - along the length of the Canal Corridor. A study commissioned by the Society has shown the economic and tourism potential of the project and already a number of major investments by private companies along the canal are planned, complementing public sector investment and voluntary effort. At Portland Basin in Ashton-under-Lyne, where an annual festival is held, restoration of the Cheshire Ring of Canals was followed by improvements to the Huddersfield Canal. Part of a former warehouse was restored by Tameside Borough Council as a museum of social history and now a major developer is planning a hotel, pub, shops and offices.

Rossendale Groundwork Trust has taken the lead in promoting the countryside and tourism potential of the Upper Irwell Valley. The Trust has renovated an abandoned farm at New Hall Hey to create the Penguin Visitor Centre as a focus for promoting Rossendale.

Linked to the Irwell Valley Way, the East Lancashire Railway and the adjacent Hadman Mill, the site has brought together the skills and resources of companies such as United Biscuits and McEwan Youngers, local authorities, central government and other voluntary organisations. The British Trust for Conservation Volunteers, East Rossendale Rotary have all been actively working with Groundwork to promote Rossendale's natural and industrial heritage.

The Boat Museum at the junction of the Shropshire Union and Manchester Ship Canals in Ellesmere Port is another example of the power of partnerships initiated and driven by volunteers' but reliant on the active co-operation and support of both the public and private sectors. Today a major tourist facility in the North West attracting 90,000 visitors annually, it would be difficult to recall the condition the docks were in only a decade ago when local canal enthusiasts first had their vision. And others are now reaping the fruits of that vision with the Waterways developments taking shape alongside, further boosting the local economy. In short, a vibrant new community is emerging, stimulated by the life created at the Museum.

This 'third force' for environmental action is committed to working through partnerships to achieve change. Recognising the strengths of the private and public sectors, voluntary organisations bring their own unique assets to bear. These include: local knowledge and support; highly cost-effective activity; enormous expertise and commitment; the ability to mobilise local people; high profile activities and projects, and local pride in sites and achievements. But it's not just big that's beautiful! The Voluntary Sector Network has shown the potential for private sector sponsorship of local action.

Sponsorship from ICI in the North West has already allowed the Network to help 125 projects in the Basin with small grants. A wide range of waterside improvement projects have been helped - schools projects; better facilities for angling, rowing, sailing and canoeing; wildlife habitat improvements; improved access for disabled people; cleaning up rubbish in rivers, streams and canals, and landscape improvement. **Lancashire Enterprises Ltd.** has supported a similar scheme for the Leeds & Liverpool Canal Corridor. **Unilever** has sponsored a publicity project, including the Network's Newsletter, The Volunteer, the first issue of which is in your packs, and the appointment of a journalist to increase public awareness of the achievements of voluntary organisations within the Campaign and to encourage more people to take part.

The education of our children is both an important element of the Campaign and something close to the hearts of most voluntary organisations. After all, today's schoolchildren will be the decision makers when the Campaign's job is finally complete. **Shell** at Stanlow have sponsored a programme of environmental education which is also backed by North West Water. Over 4,000 schools have been made aware of the Campaign through circulation of the Teachers' Pack - reviving the Region's Rivers - and several projects are now underway as a result.

The Network is keen to work alongside private companies in the North West involving the community in local activities which improve the environment, raising the profile of companies in their community and helping to create a vibrant and forward-looking Mersey Basin. There are many ways you can help:

Perhaps with **help in kind**, including loan of premises and equipment, donation of materials, professional advice, or publicity support, as in the case of More O'Farrell Adshell's who agreed to display this poster on their unrented display space.

Secondment of staff to help co-ordinate, develop and manage voluntary organisations is also invaluable - Glaxo seconded a senior manager to establish the Merseyside Outdoor Activities Association, for example.

Sponsorship as part of your promotional strategy gives your company a high profile in the community and a close association with a worthwhile activity or project to the benefit of company and voluntary organisations.

Finally, **donations** from your charitable budget greatly assist local activities on the ground - as well as being highly tax effective for you.

(continued over)

(continued)

The Mersey Basin Campaign Voluntary Sector Network is a one-stop shop for dealing with 200 voluntary organisations throughout the Campaign area. We can offer you a high profile, opportunities for staff development, community involvement, and access to significant voluntary effort and enormous enthusiasm.

Our experience is clear. Given the opportunity, the whole community - natural as well as human - is keen to respond to the call for action. People enjoy the water and will pitch in to help the effort, particularly if they feel that government and private companies are working with them, not against them.

At a time when 'green' concerns have never been greater amongst the community and consumers alike, the Mersey Basin Campaign offers the framework for effective environmental action right here in the North West. As Tom Burke reminded us last night - the future of the economy and the state of our environment are inextricably linked. And local people must be included - to ensure continued political will for the Campaign and to ensure that its achievements are valued and cherished.

Why not talk to us today about the many possibilities here in the North West?

PHIL BARTON

Ashton Canals Festival: Crowds building up on Sunday afternoon





TO ALL OF YOU WHO braved the typical Ashton Canals Festival weather and helped me on the stall, I'd like to say a big thank you. I couldn't have managed alone! (A bit of creeping now and again gets me everywhere!)

If you did come down to the festival I hope you had a good time, as we all did, and if you didn't come, why not? No, I won't accept that the weather kept you away. What do you expect in Manchester? Sunshine?

As you will no doubt have read in the last edition of this wonderful magazine (I'm still creeping, notice) Jack Carr and his wife Marion will be flying the Canal Society flag at the National this year over the bank holiday weekend, but

I will be a little nearer to home at Broken Cross Boat Club, Anderton. As I write, these events are yet future, and are to be followed by the Kirklees Festival on September 2 & 3 - a great day out for the family, admission free - so no excuses for not turning up and lending a hand!

FIONA TEWSON

Ashton Canals Festival: Rear view of the Asda 'Vintage' van used as a stall



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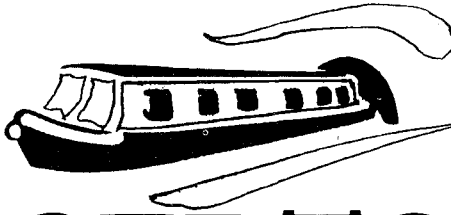
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# **EGERTON**

## *Narrow Boats*

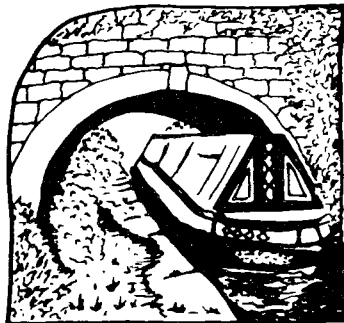
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**KEN BAKER**

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***Christmas Social***

**MEAT & POTATO PIE SUPPER**  
**(or similar)**  
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If we can create sufficient interest from members, the Society proposes to hold an informal Xmas Social in mid-December at the Dobcross Band Club, near Uppermill. Tickets will be in the region of a few pounds each, to cover the cost of food, entertainment, etc.

If you are interested, will you complete the attached form and return it no later than the 14th of October. Obviously, if not enough interest is generated, the social will be cancelled.

Name \_\_\_\_\_

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

Tel. No. \_\_\_\_\_

I would like to reserve \_\_\_\_\_ tickets.

To: Huddersfield Canal Society Ltd.,  
239 Mossley Road,  
Ashton-under-Lyne, Lancs.,  
OL6 6LN.

FOLD TO SHOW HCS ADDRESS IN WINDOW ENVELOPE

# 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.**

I/We wish to join the Huddersfield Canal Society.

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

Address \_\_\_\_\_

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

Occupation \_\_\_\_\_

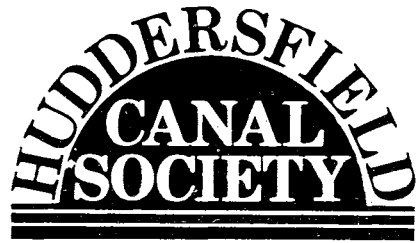
Amount enclosed £ \_\_\_\_\_ Cheque/PO/Cash \_\_\_\_\_

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

MEMBERSHIP RATES: Family Membership: £6.00 Junior (under 18): £2.00  
Associate: £10.00 (Voluntary Society's) Corporate: £20.00 (min.) Life: £75.00

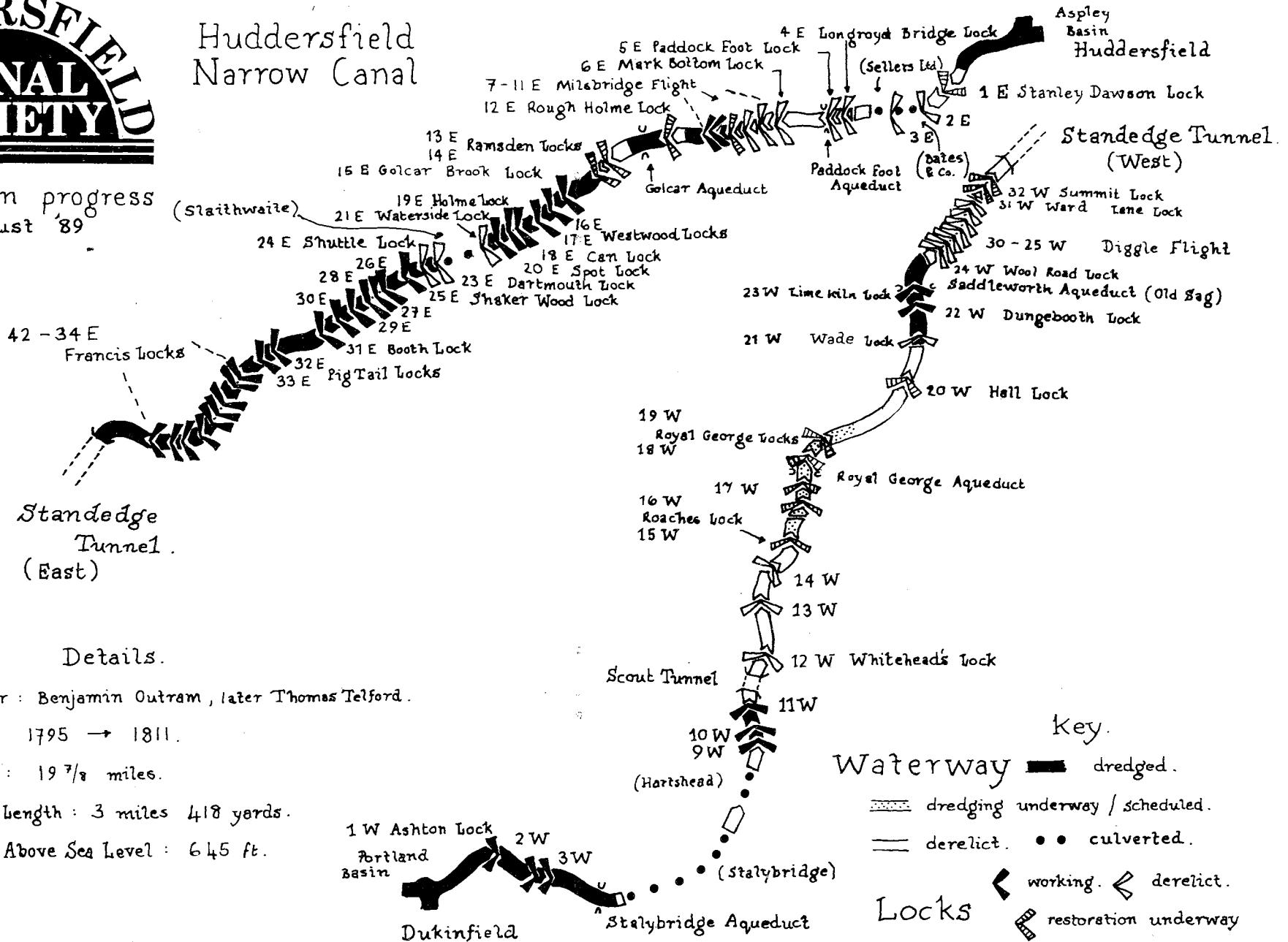
If elected I/we agree to abide by the Memorandum and Articles of Association of the Company.

To: Membership Secretary,  
Huddersfield Canal Society,  
10 Hightown Lane, Holmfirth,  
Huddersfield, HO7 1HY



restoration progress  
August '89

Huddersfield  
Narrow Canal



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.

key.

Waterway dredged.

dredging underway / scheduled.

derelict. ●● culverted.

Locks working. derelict.

restoration underway

a.f.

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|-------------------------------------------------|-------------------|
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| Huddersfield Towpath Guide                      | £1.00 + 30p p & p |
| Lancashire Waterways                            | £1.75 + 35p p & p |
| Yorkshire Waterways                             | £1.75 + 35p p & p |
| Discovering Canals in Britain                   | £1.50 + 30p p & p |
| Wild Flowers of Waterways and Marshes           | 50p + 30p p & p   |
| Observers Book of Canals                        | £3.95 + 35p p & p |
| Canals & Waterways                              | £2.95 + 30p p & p |
| A Short History of the Narrowboat               | £1.50 + 30p p & p |
| Roses & Castles                                 | £1.95 + 30p p & p |
| Canal Barges & Narrowboats                      | £1.25 + 30p p & p |
| Canal Architecture                              | £1.75 + 30p p & p |
| Rochdale Canal Book                             | £1.15 + 30p p & p |

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| set of three                              | £12.00 |

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**SALES ORDER FORM**

Please send me:-

| Item | Quantity | Cost & Postage |
|------|----------|----------------|
|      |          |                |
|      |          |                |
|      |          |                |
|      |          |                |

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Address: \_\_\_\_\_

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ONE OF THE problems in writing for 'Pennine Link' is the lead time before publication. This tends to produce situations like that in the last issue where I confidently said that nothing had been written about paddle gearing. Of course, by the time I read 'PL'

everyone seemed to have been writing about it!

That same lead time may have accounted for some of the stories about snow at Diggle which have appeared in previous years in the months of June and July – thinking back, though, I would not be too surprised if it had actually snowed in July! The recent weeks have tended to be very much the opposite, however, with people falling by the wayside due to the excessive heat.

The most notable work of late has been the fitting of two sets of replica 'Diggle flight' paddle gearing to the top end of lock 31W. With the top gate in place and holding water, this looks very well indeed. We do now have a few problems about the installation at the bottom end of the

lock and I would be very interested to hear from anyone who remembers this gearing, particularly if they have a photograph with it on. We must have nine or ten photos in the H.C.S. collection from the appropriate period, but all show the wrong end of the locks or have bridges in the way.

For the next few weeks we plan to continue our rebuild of the lock wall at 32W, the top lock. This is subject to the arrival of a quoin which has been ordered from British Waterways. Thanks to the member in North Wales who rang me with a suggestion of using stone 'offcuts' from a different job. Unfortunately the measurements were not quite right, but it is very nice to know that people are following our progress from so far away and are prepared to make the effort to phone.

Any enquiries or offers of assistance to Trevor Ellis on Huddersfield (0484) 534666.

Future dates:

|              |              |
|--------------|--------------|
| 10 September | 24 September |
| 8 October    | 22 October   |
| 5 November   | 19 November  |
| 3 December   | 17 December  |

TREVOR ELLIS

## LETTERS

Dear Editor,

As a new member, I feel I should write and compliment you on your excellent magazine. But, the real reason for my letter is to make a plea to members for help in restoring the ex F.M.C. Steamer "PRESIDENT." She is at present on the dock at the Black Country Museum, Dudley.

I belong to a group known as "Friends of President." We are a voluntary group who help to keep the boat in good order and take her to rallies around the system. But alas, she will not be going anywhere until we can raise approximately £8,000 for a new boiler. Therefore I would appreciate it if you would print this letter as a kind of appeal, to help raise this money. Any members wishing to make a donation, please send to "PRESIDENT FUND," c/o Black Country Museum, Dudley, West Midlands. Please help all you can to put this historic boat back in action.

IAN PEARSON, 43 Woodford Way,  
Poolhouse, Wombourne, South Staffs.

## SPONSORS CRUISE

Just a note to say thank you to all concerned for a most enjoyable day on Sunday.

ALICE DAWSON

Dear Alwyn,

I was very pleased to have the opportunity to see the restored section of the Huddersfield Canal and would like to thank you for your hospitality and a very pleasant day out. I would like to make a contribution towards the costs and enclose my cheque for a further donation. As I said, I will not be able to attend the festival this year due to my mother's illness. It is an event I have always enjoyed in the past and I wish you all success this year.

Best wishes,

Yours sincerely, BOB WILKINSON  
"Newpool" Bedcroft, Barlestone, Stoke-on-Trent

*Thanks for your good wishes, etc., Bob. Hope your mother is OK. Ed.*

**THREE CHEERS FOR TANNER!**

Dear Alwyn,

I put my head over the shoulder of my partner Sue Day to read PLink, but every issue I go away sad. No one on the council gives me so much as a mention. Sue writes in about us sometimes when I nudge her hard enough. I do try to please you - I've pulled Benjie in rain, wind, and sun - for a civic cruise, the first legal passage, for BBC and others. At least you published a passengers appreciation letter in the last PLink.

Please don't think of me as an embarrassment. Just because I pull Benjie when his engine has failed it doesn't mean I am second best. Many of my passengers have been glad I was there instead. I am claiming professional boat horse status, and beg a mention in your mini profile feature, but don't make it too MINI! I have never kicked anyone, YET! Want me to do another Huddersfield Canal Society first for you? (I'm a kind, gentle natured horse really. That last bit is Sue putting words in my mouth). Regards, BOATHORSE TANNER,

The Field, 12 Oakwood View,  
Lower Beestow, Mossley.

P.S. Anyone requiring my services can get Sue on 04575 4863. I have difficulty on the phone; the handset doesn't fit my hoof very well.



▲ My Correspondent - Official Boathorse Tanner  
▼ Boathorse Tanner pulling Benjie on the Sponsors Cruise



**SPONSORS CRUISE**

Dear Alwyn,

Just a quick note to say thank you very much for the most enjoyable day yesterday on the Sponsors Cruise.

Whilst I have been on canal trips in the past, this was the first time that I had been at this particular canal and I found it most interesting and very attractive, particularly towards the Slaithwaite end. I look forward to seeing you at the Festival this weekend.

Yours sincerely,

J.A. MICHAEL (Miss)

Assistant Manager,  
National Westminster  
Bank, Ashton-under-Lyne,  
Delamere Street Branch.

~~~~~  
BRITISH WATERWAYS
NEW MANAGEMENT STRUCTURE
~~~~~

AS ALL INLAND WATERWAY ENTHUSIASTS WILL KNOW, B.W. RECENTLY HAD A GOOD SHUFFLE ROUND OF KEY PERSONNEL. HERE ARE THE NAMES AND ADDRESSES OF PEOPLE TO CONTACT FOR EACH SECTION OF OPERATIONS.

---

**NORTH WEST REGIONAL OFFICE**

**REGIONAL MANAGER – DEREK COCHRANE**

Reports directly to the Chief Executive, Brian Dice. He is responsible for leading and motivating the Regional Management Team and for regional implementation of British Waterways Corporate Directives and Policies.

**COMMERCIAL MANAGER – Reports to Regional Manager and is responsible for managing and developing commercial interests in the region, providing estates support service, including the management and maintenance of operational and non-operational ownership. He will negotiate third-party works agreements and provide customer support and information services. THE ESTATES MANAGER and Staff and BUILDING SURVEYOR – DEREK NEWTON and Staff, will report to the Commercial Manager.**

**FISHERIES OFFICER – STEVE GRIFFITHS reports direct to Commercial Manager, responsible for developing all fisheries in the North West Region and providing specialist advice to Waterway Managers.**

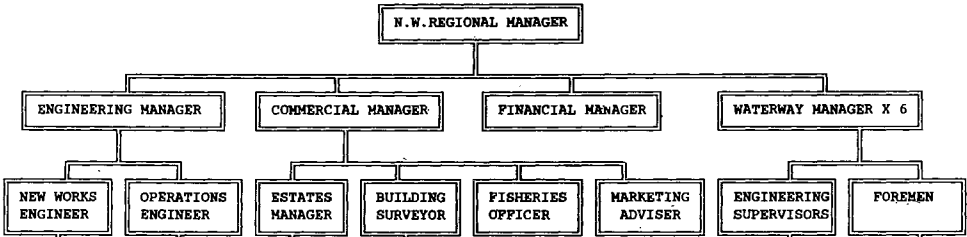
**MARKETING ADVISER – MIKE FINCH – reports to Commercial Manager, responsible for Regional Promotions, contact with Waterways Press. Provision of information for Customer/Information services and research and analysis of use of waterways.**

**ENGINEERING MANAGER – BRIAN HASKINS – Reports to the Regional Manager and is responsible for Regional Engineering policy, inspection of waterways and associated structures, supervising design and vetting contacts for all major works in the region. The NEW WORKS ENGINEER – LAURENCE MORGAN, and Staff, OPERATIONS ENGINEER – JOHN O'KELLY and PATROL STAFF all report to the Engineering Manager.**

**FINANCIAL MANAGER – PAUL WOOLEY – Reports direct to Regional Manager and is responsible for regional budgetry control, forecasting and control of Financial and Management Accounts, Regional administration, asset and stock control.**

**ENGINEERING SUPERVISORS – Each WATERWAY MANAGER will have one or more Engineering Supervisors, depending on the size of the waterway unit, who will supervise outside contracts and other third party works. They will also regularly inspect the waterways and associated structures and be responsible for establishing Engineering standards locally.**

**RECRUITMENT IS UNDERWAY TO ENSURE THAT VACANT POSTS ARE FILLED AS QUICKLY AS POSSIBLE.**



**THE NORTH WEST WATERWAY MANAGERS**

**WATERWAY MANAGERS** - Report to the Regional Manager and are responsible for operating and maintaining the waterways within their unit providing a high quality service to ALL waterway users. At the same time these Managers have the responsibility to care for the unique environment of the Canals. They will have up-to-date general and stoppage information and organise local promotion and events.

**TERRY HORAN** - LANCASTER WATERWAY Aldcliffe Road, Lancaster, LA1.  
Tel. 0524 32712.

**LANCASTER CANAL** - (Preston to Stainton, including Killington reservoir and the Glasson Branch to Glasson Dock).

**DAVID BLACKBURN** - LEEDS & LIVERPOOL WATERWAY (EAST) Dobson Lock, Bradford, West Yorks., BD10 0PY, Tel. 0274 611303.

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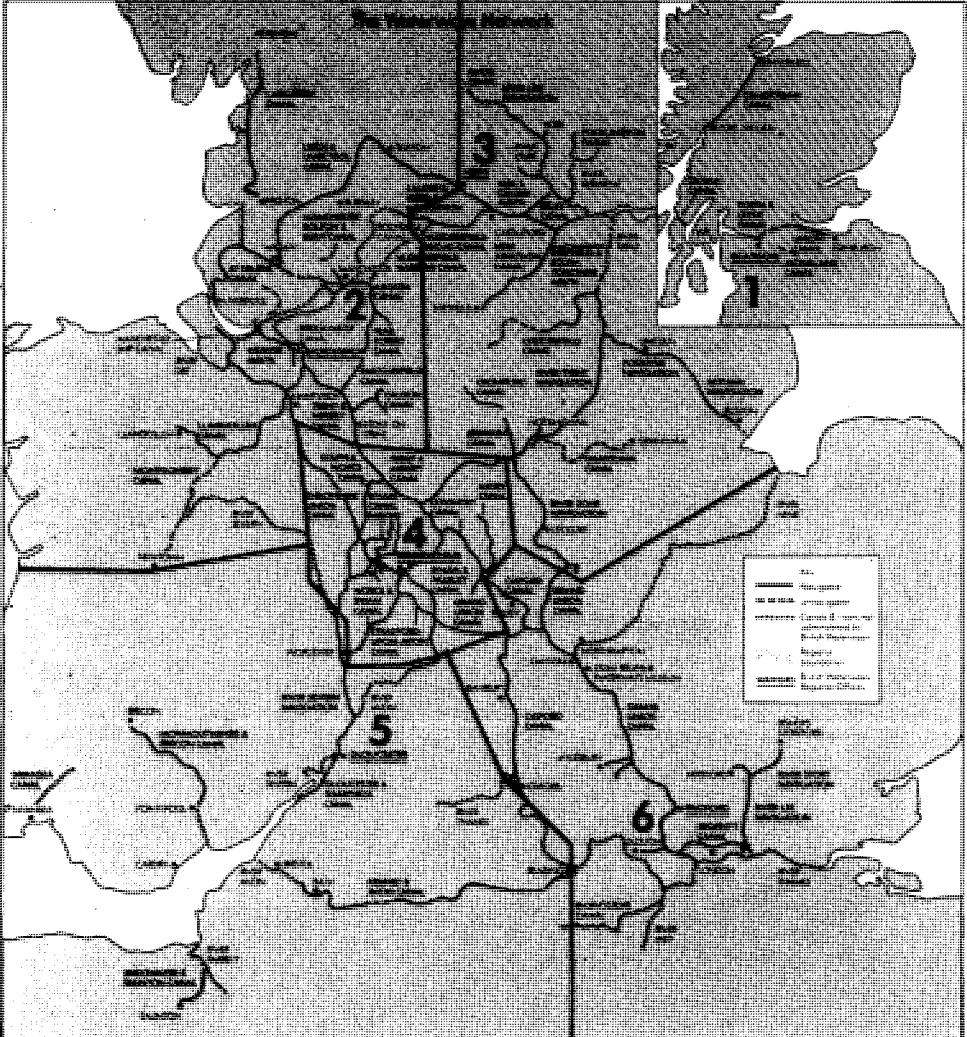
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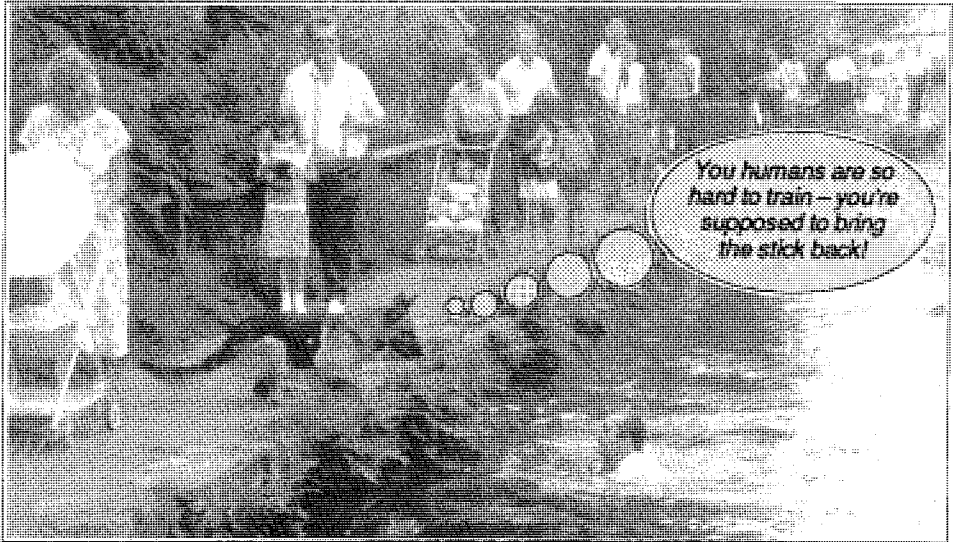


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- 2. NORTH WEST
- 3. NORTH EAST

- 4. MIDLANDS
- 5. SOUTH WEST
- 6. SOUTH EAST



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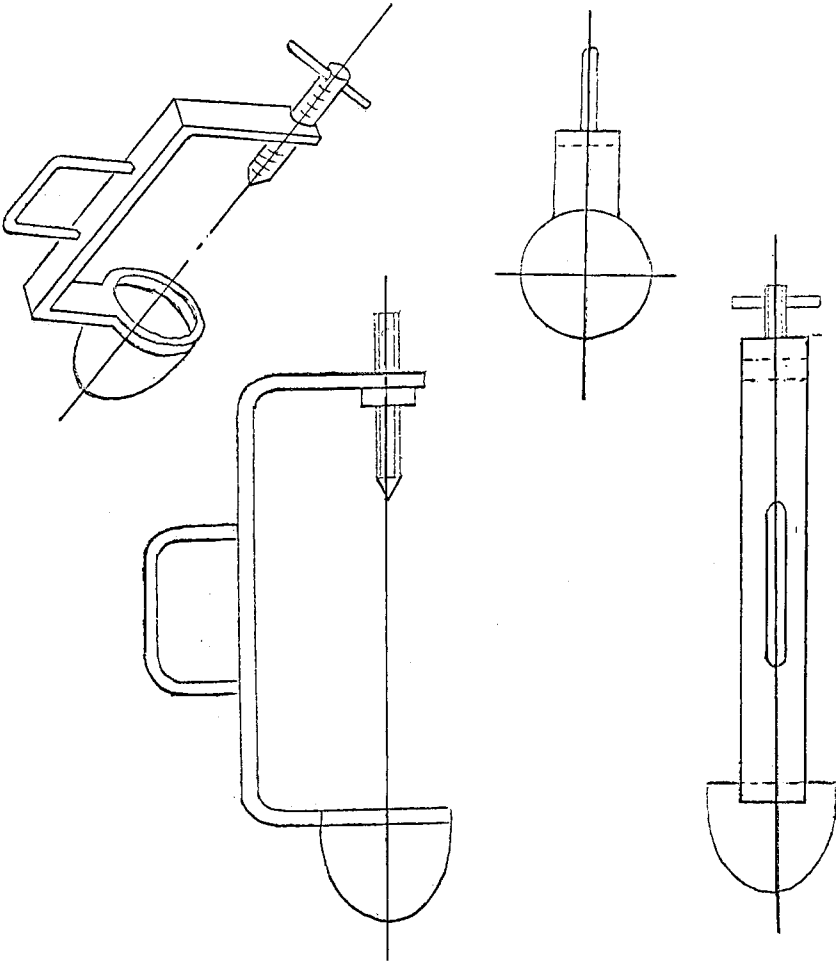
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# WHAT IS IT?

FIRST ANGLE PROJECTION



**SUGGESTIONS TO THE EDITOR**  
(ANSWER IN NEXT ISSUE)

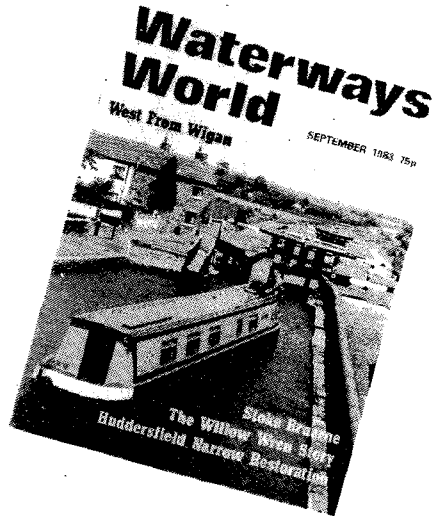
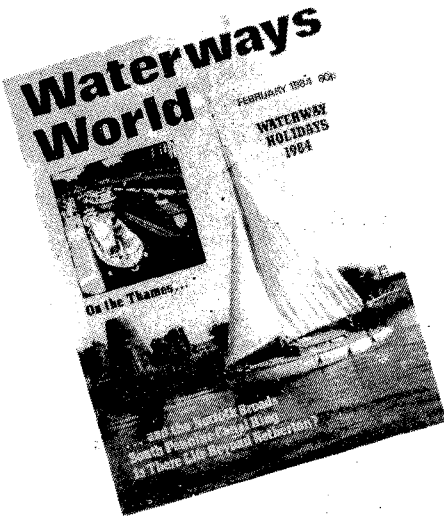


P·E·N·N·I·N·E · L·I·N·K

*Until the Huddersfield Narrow's open again let*

# **Waterways World**

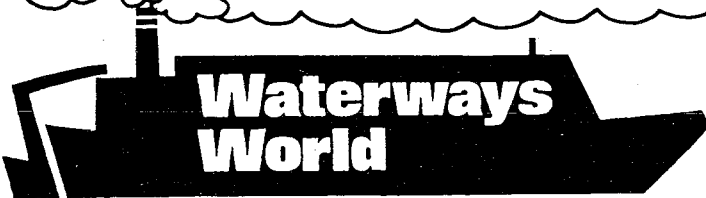
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**Waterways World** - *Your monthly  
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ALTHOUGH I have not yet seen the figures for raffle tickets sold, judging from the bulging sack of folded stubs for the draw it was a great success. Our thanks go to Linda Edwards for keeping control of the organisation, and a special thank you to George Officer for selling over £100 worth of tickets. Winning numbers, names & prizes below. Ed.

| <u>Ticket No.</u> | <u>Name</u>     | <u>Prize</u>                     |
|-------------------|-----------------|----------------------------------|
| 01922             | J. Hague        | Champagne Meal for Two           |
| 02036             | Maureen         | Giant Golly Doll                 |
| 07113             | A & H. Chadwick | Film Night                       |
| 07116             | S.A. Chadwick   | 100 Coffin Nails                 |
| 13701             | I. France       | Painted Canalware<br>Wheelbarrow |
| 06997             | Chappell        | Gift from Park Cake              |
| 06208             | Jo              | Walls Ham Pie                    |
| 11486             | D.G. Small      | Quartz Kitchen Clock             |
| 06167             | D. Wood         | Soft Toy Dog                     |

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British Waterways, Orchard Street, Thorne, Doncaster  
Tel. (0405) 812115  
(for Sykehouse to Doncaster and Bramwith to Keadby).

The "call-out" facility will be available up to 3 pm Monday to Thursday and up to 12 noon Friday for weekend passage, as previous. Please note that should locks be ordered but not utilised on the day in question, then a penalty charge may be levied.

We trust you will find the new arrangements beneficial.

K. MORRIS, Freight Sales Executive

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|              | Per Issue | Per Six Issues |
|--------------|-----------|----------------|
| Quarter Page | £4.50     | £22.50         |
| Half Page    | £8.25     | £41.25         |
| Full Page    | £15.00    | £75.00         |

### **NEXT PRESS DATE**

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

# **MIDDLEWICH NARROWBOATS**

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AND PLENTY OF BRASS  
TO POLISH.



**SEND FOR BROCHURE**

TELEPHONE:

**060 684 2460**

**"THE BOATER'S HIRE BASE"**

**THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:**

- 1697 Mr. John Kerslake & Family, [REDACTED]  
 [REDACTED]  
 1704 Mr. & Mrs. David Muir, [REDACTED]  
 [REDACTED]  
 1705 Mr. George M. Carley & Family, [REDACTED]  
 [REDACTED]  
 1706 Mr. & Mrs. Peter Chadwick, [REDACTED]  
 1707 Mr. C.J. Hindle, [REDACTED]  
 1708 Mr. Ken Cook, [REDACTED]  
 1709 Mr. P. Craven & Family, [REDACTED]  
 1710 Mr. Michael Ainley, [REDACTED]  
 1711 Mr. Alan Boycott-Garnett & Family, [REDACTED]  
 [REDACTED]  
 1712 Mr. Robin Inston, [REDACTED]  
 1713 Mr. Michael Wood & Family, [REDACTED]  
 [REDACTED]  
 1714 Mr. Dennis G. Heathcote, [REDACTED]

**BACK NUMBERS OF PENNINE LINK**

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| 10        | 6               | 58        | 17              |
| 24        | 21              | 59        | 17              |
| 25        | 18              | 66        | 3               |
| 26        | 2               | 67        | 1               |
| 31        | 6               | 68        | 9               |
| 33        | 3               | 69        | 4               |
| 34        | 1               | 72        | 1               |
| 36        | 6               | 73        | 2               |
| 38        | 10              | 74        | 14              |
| 41        | 6               | 75        | 24              |
| 42        | 1               | 76        | 1               |
| 43        | 1               | 77        | 9               |
| 46        | 2               | 78        | 2               |
| 47        | 19              | 79        | 23              |
| 48        | 21              | 80        | 21              |
| 49        | 7               | 81        | 16              |
| 52        | 5               | 82        | 16              |
| 54        | 16              | 83        | 28              |
| 55        | 3               | 84        | 2               |
| 56        | 15              | 85        | 11              |
|           |                 | 86        | 7               |

**SPECIAL EVENTS - 1989**

**EAST SIDE**

**WEST SIDE**

Wednesday  
13th Sept.

"The Sair," Linthwaite  
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

MID DECEMBER:

**Christmas Do**

DOBCROSS BAND CLUB

*(Depending on Members' Response)*

SEE CENTREFOLD



**HUDDERSFIELD  
CANAL  
SOCIETY**