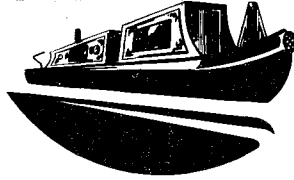


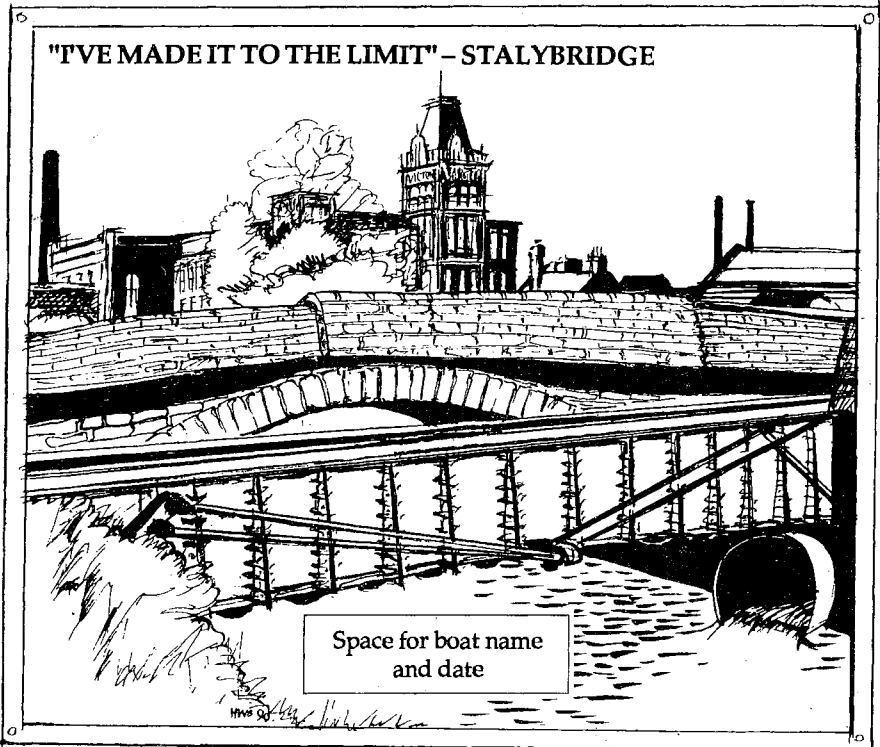
**HUDDERSFIELD
CANAL
SOCIETY**



PENNINE LINK

No. 92

March/April 1990



FREE TO MEMBERS

50p

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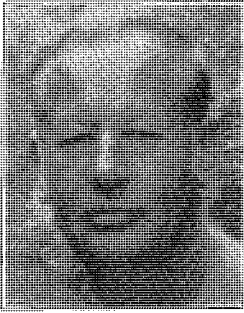
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Front Cover: It is proposed to award a Plaque to boats sailing up to Stalybridge (photographic proof required). This is a preview of the suggested design. The boat name and date of visit will be engraved on the space shown.

H.C.S. Ltd.,
Registered Office,
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Ramsden Street,
Huddersfield, HD7 4AP.



I IMAGINE THAT THE VAST MAJORITY OF READERS thought something had gone wrong in the production or delivery of the last Pennine Link. Wondering perhaps if you had paid your subs. on time, whether the editor had absconded with the postage money, whether there had been a postal malfunction, or perhaps whether someone had picked it up and hidden it or the dog had eaten it. Not so. As you will know by now, the last issue was a monster. Just as much a monster was my underestimation of how much work was involved in such a project. It is at times like this that my inexperience of these matters starts to show through.

The tunnel survey was an eagerly awaited event in the history of the Society, and I was just as eager to let all interested parties have an insight into how thoroughly the job was carried out, the wide range of aspects studied, and the very detailed thirteen-volume report. The titbits printed are the result of several foraging missions through the thirteen volumes for an interesting cross-section of the entire report. That is what took up large slices of time stolen from between other commitments, and caused most of the production delay.

A further complication was the large amount of work in typesetting and printing, making plates of drawings and photographs, and getting the whole lot laid out. I am deeply indebted to Val Armstrong of Greensleeves Press for her very hard work, skill and accuracy at turning a pile of ragged documents into the product you get through your letter box. Thanks Val!

To all my colleagues on the H.C.S. management team who asked with increasing despair and frequency "When will the next P'Link be out?", and to all you (hopefully) patient readers, I hope you found the wait worthwhile. And to all readers who think they have missed an issue because it had March/April on the front, that was a mistake. This issue is March/April, the last one should have ready January/February. Mistakes do sneak through as you have no doubt noticed.

As you will learn when you read our Chairman's report and Alec Ramsden's article on page 16, H.C.S. management has been restructured with three sub groups formed to co-ordinate various aspects of Society activity. These are: Projects and Planning, Finance and Fund Raising, and Promotions and Publicity groups. One of the points raised by these groups is that a lot of skill and talent must be lying out there amongst the members, and we should make some attempt to tap into it. For instance:

Is there an engineer out there who can design bridges?
Or a mining engineer?
Anyone skilled in waterway structure and management?
Someone with a flair for fund raising?
Perhaps publicity is your forte?

To anyone willing and able to offer any sort of assistance, be it skilled or otherwise, it is very easy to do. Simply contact any council member for details of the next appropriate group meeting and come along. Involvement can be as much or as little as you want,

full resotation needs more member involvement.
structure for effective control; now we need the bodies.

We have the management

Membership

Organized

Restoration

Effort

Historically

Encourages

Local

Planning

In short, we need a lot more members and more member involvement.

Wearing my Ashton Canals Festival boats and moorings officer hat, I went to New Mills Marina one weekend clutching a bundle of boat entry forms. The intention was to distribute them to the moored boats, and observing protocol I sought out the proprietor, introduced myself, and requested access to the moorings. Putting it mildly, the response was unfriendly; the best response was to put the forms in the shop. (From the attitude I suspect that if I had done so they would have been in the bin in record time). So, I am sorry, New Mills moorers, if you want to come to our festival I hope you can obtain forms from another source on contact myself and I will forward some. In the past I have spent moderate sums of money at that marina, but not any more!

ALWYN OGBORN

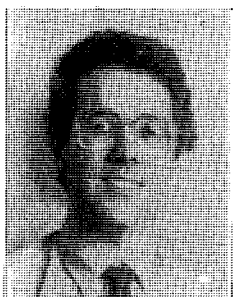
TUNNEL END

REGULAR ATTENDERS AT THE CANAL AND CONTRYSIDE CENTRE at Tunnel End, Marsden, will have noticed that during most of January and February only the information point, located in the car park, was open. The reason is that the Centre has been proving to be too popular! Last year over 45,000 visitors called at the Centre – more than anyone ever expected when Tunnel End was planned.

Kirklees Countryside Officer Neil Windett said that the volume of visitors – with the number expected to increase – meant that vital structural improvements had had to be carried out to ensure that the Centre was completely safe. So the opportunity was being taken to give a facelift, with a complete re-vamp of displays on the history of the Standedge area and the Narrow Canal.

By the time this edition of PLink hits the letterboxes the new look Centre should be open for business again. HCS will be well represented, although it will probably be summer before re-jigged displays are ready and the new shop and audio-visual room are open.

ALEC RAMSDEN



At a time when we observe central government assuming more power in local affairs by controlling local authority expenditure we are increasing member representation in our decision taking and thereby devolving power to our membership. The Society has formed three informal groupings to determine our future policy. These three groups - open to all Society members - are meeting to steer the Society through the nineties. The Construction group chaired by Keith Gibson is formulating the policy for our two subsidiary companies, H.C.S.

(Restoration) Limited and H.C.S. (Training) Limited. The Finance and Fund Raising Group is chaired by Les Winnard. The Membership and Promotions Group chaired by Brian Minor will organise the public relations side of our operation. We have already recruited non council members to these groups and I extend an invitation to any Society member who feels he/she can contribute to the Society. Please contact Keith, Les and Brian direct.

The last issue of Pennine Link was a comprehensive review of the Standedge Tunnel Survey by Ove Arup and L. & R. Leisure Consultants. The findings of the survey are now public knowledge and indeed all participants in the survey must now pursue the findings and develop a strategy for the Tunnel's ultimate restoration. It is the key to through navigation of the canal and whilst we are completing restoration of the canal on both sides of the Pennines, all parties need to find the funds and explore the tourism potential of this wasting national asset as soon as possible.

My opening comments alluded to devolution of power to interested members in the new groupings of the three advisory committees. Perhaps the key committee will be the funding group chaired by Les Winnard. We already know of the disappointing allocation by the Treasury of ERDF funds to the voluntary sector. We shall shortly know the amount of our bid within the Mersey Basin Campaign for our voluntary sector application. Our Local Authorities west of the Pennines are considering annual funding to maintain progress whilst Les Winnard's group is investigating major private sector funding opportunities. We are aiming to provide £250,000 p.a. to meet the Society's restoration programme.

Over the next few months we shall be formulating our future policy. This will be subject to changes as opportunities and disappointments present themselves. I shall explain our strategy at our A.G.M. I urge as many of you as possible to attend and take part in the 'second half' of the canal's restoration.

DAVID M. SUMNER, Chairman

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ASHTON CANALS FESTIVAL PRESS RELEASE



As we are now the publicity officers for this year's Festival, let us introduce ourselves: Gay and Steve Quilter. Those who know us will know that Steve is a Southerner, but not everyone will know that Gay is a real Southerner, a Kiwi from the South Island, N.Z., where the narrowest boat you see has a dozen oarsmen in warpaint with their tongues sticking out. (*Just like Sunday afternoon at Ashton Festival when the beer has run out. Ed.*)

THE FESTIVAL Write the dates in your diary now: 6th – 8th July 1990. Be warned – you will be reminded again and again!

Firstly – boats. We want yours! If you've got one, get it booked in as soon as possible (see Alwyn Ogborn for details). Bonuses include a mere £10 fee for Rochdale 9 and a team of helpers at Marple Locks on Friday. Remember, boats carry people, people spend money, money goes towards restoration of OUR (and we mean YOUR!) Canal.

If you haven't a boat, come along via the Bank with your pockets loaded with filthy lucre. (Ashton does have cash points within walking distance of the Festival). Hopefully by Saturday night this will be a well worn path, along with the paths to the beer tent and loos.

For your enjoyment this year we have a spectacular line-up of fire-eater, folk music, jazz, steel band, morris dancers, brass band, sea cadets with their awe-inspiring display, boat trips, children's entertainer, craft fair, side shows and the CAMRA beer tent.

You might even catch a glimpse of a committee member learning to swim late at night. (Frank Smith already knows how and perhaps with help from Monty will master the doggy paddle). Those of you who have witnessed Frank in the cut must agree that it could be one of the features of this year's Festival (6–8 July). Water-skiing behind a horse-drawn narrowboat is yet to be entered in the Guinness Book of Records.

Friday night sees the return of the ever-popular Oldham Tinkers. After that first taste of class entertainment, we also recommend Saturday evening. Last year's Boaters Quiz put Mastermind to shame, even though the bar had been closed (sigh) to give the bar staff time to replenish supplies! It's bound to be even better this year. After the bar is re-opened (hooray!) we will be thoroughly entertained by the Smokey City Jazz Band.

Car parking will be free on Sunday, courtesy of Asda.

The official opening of the Festival will be by the Festival President, Glyn Ford, M.E.P., at 3.00 pm on Saturday, 7th July, and all the usual dignitaries will be in attendance.

Among a host of first class entertainers, Gay recommends the Steel Bank, having heard it practising many lunchtimes since January.

(continued →)



WORK IS CONTINUING on lock 32W at the western end of the summit level in Diggle. We are now into the depths of winter, when our record of being the highest (as well as one of the more northerly) restoration sites, becomes something of a burden. The suggestion of siting a centre for studying the weather at Diggle, made in the recent tunnel study, certainly makes sense to those who work there regularly; there is plenty of weather to study!

The current job is rebuilding the offside lock wall, where we now have about four courses to complete. This is not quite the good news it might seem to those accustomed to brick locks, as each of our courses is 10-12 inches; on the bright side, though, laying one stone does make a difference!

The doubt now is whether we have enough stone to complete the wall. Certainly there would be a question about the towpath side, where there is even less available. The problem is that when the lock was demolished in the 1960s, some stone was pushed into the chamber, while much was used to terrace the lock sides and the odd larger stone was planted at random in the surrounding area. The great unknown is how much left the site altogether. Until recently, with stone piled everywhere, and some half-buried, it has been almost impossible to check.

Should we run short of stone, we hope to acquire some more through H.C.S. Restoration Ltd., who have restored at least one lock in the Greenfield area with 'new' material.

Future dates:- April 22 • May 6 • May 20 • June 3 • June 17

TREVOR ELLIS

ASHTON CANALS FESTIVAL *(continued)*

May we also remind you that a festival of this magnitude needs volunteers. If you can help during the Festival, e.g., manning the gates, tidying up, or anything you think will be of service to the committee, please call at the site tent with your offers, however small (supervising in the beer tent has already been over-subscribed).

Finally, Gay and Steve have a personal request. To add to the atmosphere of the Festival, would those who can please dress in authentic traditional boating costume, even if it just a bowler hat or a shawl, to show that it is a canal festival, not just another annual event, to emphasise the heritage of the canals and to give us credibility in the eyes of the public.

We thank you for your support and hope, with your help, we will make this the best Ashton Canals Festival so far.

***Remember: 6th, 7th & 8th July, Portland Basin,
Ashton-under-Lyne. Write it in your diary now.***

STEVE AND GAY QUILTER

HUDDERSFIELD NARROW CANAL NEGOTIATION OF BLOCKAGES IN HUDDERSFIELD

As everyone knows, there are two significant problems in restoring navigation to the Narrow Canal through Huddersfield; one is called 'Sellers', the other is called 'Bates'!

In both cases, the canal had been built over before Kirklees Council had given any commitment to restoration. At Bates & Co., British Waterways sold the land where the canal used to be some time ago and part of it was built on. The recent extension on 'stilts' next to Queen Street South has been designed with deep pile foundations. This means that a 'trench' can be dug between them, and a concrete culvert placed beneath it. The excavation and culvert will be continued beneath the older building which has been built over the former route of the canal. This should be possible with the building retained in place while construction work is carried out. On completion, the culvert will disappear beneath the whole of the site when it is covered over.

Water level in the culvert will be the same as that above lock 1E. Lock 2E, currently east of Bates' premises, will be abandoned and a new Lock 2E will be built immediately to the west.

Problems during construction will relate mainly to maintaining access through the site for company vehicles – the work will effectively be in the middle of the mill yard. Alternative accommodation will also have to be found for whatever uses are disrupted during the construction works. A legal agreement covering these points will be made between the Council and Bates & Co. before any work can begin.

150m to the west, the canal goes into Lock No. 3e. Although the lock is still there, it is in Sellers Engineers site, and cannot be restored to use. Instead, a further culvert will have to be constructed through the site, with water level as that above the new lock No. 2E. Unfortunately, there is a large building on the old line of the canal that cannot be negotiated without demolition, which is not possible. Instead, the culvert will be 'bent' towards the River Colne which runs adjacent to the site, and a new lock 3E will be constructed, to take boats into the river. A short length will have to be made navigable, probably by inserting a 'U' shaped channel into the bed of the river, before another new lock takes boats back to the original route of the canal.

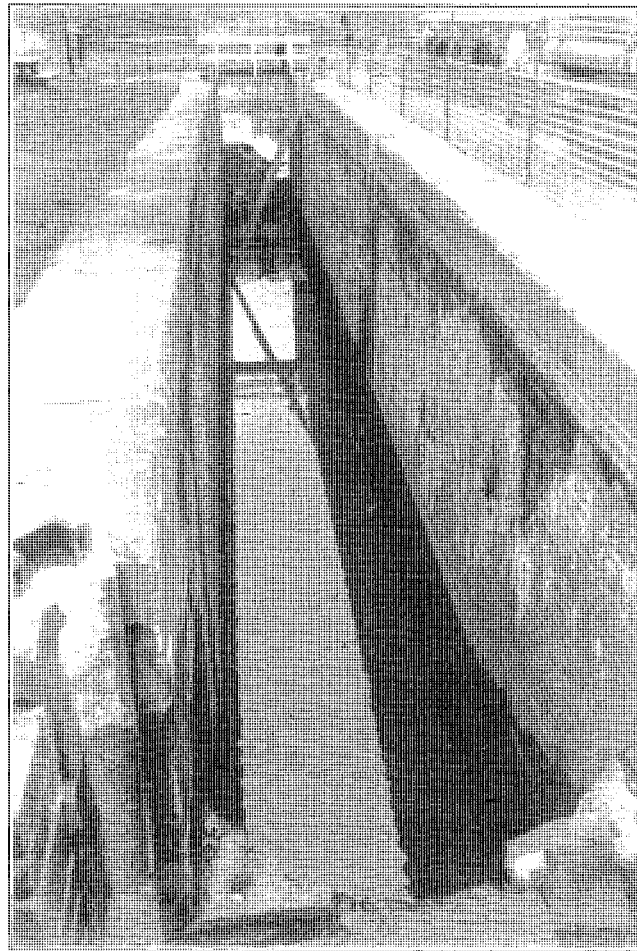
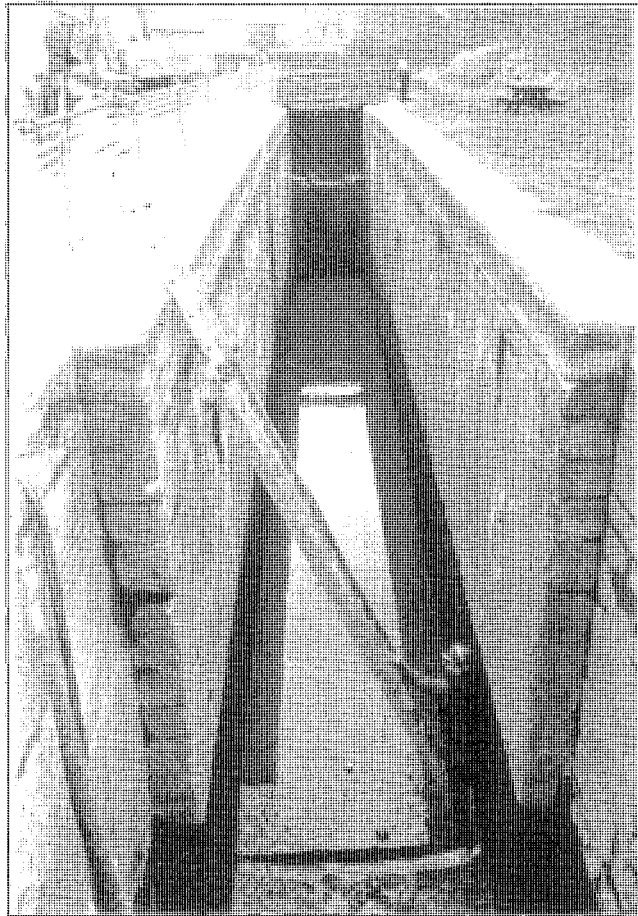
In both cases, a full engineering design for the culverts and new locks has yet to be carried out. However, enough work has been done for the Council and British Waterways to be confident that the proposals are feasible. Assuming the land owners/leaseholders agree to the proposals at the time the decision is made to go ahead, all that's needed now is the cash.

ERIC WOULD

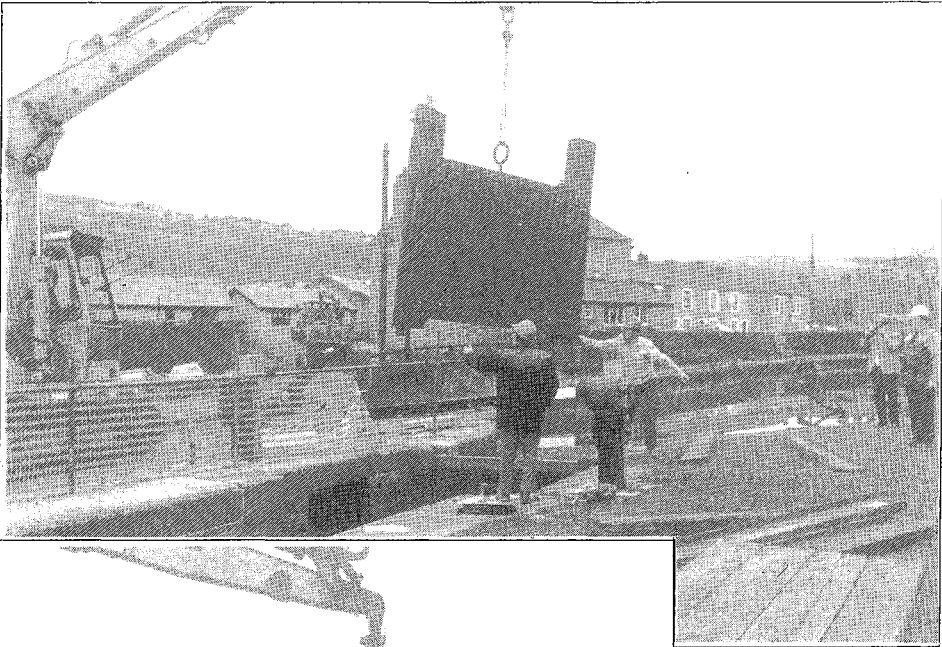
ROACHES LOCK CHAMBER has been cleared and repaired by what was Tameside Canals Limited (now H.C.S. Restoration Ltd.) and new gates have been fitted. Here is a sequence of photographs recording the event.



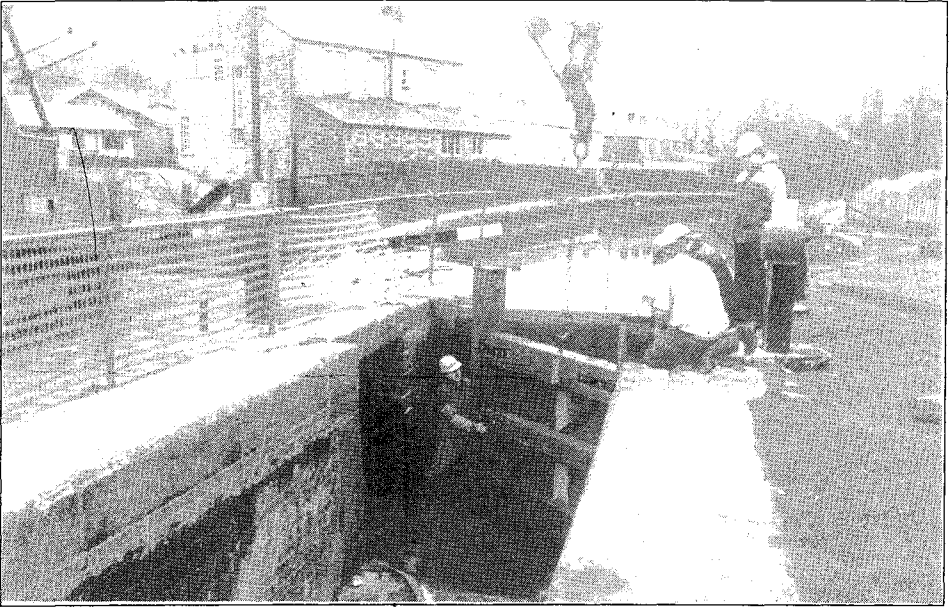
Original landscaping work taking place in 1974 after the chamber had been infilled and capped. The area in the background is now all tress.



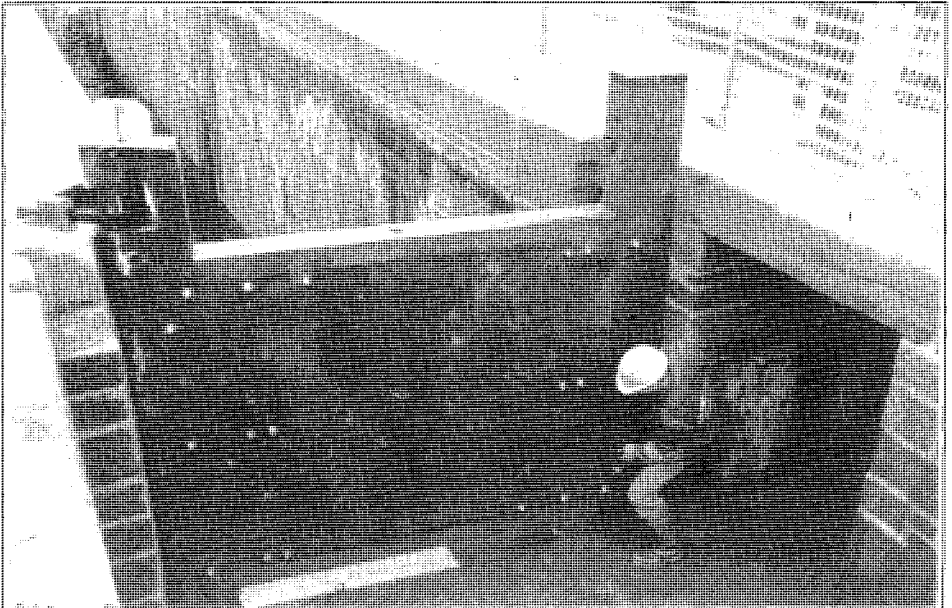
Two views of the chamber ready to receive gates



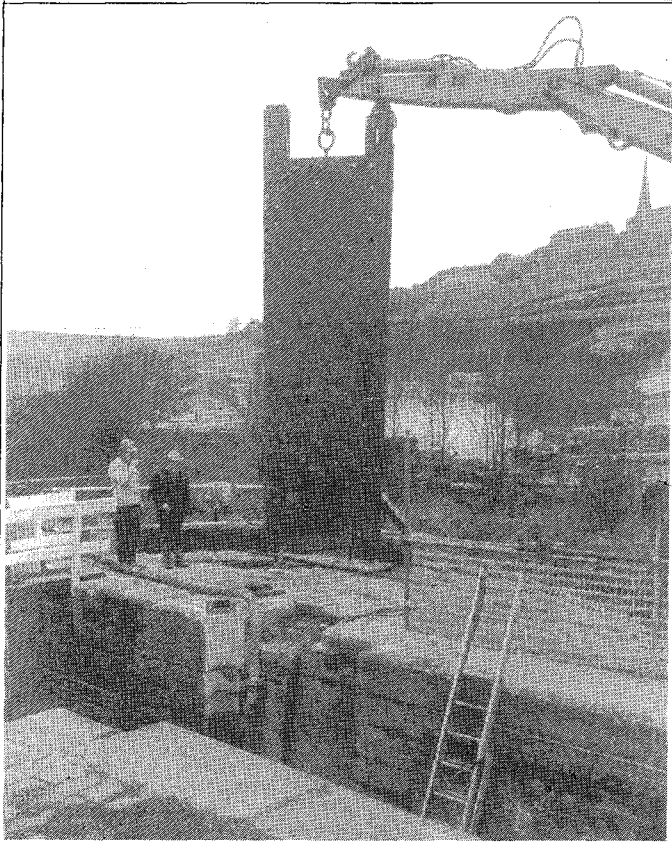
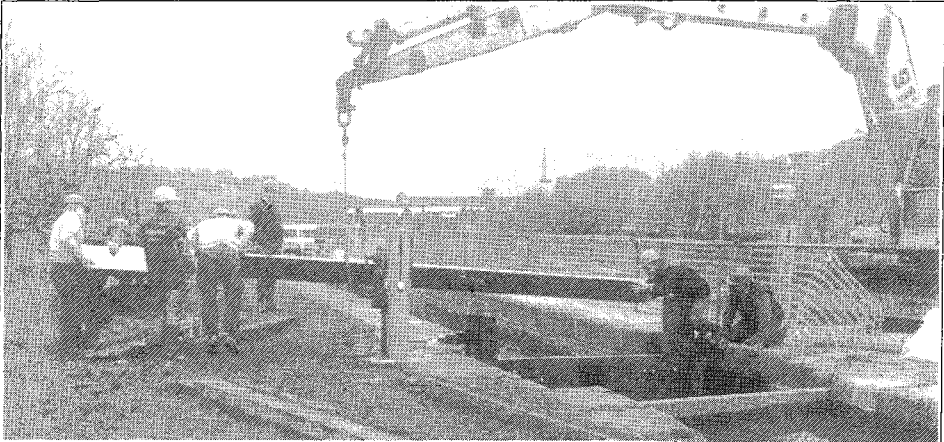
The top gate being swung into position, with Steve Whitby giving it a Paddington hard state to make it fit correctly.



The hard stare worked and the two men on the top are giving thanks to the East

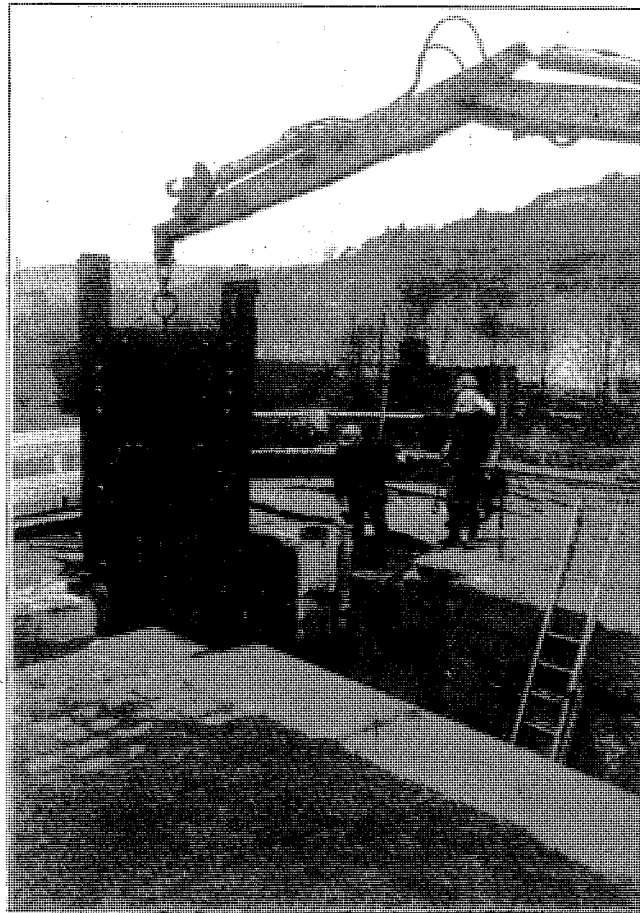


Just my luck! They've gone to lunch and the gate's on my foot!

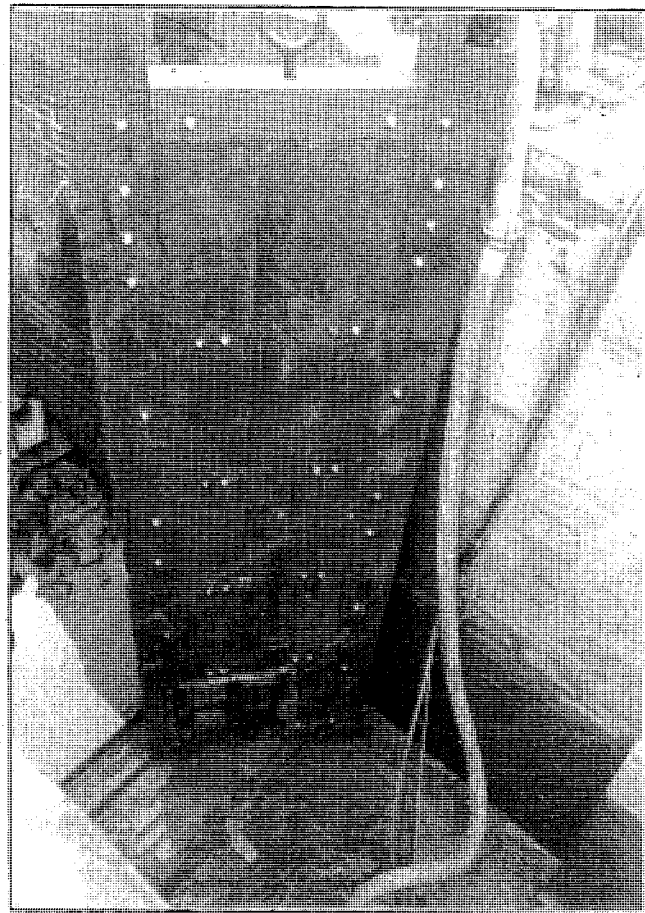


Don't fit this balance beam yet chaps. Let's have some fun with it as a see-saw!

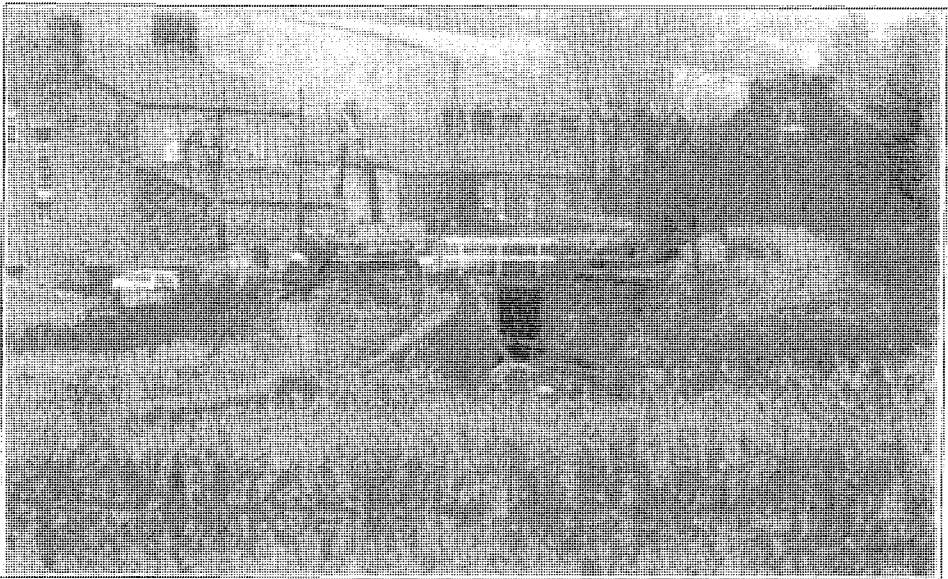
One of the bottom gates on its way in



Left a bit, then drop it. That should crack the nut wide open.



First bottom gate almost in position



A long distance view of Roaches Lock, showing how much dredging is required on the approach.

All photographs except the first, by the Editor

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The NEW HCS wants YOU. New? Don't worry, the old HCS hasn't been consigned to the dustbin – but there has been a major shake-up in the administrative structure. And the aim is, hopefully, more involvement by YOU in the most exciting canal restoration scheme in the country – with apologies to our friends on the Rochdale.

HCS Council, working late into the night at the Diggle Hotel, backed an ideas-packed blueprint for the future, drawn up by Projects Officer Keith Gibson (continued scratching of the head in the thinking process has left KG with a more pronounced bald patch), which aims at involving the membership more in decision making, in the formulation of ideas, in the running of HCS, in practical work to speed restoration of the Narrow on its way.

HCS now has its own special think tank, "a tight little caucus" (the Chairman's description) of five or so Council members who will periodically get together to deliberate, to review progress or problems, to give birth to ideas. The collective posh name for this group of revered sages will be the Policy Committee, and it will report back to the full Council.

But more important are other changes where YOU – the subscription paying, vitally important, often forgotten and ignored member of HCS – come in. Council has set up three separate working groups which have been mandated to recruit volunteers from the general membership of HCS.

The Construction Group, which will take in HCS Training and Restoration (that's old Tameside Canals), has Keith Gibson as its co-ordinator. Brian (the Boat) Minor is acting as a sort of secretary to the Membership and Promotions Group, while financial whizz-kid Les Winnard has been programmed in as the Finance and Fund Raising Group's co-ordinator.

If you think you could have a role to play in any of these groups, and if you can pinpoint which group could benefit from your expertise or ideas, get in touch with Keith, Brian or Les (addresses and telephone numbers inside the front cover of PLink. And don't be shy about coming forward. Swinging a pick or barrelling mud from the bottom of a lock may not be your strongest point or ideal way of spending an hour or two of your leisure time, but do get involved. You have other talents which HCS can use either in a practical way towards restoration of the narrow, or in making HCS a more active social organisation.

Remember you're a member of the country's best organised canal restoration group (Ken Goodwin, until recently IWA Chairman, said so and I've got the note to prove it). But it is vital that we don't become complacent, rest on whatever laurels we've managed to collect. On the cash side many more millions of pounds will have to be squeezed from every available money mound to keep up the momentum of restoration – remember we're now well past the half-way mark in terms of restored locks.

Early, often hysterical opposition to turning the dream of restoration into reality, seems to have evaporated, hopefully permanently, in the face of commonsense arguments based on the practical value of re-opening our canal.

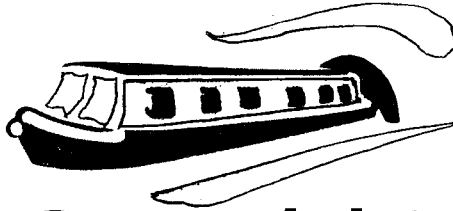
But HCS, which was the catalyst for drawing so many different organisations together under the restoration and re-opening banner, is continuing to play a vital role. We must ensure that HCS continues to have a high profile and a reputation for getting things done. If you can picture, one day, a boat trip from Huddersfield, up to Marsden, through a re-opened Standedge Tunnel, and down to Ashton, then turn from being a passive member into an active member.

HCS needs YOU!



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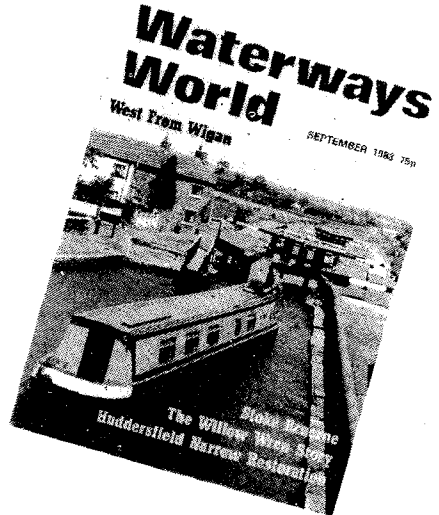
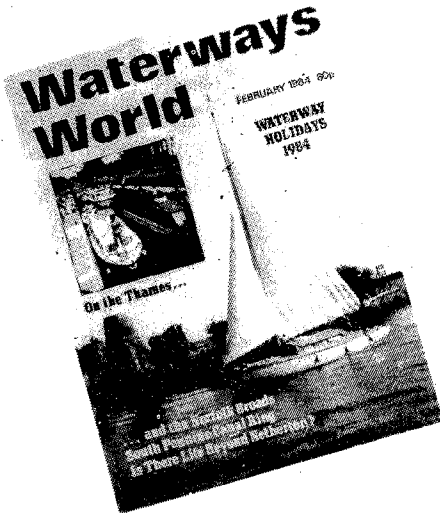
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**I.W.A. SMALL BOAT
RALLY**

HEBDEN BRIDGE

May 26, 27, 28

Contact: Brian Holden
0706 46132
Keith Parry
0706 72522

**SAMUEL OLDKNOW
FESTIVAL & BOAT RALLY**

MARPLE TOP LOCK

June 23 & 24

Contact: Mr. W. Bleasedale
2 Repton Ave.
Flixton
Manchester
061-748 6843

**FURNESS VALE
BOAT CLUB RALLY**

WHALEY BRIDGE/BUGSWORTH BASIN

June 30 – July 1

Contact: Mr. Gwilym Lloyd
72 Mottram Old Road
Stalybridge
Cheshire
061-803 0536

**ASHTON CANALS
FESTIVAL**

PORTLAND BASIN, ASHTON-U-LYNE

July 6, 7 & 8

Contact: Your Editor –
Alwyn Ogborn
Address on inside
front cover

**I.W.A. NATIONAL
WATERWAYS FESTIVAL**

GLOUCESTER

August 25, 26, 27

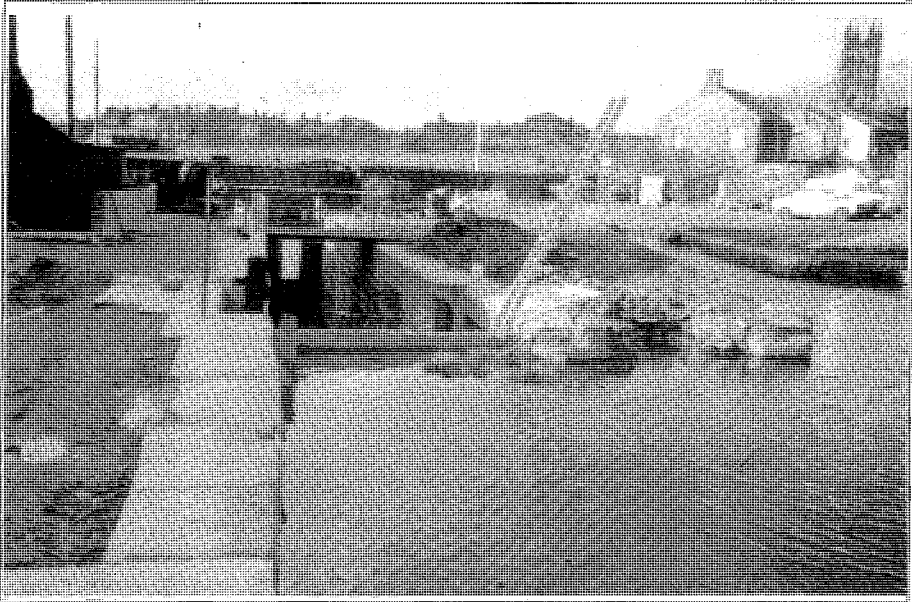
Contact: Freda Milsom
Tudor Cottage
Crippettf, Leckhampton
Cheltenham
0242 862310

**KIRKLEES CANALS
FESTIVAL**

ASPLEY BASIN, HUDDERSFIELD

September 1 & 2

Contact: Mr. R. Allen,
16 St. Andrew's Drive
Brighouse
W. Yorkshire
0484 718875



Lock 1W – the subject of this year's ACF Logo (see next P'Link)

SPECIFIC JOB VACANCIES AT ASHTON CANALS FESTIVAL

We are looking for people to man (person)
the gates.

This is done in a rota of one-hour stints.

If you can spare an hour over the weekend,
please contact Hazel, Diane or Wendy at
the addresses shown on page 30.

MEMBERSHIP DRIVE

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NEEDS YOUR HELP**

**PLEASE TRY TO
INTRODUCE A NEW
MEMBER BEFORE
THE NEXT ISSUE**

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 _____

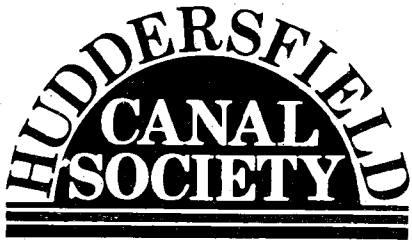
Amount enclosed £ _____ Cheque/PO/Cash _____

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**

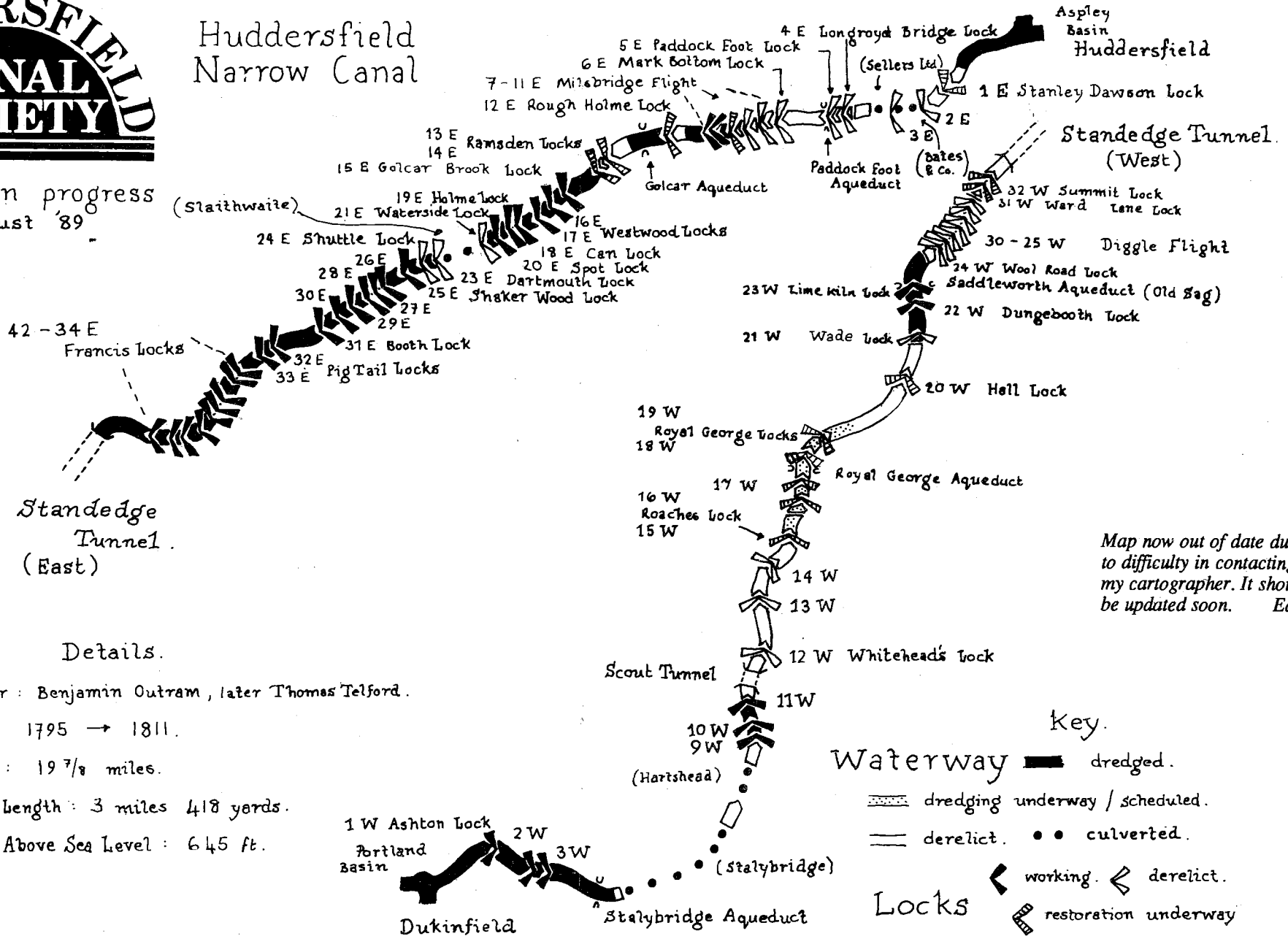
If elected I/we agree to abide by the Memorandum and Articles of Association of the Company.

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



restoration progress
August '89

Huddersfield
Narrow Canal



Map now out of date due to difficulty in contacting my cartographer. It should be updated soon. Ed.

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.

P·E·N·N·I·N·E · L·I·N·K

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Item	Quantity	Cost & Postage

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Address: _____

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Mossley, Oldham,
Lancs.,
OL5 9AN

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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
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Rochdale Canal Book	£1.15 + 30p p & p

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HCS Sweatshirts: S, M, L & XL	Various Colours - check	£8.95 + 50p p & p
" " " " " " " " " " " "	XXL Pale blue only	£9.50 + 50p p & p
HCS Tee Shirts: S, M, L & XL	Red & blue logo on white	£4.50 + 30p p & p
Digglettes with "I swam through Standedge Tunnel" label		35p + SAE

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Also, we now have two boats on the Rochdale – come and see how the competition are doing!

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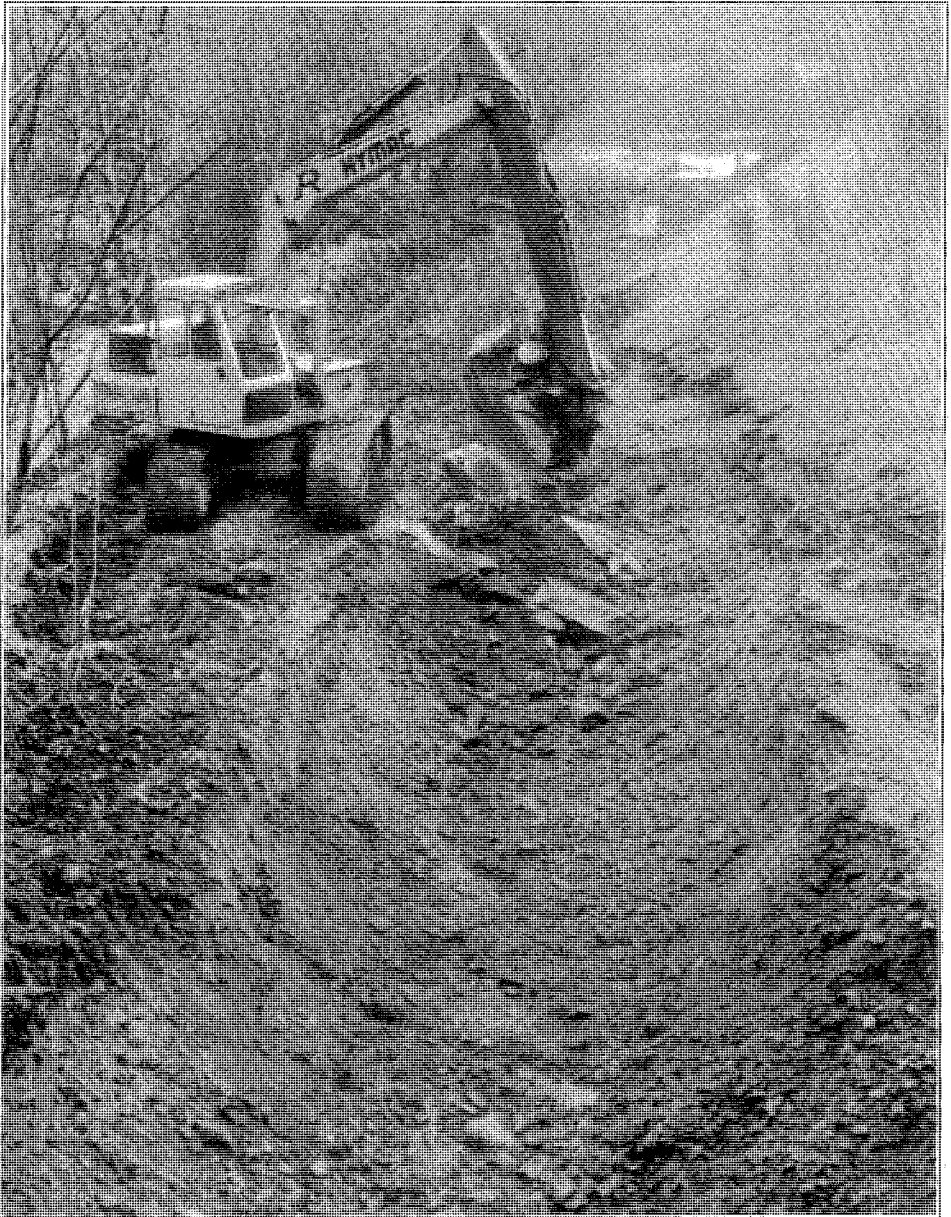
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HCS Sweatshirts: S, M, L & XL	Various Colours - check	£8.95 + 50p p & p
" " XXL	Pale blue only	£9.50 + 50p p & p
HCS Tee Shirts: S, M, L & XL	Red & blue logo on white	£4.50 + 30p p & p
Digglettes with "I swam through Standedge Tunnel" label		35p + SAE

PLATES:

Tunnel End, Dungebooth, Turnbridge – each	£4.95
set of three	£12.00
Please write or phone for details of postage	

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Wool Road infill section being excavated prior to the concrete trough being installed, 1987 Photo reproduced by kind permission of the Oldham Evening Chronicle

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MIKRON
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NATIONAL WATERWAYS TOUR 1990
 PROVISIONAL INFORMATION FOR MAY & JUNE

MAY

HUDDERSFIELD NARROW	Fri	4	Diggle Hotel, Diggle, Saddleworth Nr. Oldham	7.30	*
ROCHDALE	Fri	18	Birchcliffe Centre, Birchcliffe Road, Hebden Bridge	8.00	**
HUDDERSFIELD NARROW	Sat	19	The Railway, Station Road, Marsden Nr. Huddersfield	8.00	**
FORTH & CLYDE	Thu	24	The Stables, Glasgow Road, Kirkintilloch		
	Sat	26	National Trailboat Rally		
	Sun	27	Falkirk		
TRENT & MERSEY	Thu	31	Stanley Arms, Old Road, Anderton Nr. Northwich. This performance is sponsored by Greenalls Brewery Ltd.	7.30	**
JUNE					
TRENT & MERSEY	Fri	1	Newton Brewery Inn, Webbs Lane, Middlewich. This performance is sponsored by Peak Forest Cruisers Ltd.	8.00	*
SHROPSHIRE UNION	Mon	4	Bridge Inn, Audlem	8.00	*
	Tue	5	The Anchor, Old Lea, High Offley, Nr. Woodsheaves. This performance is sponsored by Ruth & Martin Taylor	8.00	*
	Wed	6	The Wharf, Norbury Junction, Nr. Stafford. (Refreshments available) This performance is sponsored by Dartline/Shropshire Union Cruisers	8.00	**
	Thu	7	Wild Hollow, Monks Walk, Gnosall	8.00	*
STAFFS. & WORCS.	Fri	8	Cross Keys, Filance Lane, Penkridge	8.00	*
	Sat	9	Stafford Boat Club Rally Gala Day		**
TRENT & MERSEY	Mon	11	Clifford Arms, Gt. Haywood, Nr. Stafford	8.00	*
	Tue	12	Bridge Inn, Branston, Burton-on-Trent	8.00	**
	Wed	13	Rising Sun, Willington, Nr. Burton-on-Trent	8.00	*
	Thu	14	Malt Shovel, Shardlow, Nr. Derby	8.00	**
EREWASH	Fri	15	The Plough, Town Street, Sandiacre	8.00	*
	Sat	16	Erewash Museum, High Street, off East Street, Ilkeston. Bar available. Admission to Museum until 7.30	8.00	*
			Enquiries /Bookings: Tel. 0602 440440, Ext. 331		
RIVER TRENT	Sun	17	Trent Navigation Inn, Trent Lock, Nr. Long Eaton	8.00	**
	Tue	19	Canal Museum, Canal St., Nottingham	8.00	**
	Wed	20	Old Kings Arms, Kirkgate, Newark This performance is sponsored by the Old Kings Arms.	8.00	*
	Thu	21	Bromley Arms, Fiskerton, Nr. Newark This performance is sponsored by Hardys and Hansons	8.00	**
RIVER SOAR	Sat	23	Soar Boating Club, Normanton-on-Soar Tickets (£2) payable in advance. Tel. Leicester (0533) 773660	8.00	**

* 'A Place to Stand' - The story of the Yorkshire Luddites

** A new show, as yet untitled, highlighting the environmental conflicts of canal restoration

FESTIVAL FEVER is again beginning to build up, with Ashton only three months away on the 6th, 7th and 8th July, and Kirklees following on 1st and 2nd September.

The Ashton Committee is much the same stalwarts, with a little shuffling around and a few new faces. The Committee members are:-

President	Glyn Ford, MEP	
Mdme.Chairman	Hazel Maskell	19 Quick View, Mossley, Ashton-u-Lyne, Lancs. Tel: 04575 67826
Treasurer	Hazel Maskell	As above
Secretary	Diane Shore	45 Egmont St., Mossley, Ashton-under-Lyne, Lancs., OL5 9NB Tel: 04575 68102
Entertainments	Brian Minor	45 Gorton St., Peel Green, Eccles, Manchester, M30 7LZ Tel: 061-789 4867
	Katy Horton	81 Spring Bank, Stalybridge, Cheshire
Publicity	Steve Quilter	12 Shaw Hall Close, Greenfield, Oldham, OL3 7PG. Tel: 0457 872526
	Gay Quilter	As above
Site Services	Vince Willey	31 Middle Green, Ashton-u-Lyne, Lancs., OL6 9JP Tel: 061-330 9810
	Adrian Willey	As above
Site Officer	Malcolm Thorp	9 Edward St., Audenshaw, Manchester. Tel: 061-301 4435
	Wendy Latham	8 Braunton Ave., Weeping Cross, Stafford. Tel: 0785 660337
Raffle	Linda Edwards	22 Cranbrook St., Ashton-u-Lyne, Lancs., OL7 9AD. Tel: 061-308 4083
Boats & Moorings	Alwyn Ogborn	92 Lane Head Road, Lees, Oldham, Lancs. Tel: 061-624 0736
Transport	Bob Loukes	16 Wheeldon St., Manchester, M14 4UJ. Tel: (Home) 061-226 9655 (Work) 061-797 6723/7
Civic Cruise	Ann Minor	45 Gorton St., Peel Green, Eccles, Manchester, M30 7LZ. Tel: 061-789 4867
PA & Comms.	John Baker	40 Crescent Road, Dukinfield, Ches., SK16 4ET. Tel: 061-339 4945
	Simon Ogborn	41 Tamworth St., Werneth, Oldham, Lancs.
Sponsorship	Frank Smith	239 Mossley Road, Ashton-u-Lyne, , OL6 6LN (HCS Office) Tel: (Home) 061-330 8675 (Work) 061-339 1332
Trade Stands	Sue Willey	31 Middle Green, Ashton-u-Lyne, Lancs., OL6 9JP Tel: 061-330 9810
	Helen Ruffley	41 Tamworth St., Werneth, Oldham, Lancs.
	Linda Edwards	22 Cranbrook St., Ashton-u-Lyne, Lancs., OL7 9AD. Tel: 061-308 4083
Security	Tony Wolstenholme	20 Middle Gate, Oldham, Lancs., Tel: 061-652 2160
Manning	Hazel Maskell	As above
	Diane Shore	As above
	Wendy Latham	As above

(continued....)

... *Continued*)

Camra	Tom Lord	5 Vernon Drive, Rosehill, Marple, Stockport Tel: 061-427 7099
Catering	B.A.F.S.	263 Manchester Road, Mossley, Ashton-u-Lyne, OL5 9AN. Tel: 04575 6581
T.C.C.	Lawrence Sullivan	24 Church Street, Stalybridge, Cheshire. Tel: 061-303 7785
Tameside Sea Cadets	Graham Broadbent	43 Alexander St., Ashton-u-Lyne, Lancs., Tel: 061-339 5184

Anyone who would like to join the action contact any of the above, or just turn up at the Buck & Hawthorn, Katherine Street, Ashton-under-Lyne, at 8.00 pm on the third Wednesday, any month.

Once again, there is top class evening entertainment, with the Oldham Tinkers Friday night and Smokey City Jazz Band Saturday night.



The Oldham Tinkers



Smokey City

(continued . . .

KIRKLEES FESTIVAL COMMITTEE MEMBERS ARE:-

Chairman	Ian France
Vice Chairman	John Leslie
Secretary	Moira Dailey
Treasurer	Geoff Brown
Site Co-Ordinators	Dave and Diane Calverley; Rod Allen; Trevor Ellis; Dave Milson; Jean Hodgson
Entertainments Co-Ordinators	Alan and Angela Boycott-Garnett
Publicity & Funding Co-Ordinators	Frank Smith; Rod Dailey; Bob Maycock

E. AUSTEN JOHNSON

When you've finished digging out the cut, organising duck races and helping on our trip boats, volunteers are required to help crew the disabled trip boat E. Austen Johnson.

Your contact here is:-

Malcolm R. Hepworth
D.O.E. Scheme
Kirklees M.C.
Huddersfield Polytechnic Faculty of Education
Holly Bank Campus, Holly Bank Road
Lindley, Huddersfield, HD3 3BP.

**WHY DON'T YOU OR YOUR FRIENDS HELP RAISE MUCH
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Hire Charge £40 per 1000 Ducks (D.T.I. Certificate not required!)

Contact either

JOHN LESLIE on 0924 498391,
or IAN FRANCE on 0484 518974

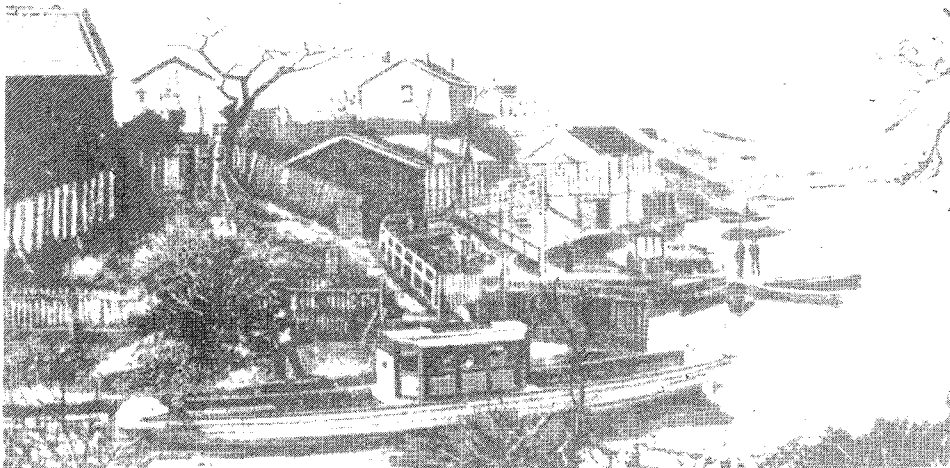
**MORE ABOUT BOTH FESTIVALS
IN LATER ISSUES OF P'LINK**

**EXTRACTS FROM OLD DOCUMENTS
UNEARTHED FROM LOCAL LIBRARIES
BY LINDA EDWARDS**

CANALS

By 1831 Ashton was linked to the Lancashire and Cheshire canal systems, the first waterway to be completed being the Ashton Canal which in 1793 linked the town to Manchester. The local financial backers for this canal foresaw large profits to be made from carrying coal to Manchester from the numerous small pits in Ashton. These same promoters were also directly concerned in the building of the Huddersfield Narrow Canal in 1798, which crossed the Pennines by means of the three mile long Standedge tunnel and which joined the Ashton Canal at Old Wharf in Whitelands, Ashton. A third waterway, the Peak Forest Canal, completed in 1804, was linked to the Ashton Canal by a short arm which crossed the River Tame on an aqueduct at New Wharf, now known as Portland Basin. In 1796 a branch canal was constructed northwards to Hollinwood, Oldham, from the Ashton Canal at Fairfield, Droylsden, and in 1797 a further canal was constructed eastwards from this Hollinwood branch to serve ironworks and coal pits at Fairbottom in the Parkbridge area north of Ashton. A 4ft. gauge railway took coal from the pitheads to the canal basin at Fairbottom, whilst another narrow gauge railway was used to haul coal from Bardsley colliery to the Fairbottom canal.

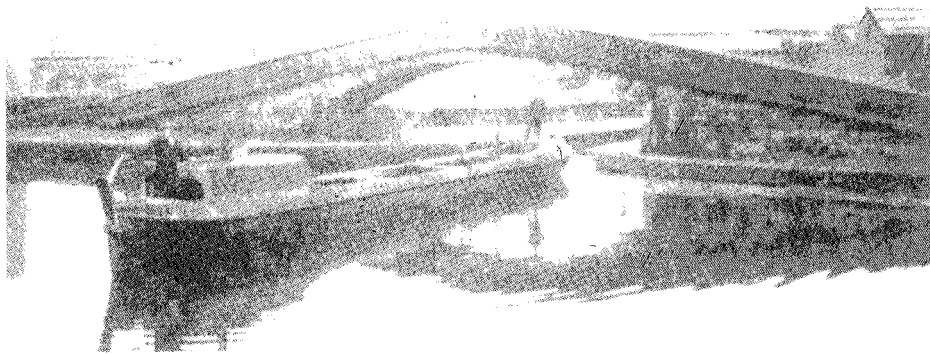
The SS Pioneer alongside the wharf in Crime Lake prior to departure along the Hollinwood Branch of the Ashton Canal to Hollinwood Wharf in Oldham. The fare between Crime Lake and Hollinwood was 2d., and between Crime Lake eastwards to Fairbottom was 1d. Crime Lake was a catchment reservoir for the canal.



Not only did these canals facilitate the transportation of coal and other merchandise, they also provided a form of passenger transport, for packet boats plied from Ashton to various destinations. As early as 1797 there were regular services of boats along the Ashton Canal from Ashton to Stalybridge, Fairfield and Manchester with connections to Stockport. In 1843 John Boulton, a local entrepreneur, established a service of horse-drawn boats on the Ashton Canal between the town and Guide Bridge station on the Sheffield, Ashton-under-Lyne and Manchester Railway. The fare for the journey was 1d. outside (steerage) and 2d. first class, in the cabin. Later this enterprising gentleman purchased six or seven passenger boats second-hand from the Glasgow & Paisley Canal Company and established a passenger service via the Peak Forest Canal to Dukinfield, Marple and Macclesfield, a distance of some 20 miles. These boats, 75ft.* in length with a beam of 6ft. 6in., were capable of carrying 100 passengers at approximately 8 mph. and the fares were 1d. per mile steerage and 1½d. per mile in the cabin, each passenger being allowed 60lb. of luggage free. It was claimed that this 1d.-a-mile fare was the first in the world!

The Hollinwood Arm of the Ashton Canal also boasted a passenger boat service for it is recorded that by 1887 a steamer, the SS Pioneer, seating 60 people, made some five trips a day between Crime View and Hollinwood.

** 75ft is a little misguided since Marple Locks will only accommodate 71ft. max. Ed.*



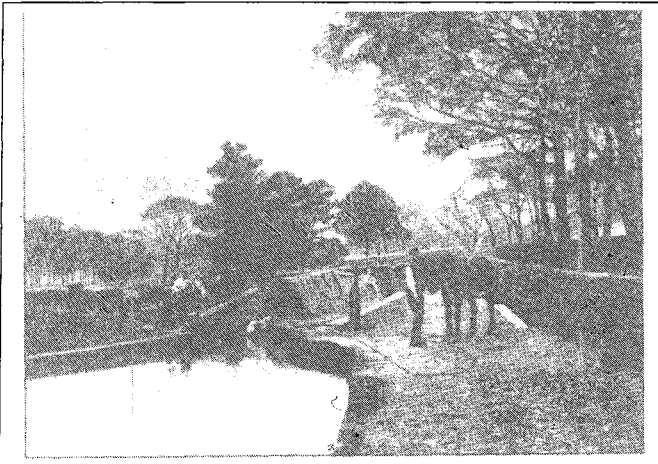
The Portland Basin, Ashton. The narrow boat is just leaving the Ashton Canal and entering the Peak Forest Canal

With these services the town soon became a busy centre of communication between Lancashire, Yorkshire, Cheshire and Derbyshire. The Old Wharf and the New Wharf at Portland Basin were scenes of great activity for numerous small businesses sprang up to service the canal trade. Blacksmiths were required for shoeing canal horses whilst harness makers, stblers, rope makers and oil shops and of course places of refreshment proliferated along the canal side. Bargees, porters and clerks were required to deal with the passengers and the steadily increasing freight traffic.

RAILWAYS

Then came the railways and by 1881 Ashton was served by no less than four railway companies. The first, the Sheffield, Ashton-under-Lyne and Manchester Railway reached Guide Bridge by 1842, the station being a few hundred feet outside the town boundary. By 1845 a branch line had been constructed by the S.A. and M. Rly from Guide Bridge, through Ashton, to Stalybridge, with a station at Park Parade in Ashton, the completion of which resulted in the cessation of John Boulton's packet boat service on the canal. Park Parade was Ashton's first railway station, situated near to the town centre and on the opening day, 23rd December 1845, it was reported that there was great excitement in the town as crowds from surrounding districts gathered to watch the flag-bedecked first train pass through the town on its journey from Guide Bridge to Stalybridge.

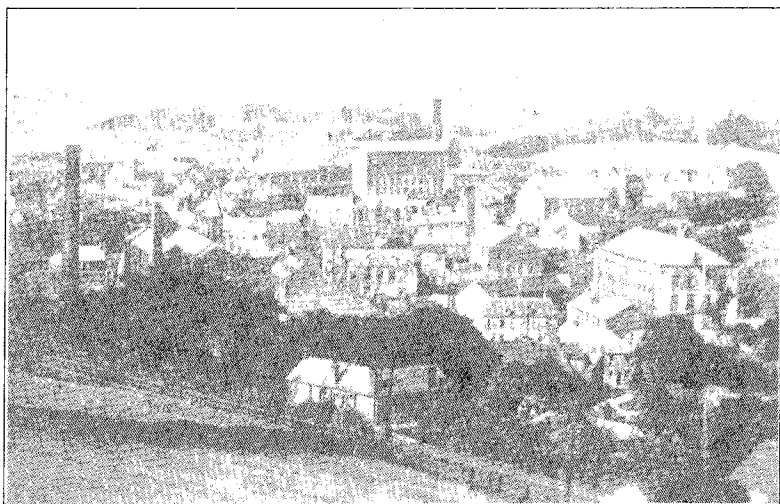
In 1846 the S.A. & M. Rly became the Manchester, Sheffield & Lincolnshire Railway and later, in 1897 changed its name to the Great Central Railway. In the same year the Lancashire & Yorkshire Railway Company opened a line from Manchester (Hunts Bank) – now Victoria Station – through Ashton to Stalybridge, with two stations in Ashton, one at Charlestown near the town centre and one a halt, at Richmond Street on the west side of the town. The London and North Western Railway Company came to the southern outskirts of the town in 1893 when an extension of its line from Stockport to Guide Bridge was built through Dukinfield to Stalybridge. The fourth railway company to enter Ashton was the Oldham, Ashton & Guide Bridge Junction Railway which constructed a line from Guide Bridge, through Ashton, northwards to Oldham. There were two intermediate stations on the line, one at Oldham Road, Ashton, which was only a few hundred yards from Ashton Charlestown, the second one being at Parkbridge, approximately halfway between Ashton and Oldham. Thus the town was served by no less than seven railway stations at one time and of these two still survive, Ashton Charlestown (now renamed Ashton) and Guide Bridge. It is gratifying also to know that both the Ashton Canal and the Peak Forest Canal have been restored and are again navigable, making the town an important staging point on the Cheshire Ring navigation.



*Wade Lock, Uppermill.
A rare photograph of a
horse-drawn narrow-boat
on the Huddersfield
Narrow Canal, about 1900*

THE LARGE WATER WHEEL AT DIGGLE MILL

- 1847 The wheel was 64 feet 8 inches in diameter, 7 feet wide. 140 horse power, 32 segments, each segment measuring 6 feet $2\frac{3}{4}$ inches. 192 buckets, width of bucket 6 feet, $1\frac{1}{2}$ feet deep, 3 inches wide. Each bucket will hold 36 gallons depth of water. 37 bolts in each bucket. 9 ins. of segment width, 3 ins. pitch, 7 bolts in each segment, 800 teeth round the rim. Axle 9 ft. x 9 ins. 64 shrouds. Each shroud 6 ft., 3 ins. long. 3 bolts in each shroud. 64 spokes, 2 ins. dia. 96 back plates. 7520 Bolts in all the wheel. Each revolution occupied 45 seconds. Mill built in 1845. Water wheel put in 1847. Now demolished. It was said to be the largest water wheel in England.
- 1848 No bridge over the river at Salterhebble, Delph. Only stepping stones.
- 1848 Nov. 1st. Stanedge tunnel completed. Cost with approaches £201,608. In the quarter ending December 31st 1847, Dr. Hesselgrave of Marsden and Dr. Broughton of Dobcross had treated for sickness and injuries, 634 cases, and the Tunnel Sick and Burial Society had paid out in that quarter £403. The work was done by candlelight and 150,798 lbs. of candles were used, costing £3,618. In his early days before there were railways, Thomas Bradbury of Fairbanks, Diggle, walked several times to Falkirk Fair in Scotland. The return journey with sheep took three weeks.
- " Thomas Bourne ceased to supervise the boats going through the canal tunnel. He had done the work for nearly 37 years and gone over to Marsden and back 4 times a day for 7 days in the week. He was calculated to have travelled 215,845 miles.
- " Marsden Church, sold the Shaw Hall estate for £991 : 17 : 6. In 1795 the Church had paid £400 for it.



Uppermill in the 1920's looking from Ladcastle Road. Note the number of mill chimneys.

NOVEMBER 8, 1797,

Canal Office, Ashton-under-lyne,

•••••

A PASSAGE BOAT

Will go every Sunday Morning, at a Quarter past Nine o'Clock, from Ancoat's Bridge, near Manchester, to Ashton-under-lyne, and will return from Ashton-under-lyne at half past Four o'Clock the same Evening to Manchester.

A PASSAGE BOAT will go every Sunday Morning, at half past Eight o'Clock, from Ashton-under-lyne to Manchester, and will return from Manchester at half-past Four o'Clock the same Evening to Ashton-under-lyne.

A PASSAGE BOAT will go every Sunday Morning, at Nine o'Clock, from Heaton-Norris, near Stockport, to the Junction in Clayton and back to Stockport.— The same Boat will leave Stiockport, at half past Four o'Clock the same Evening, and go to the Junction in Clayton and back to Stockport.

N.B. This Boat will, Morning and Evening, regularly meet the Manchester and Ashton-under-lyne Boats, at the Junction in Clayton, in Order that Passengers may be conveyed to each Point of the Canal.

A PASSAGE BOAT will go every Sunday, at One o'Clock in the Afternoon, from Ancoat's Bridge, near Manchester, to Fairfield, and immediately return from thence to Manchester.

A PASSAGE BOAT will go every Sunday, at half past One o'Clock in the Afternoon, from Ashton-under-lyne to Fairfield, and immediately return from thence to Ashton-under-lyne.

A PASSAGE BOAT will go every Sunday, Tuesday, Thursday and Saturday Mornings, at a quarter past Seven o'Clock, from Stayley Bridge to Manchester, and return the same Evenings from Manchester at half past Four o'Clock to Stayley Bridge.

A PASSAGE BOAT will go every Tuesday, Thursday and Sunday Mornings, at Eight o'Clock, from Ashton-under-lyne to Manchester, and return the same Evenings from Manchester, at half past Four o'Clock, to Ashton-under-lyne.

A PASSAGE BOAT will go every Tuesday and Saturday Morning (Thursday is declined during the Winter Months) at half past Eight o'Clock from Heaton-Norris, near Stockport, to Manchester, and return the same Evenings from Manchester, at half past Four o'Clock, to Heaton Norris.

→ No Person will be allowed to ride on the Top of the Boats

Poster showing details of boat services on the Ashton Canal

Dear Boater,

Melbury House
Melbury Terrace
London
NW1 6JX
Tel: 01-725 8077

FEES AND CHARGES 1990: England and Wales

As I write to you, the major reorganisation within British Waterways is almost in place and we are making good progress with our new integrated business development strategy.

The strategy recognises that boating has a tremendous role to play in the future of our business. Equally, it recognises that quality is an essential ingredient of the boating experience, and that this can only get better if adequate sums are available to invest in the waterways system.

Last year, we raised an additional £360,000 of licence fee income from a boat population that grew by a little over 1%. But in the same period we spent over £500,000 on improving boating facilities and services, and boaters also had access to more 'waterway miles' at no extra cost.

In order to maintain this level of investment, we must increase our fees and charges.

From 1st January, 1990, pleasure boat licence fees will rise by an average of 12%. Mooring charges will rise at the same time by a minimum of 15% (and at some sites by more than this, at the discretion of the local Waterway Manager).

The above rates incorporate a 10% discount which will apply provided payment is received in full by British Waterways on or before the date that the licence or mooring permit takes effect. **In all other cases the full rate will be payable.**

The benefit of battery-powered electric boats to pollution and noise are widely recognised, and to encourage their use I am pleased to advise that licence fees for such craft will be subject to a 25% discount.

I refer you to the attached tables for details of the new fees and charges. By way of example, however, the revised rates mean that the cost of licensing a typical 30 foot pleasure boat goes up from £150 to £168, if paid promptly. This is a small part of the annual outgoings of running a boat, and I believe represents excellent value for money.

When setting the new rates, we were mindful that, in 1987, we reached agreement with the Inland Waterways Amenity Advisory Council that fees and charges should rise substantially in real terms over a period of 3 years. By the end of this year, we estimate that we shall have collected only 8% of the target 15% increase for licences, and only 17% of the target 30% increase for moorings, leaving shortfalls of 7% and 13% respectively.

With inflation predicted at around 8%, it would have been unreasonable to expect our customers to meet increases of this magnitude in a single year. Thus, we decided to limit the increases in 1990, if paid promptly, to 4% above inflation for licences and 7% above inflation for moorings and to collect the balance in 1991.

Accompanying my letter is a summary of our latest Annual Report and Accounts which I trust you will find of interest. It illustrates where our income came from in 1988/89 and how it was spent, explains our new more customer-oriented management structure and describes some of our main activities in what was a year of considerable change for British Waterways.

As part of our added value service for boaters, control of moorings is now being undertaken by local Waterway Managers and their staff. Among their priorities are to review all our directly managed mooring sites with a view to up-rating the facilities, and to give far more attention to dealing with unlicensed boats and unauthorised moorings. I am sure you will all welcome and want to support these initiatives.

Another new service introduced this year was the publication of 'A boater's guide to the waterways'. This handy booklet contains details of useful telephone numbers and addresses of British Waterways staff, maximum craft dimensions, opening times, scheduled closures and lots more besides and I am pleased to let you know that I shall be sending you a complimentary copy of the Summer 1990 edition in due course.

With best wishes for your boating in the coming year,

Your sincerely,



JIM KELLY

Customer Relations Manager

Pleasure Boat Licences

1990 Fees

Enquiries to
Craft Licensing Officer
British Waterways
Willow Grange
Church Road
Watford, Herts.
WD1 3QA
Tel: Watford (0923) 226422

A Pleasure Boat Licence allows a boat not used or offered for hire or reward to be on any of British Waterways canals and river navigations in England and Wales.

Licences are issued subject to Conditions, details of which may be obtained from the Craft Licensing Office or at most British Waterways offices.

Standard licences cover both powered and unpowered boats and permit use of locks. They are available for periods of 12, 6, 3, 1 month(s) and 7 days.

Fees are calculated according to the length of the boat and the period for which the licence is issued. With effect from 1st January, 1990, the minimum annual fee is £147 for the first 5 metres and £10 for each additional metre or part metre. **However, there is a 10% discount for prompt payment which may be deducted provided payment will be received in full by British Waterways on or before the date that the licence takes effect.** The discounted sum for prompt payment is shown in brackets.

<i>Fees with effect from 1st January, 1990</i>	12 months	6 months	3 months	1 month	7 days
Overall length of boat	£	£	£	£	£
Under 5.5 metres (18'1")	147 (132)	125 (112)	88 (79)	37 (33)	18 (17)
5.5 metres - under 6.5 metres (18'1" - 21'5")	157 (141)	134 (120)	94 (85)	39 (35)	20 (18)
6.5 metres - under 7.5 metres (21'5" - 24'8")	167 (150)	142 (128)	100 (90)	42 (38)	21 (19)
7.5 metres - under 8.5 metres (24'8" - 28'0")	177 (159)	151 (135)	106 (95)	44 (40)	22 (20)
8.5 metres - under 9.5 metres (28'0" - 31'3")	187 (168)	159 (143)	112 (101)	47 (42)	23 (21)
9.5 metres - under 10.5 metres (31'3" - 34'6")	197 (177)	168 (150)	118 (106)	49 (44)	25 (22)
10.5 metres - under 11.5 metres (34'6" - 37'10")	207 (186)	176 (158)	124 (112)	52 (47)	26 (23)
11.5 metres - under 12.5 metres (37'10" - 41'1")	217 (195)	185 (166)	130 (117)	54 (49)	27 (24)
12.5 metres - under 13.5 metres (41'1" - 44'4")	227 (204)	193 (173)	136 (122)	57 (51)	28 (25)
13.5 metres - under 14.5 metres (44'4" - 47'8")	237 (213)	202 (181)	142 (128)	59 (53)	30 (27)
14.5 metres - under 15.5 metres (47'8" - 50'11")	247 (222)	210 (189)	148 (133)	62 (56)	31 (28)
15.5 metres - under 16.5 metres (50'11" - 54'2")	257 (231)	219 (196)	154 (139)	64 (58)	32 (29)
16.5 metres - under 17.5 metres (54'2" - 57'6")	267 (240)	227 (204)	160 (144)	67 (60)	33 (30)
17.5 metres - under 18.5 metres (57'6" - 60'9")	277 (249)	236 (212)	166 (149)	69 (62)	35 (31)
18.5 metres - under 19.5 metres (60'9" - 64'0")	287 (258)	244 (219)	172 (155)	72 (65)	36 (32)
19.5 metres - under 20.5 metres (64'0" - 67'4")	297 (267)	253 (227)	178 (160)	74 (67)	37 (33)
20.5 metres - under 21.5 metres (67'4" - 70'7")	307 (276)	261 (235)	184 (166)	77 (69)	38 (34)
21.5 metres - under 22.5 metres (70'7" - 73'10")	317 (285)	270 (242)	190 (171)	79 (71)	40 (36)

For boats on the Bridgwater and Taunton Canal and the Montgomery Branch of the Shropshire Union Canal, where cruising is restricted, the above fees are reduced by 50%.

For battery-powered electric boats approved by British Waterways, to encourage their use because of benefits to pollution and noise, the above fees are reduced by 25%.

Other Licences

*With use
of locks
Without use
of locks*

A 1 day Waterway Explorer licence valid on all BW waterways and designed to give newcomers a "taste" of the system is available from selected agents (usually located close to a slipway). The licence, which costs £3, is available only for boats up to 7 metres (23'0") in length.

Locks are expensive to maintain. Additionally, using locks often means using scarce water supplies. Thus special reductions are available to boaters not using locks.

<i>Fees with effect from 1st January, 1990</i>	12 months	6 months	3 months	1 month	7 days	1 day
Category	£	£	£	£	£	£
Powered boats under 7 metres (23'0")						
Maximum engine size 4 bhp	69 (62)	59 (53)	41 (37)	17 (16)	9 (8)	2 (2)
Unpowered rowing boats and dinghies under 7 metres (23'0") and canoes of any length						
Adults	32 (29)	27 (25)	19 (17)	8 (7)	4 (4)	1 (1)
Under 18/youth organisations	16 (15)	14 (13)	10 (9)	4 (4)	2 (2)	1 (1)

River Registration Certificates

1990 Fees

A River Registration certificate allows a boat not used or offered for hire or reward to be on any of British Waterways river navigations, but is **not valid** for canals.

Fees are set at approximately 60% of the equivalent pleasure boat licence. With effect from 1st January, 1990, the minimum annual fee is £87 for the first 5 metres and £6 for each additional metre or part metre. **However, there is a 10% discount for prompt payment which may be deducted provided payment will be received in full by British Waterways on or before the date that the registration certificate takes effect.** The discounted sum for prompt payment is shown in brackets.

<i>Fees with effect from 1st January, 1990</i>	12 months	6 months	3 months	1 month	7 days
Overall length of boat	£	£	£	£	£
Under 5.5 metres (18'1")	87 (78)	74 (66)	52 (47)	22 (20)	11 (10)
5.5 metres - under 6.5 metres (18'1" - 21'5")	93 (83)	79 (71)	56 (50)	23 (21)	12 (10)
6.5 metres - under 7.5 metres (21'5" - 24'8")	99 (89)	84 (75)	59 (53)	25 (22)	12 (11)
7.5 metres - under 8.5 metres (24'8" - 28'0")	105 (94)	89 (80)	63 (57)	26 (24)	13 (12)
8.5 metres - under 9.5 metres (28'0" - 31'3")	111 (100)	94 (85)	67 (60)	28 (25)	14 (12)
9.5 metres - under 10.5 metres (31'3" - 34'6")	117 (105)	99 (89)	70 (63)	29 (26)	15 (13)
10.5 metres - under 11.5 metres (34'6" - 37'10")	123 (110)	105 (94)	74 (66)	31 (28)	15 (14)
11.5 metres - under 12.5 metres (37'10" - 41'1")	129 (116)	110 (98)	77 (69)	32 (29)	16 (15)
12.5 metres - under 13.5 metres (41'1" - 44'4")	135 (121)	115 (103)	81 (73)	34 (30)	17 (15)
13.5 metres - under 14.5 metres (44'4" - 47'8")	141 (127)	120 (108)	85 (76)	35 (32)	18 (16)
14.5 metres - under 15.5 metres (47'8" - 50'11")	147 (132)	125 (112)	88 (79)	37 (33)	18 (17)
15.5 metres - under 16.5 metres (50'11" - 54'2")	153 (137)	130 (117)	92 (82)	38 (34)	19 (17)
16.5 metres - under 17.5 metres (54'2" - 57'6")	159 (143)	135 (121)	95 (86)	40 (36)	20 (18)
17.5 metres - under 18.5 metres (57'6" - 60'9")	165 (148)	140 (126)	99 (89)	41 (37)	21 (19)
18.5 metres - under 19.5 metres (60'9" - 64'0")	171 (154)	145 (131)	103 (92)	43 (38)	21 (19)
19.5 metres - under 20.5 metres (64'0" - 67'4")	177 (159)	150 (135)	106 (95)	44 (40)	22 (20)
20.5 metres - under 21.5 metres (67'4" - 70'7")	183 (164)	156 (140)	110 (99)	46 (41)	23 (21)
21.5 metres - under 22.5 metres (70'7" - 73'10")	189 (170)	161 (144)	113 (102)	47 (42)	24 (21)

For battery-powered electric boats approved by British Waterways, to encourage their use because of benefits to pollution and noise, the above fees are reduced by **25%**.

Other Registration Certificates

Without use of locks

Locks are expensive to maintain. Additionally, using locks often means using scarce water supplies. Thus special reductions are available to boaters not using locks.

<i>Fees with effect from 1st January, 1990</i>	12 months	6 months	3 months	1 month	7 days	1 day
Category	£	£	£	£	£	£
Powered boats under 7 metres (23'0")						
Maximum engine size 10 bhp	40 (36)	34 (31)	24 (22)	10 (9)	5 (5)	n/a
Unpowered rowing boats and dinghies under 7 metres (23'0") and canoes of any length						
Adults	19 (17)	16 (14)	11 (10)	5 (4)	2 (2)	n/a
Under 18/youth organisations	10 (9)	8 (7)	6 (5)	3 (2)	1 (1)	n/a

Note

- In all cases, the sums shown in brackets incorporate the 10% discount which will apply provided payment is received in full by British Waterways on or before the date that the licence or registration certificate takes effect. **Late payers and those who are prosecuted for evasion will be required to pay the full rate.**
- All licences and registration certificates start on the first day of the month, except those for 1 month or less which are valid from the day of issue.
- All fees include VAT at the current rate.

Enquiries to
 Craft Licensing Officer
 British Waterways
 Willow Grange
 Church Road
 Watford, Herts.
 WD1 3QA
 Tel: Watford (0923) 226422

1990 Charges Mooring Permits

British Waterways Classified Sites

A permanent mooring, approved by British Waterways, is required if you leave your boat afloat on the waterways. Normally this will be on a British Waterways mooring site or a privately managed site, although approval for mooring at other locations may also be given.

To moor at a British Waterways site you will need a Mooring Permit. Permits are issued subject to Conditions, and are available for periods of 12, 9, 6 and 3 months.

British Waterways mooring sites offer a range of facilities and services and are classified accordingly. A list of current sites may be obtained from the Craft Licensing Office (please state the waterway/s you are interested in).

Control and pricing of moorings is undertaken by local Waterway Managers, to whom all enquiries about availability and current charges should be directed.

Charges are calculated according to the length of the boat, the period for which the permit is issued and the class of the mooring site. With effect from 1st January, 1990, the minimum annual charge is £26.20 per metre or part metre. **However, there is a 10% discount for prompt payment which may be deducted provided payment will be received in full by British Waterways on or before the date that the mooring permit takes effect.** The discounted sum for prompt payment is shown in brackets.

Charges with effect from 1st January, 1990

Per metre or part metre length of boat

Category	Per metre or part metre length of boat			
	12 months £	9 months £	6 months £	3 months £
Class 1	26.20 (23.60)	22.75 (20.50)	15.20 (13.70)	7.60 (6.85)
Class 2	32.00 (28.80)	27.80 (25.05)	18.55 (16.70)	9.30 (8.35)
Class 3	35.75 (32.20)	31.10 (28.00)	20.75 (18.70)	10.40 (9.35)
Class 4	40.10 (36.10)	34.90 (31.40)	23.25 (20.95)	11.60 (10.45)
Class 5	42.20 (38.00)	36.70 (33.05)	24.50 (22.05)	12.25 (11.00)

Above Class 5

Certain moorings including Goytre Wharf, Gloucester Victoria Basin, Paddington Blomfield Road and Glasson Basin are charged above the Class 5 rate. Please refer to the Waterway Manager for current rates.

In certain circumstances, the Waterway Manager may approve a permanent mooring which is neither a British Waterways classified site nor a privately managed site. You should contact the Manager controlling the waterway giving details of the location and size of your boat to obtain permission and details of charges.

Haven licence

BW canal basins at Glasson, Gloucester Docks, Keadby, Selby and West Stockwith offer a safe haven for craft. At these sites, a special combined Haven licence and mooring permit is available at a cost of £5 for 48 hours.

Note

- 1 In all cases, the sums shown in brackets incorporate the 10% discount which will apply provided payment is received in full by British Waterways on or before the date that the mooring permit takes effect. **Late payers and those who are prosecuted for evasion will be required to pay the full rate.**
- 2 All mooring permits start on the first day of the month.
- 3 All charges include VAT at the current rate.

Local Waterway Managers

	<i>Waterway Unit</i>	<i>Manager</i>
NORTH WEST	Lancaster Canal	Terry Horan <i>Tel: Lancaster (0524) 32712</i>
	Leeds & Liverpool Canal West	Ian Selby <i>Tel: Wigan (0942) 42239</i>
	Leeds & Liverpool Canal East	David Blackburn <i>Tel: Bradford (0274) 611303</i>
	Peak and Pennine Waterways	Ian Fullerton <i>Tel: Manchester 061-273 4686</i>
	Border Counties Waterways	Harriet Hudson <i>Tel: Ellesmere (0691) 622549</i>
	Cheshire and Potteries Waterways	Peter Bentham <i>Tel: Northwich (0606) 40566</i>
NORTH EAST	North Yorkshire Navigations	Keith Boswell <i>Tel: Melbourne (0759) 318887</i>
	Aire and Calder Navigations	Mike Harrison <i>Tel: Castleford (0977) 554351</i>
	South Yorkshire and Chesterfield Waterways	John Nuttall <i>Tel: Mexborough (0709) 582770</i>
	East Midlands Navigations	Richard Mercer <i>Tel: Nottingham (0602) 862411</i>
	Grand Union North	Richard Sawicki <i>Tel: Loughborough (0509) 212729</i>
MIDLANDS	Staffordshire and Shropshire Union Canals	David Green <i>Tel: Stafford (0785) 74253</i>
	Trent and Mersey Waterway	Stephen Goode <i>Tel: Burton-on-Trent (0283) 790236</i>
	Coventry and Ashby Canals	Roger Herrington <i>Tel: Nuneaton (0203) 392250</i>
	Birmingham and Black Country Canals	Dave Tyrrell <i>Tel: Birmingham 021-456 2723</i>
	Worcester & Birmingham Canal	Glyn Phillips <i>Tel: Bromsgrove (0527) 72572</i>
	Stratford and Grand Union Canals	Tom Brock <i>Tel: Warwick (0926) 492192</i>
SOUTH WEST	Severn Waterways	Andrew Stumpf <i>Tel: Gloucester (0452) 25524</i>
	Kennet & Avon Canal	Terry Kemp <i>Tel: Devizes (0380) 2859</i>
	South Wales and Somerset Canals	Richard Dommett <i>Tel: Gilwern (0873) 830328</i>
SOUTH EAST	Grand Union Canal Central	Simon Ainley <i>Tel: Northampton (0604) 858233</i>
	Grand Union Canal South	Ray Calow <i>Tel: Tring (044 282) 5938</i>
	London Canals	Mark Bensted <i>Tel: London 01-574 1220</i>
	Lee & Stort Navigations	Michael Render <i>Tel: Lea Valley (0992) 764626</i>
	Oxford Canal	Ian Marmont <i>Tel: Southam (0926) 812882</i>

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Pennine Link should reach
the Editor by 30th April 1990

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THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

- 1751 Mr. Dennis W. Shipley, [REDACTED]
- 1752 Mr. Jack Pocock, [REDACTED]
- 1753 Mr. David Keenan & Family, [REDACTED]
- 1754 Mr. Neil H. Barker, [REDACTED]
- 1755 Mr. Norman Hibbert, [REDACTED]
- 1756 Mr. Geoff Ramm, [REDACTED]
- 1757 Miss Jackie, Kirsty & Danielle Schofield, [REDACTED]
- [REDACTED]
- 1758 Mr. & Mrs. Gordon K. Watson, [REDACTED]
- [REDACTED]
- 1759 Mr. Martin Duval, 2 Sherwood Close, [REDACTED]
- [REDACTED]
- 1760 Mrs. Nora Schwab, [REDACTED]
- 1761 Mr. David A.J. Cockin & Ms. M. Molloy, [REDACTED]
- [REDACTED]
- 1762 John L. Brierley Ltd., [REDACTED]
- 1763 Ms. Edwina Heppenstall, [REDACTED]
- [REDACTED]
- 1764 Col. H. Cary Outram, OBE, TD, DL, [REDACTED]
- 1765 Mr. & Mrs. W.D. & E.P. Davies, [REDACTED]
- 1766 Mr. K. Mills, [REDACTED]

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31	6	56	15	80	22
33	3	58	16	81	16
34	1	59	17	82	16
36	6	66	3	83	27
38	10	67	1	84	2
41	6	68	9	85	13
42	1	69	4	86	7
43	1	72	1	87	14
46	2	73	2	88	5
47	19	74	14	90	3
48	21	75	24		

SPECIAL EVENTS -1990

EAST SIDE

WEST SIDE

Wednesday
9th May

General Meeting
"The Sair," Linthwaite



General Meeting
"The Farrar's Arms,"
Grasscroft, Oldham

Wednesday
13th June

Joint East/West Meeting, "The Sair," Linthwaite, Huddersfield
Lecture. David Calverley: "South & North Yorkshire Canals."

Wednesday
11th July

General Meeting
"The Sair", Linthwaite



General Meeting
"The Tollemache Arms"
Mossley

Wednesday
8th August

Joint East/West Meeting. "The Cross Keys." Uppermill
Lecture: To be announced

Wednesday
12th Sept.

General Meeting
"The Sair," Linthwaite



General Meeting
"The Tollemache Arms"
Mossley

Wednesday
10th October

Joint East/West Meeting, "The Sair", Linthwaite, Huddersfield
Lecture: To be announced

Wednesday
14th Nov.

General Meeting
"The Sair," Linthwaite



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

Wednesday
12th Dec.

Joint East/West Meeting, "The Cross Keys," Uppermill
Lecture: To be announced

N.B. All meetings commence at 8.00 pm

"The Sair"

"Cross Keys Inn"

"Tollemache Arms"

"Farrars Arms"

Hoyle Ing., Linthwaite, Huddersfield

Church Lane, Uppermill, Saddleworth

Manchester Road, Mossley

Oldham

**HUDDERSFIELD
CANAL
SOCIETY**