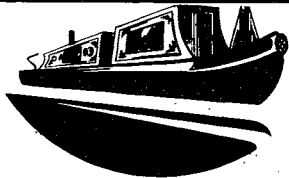


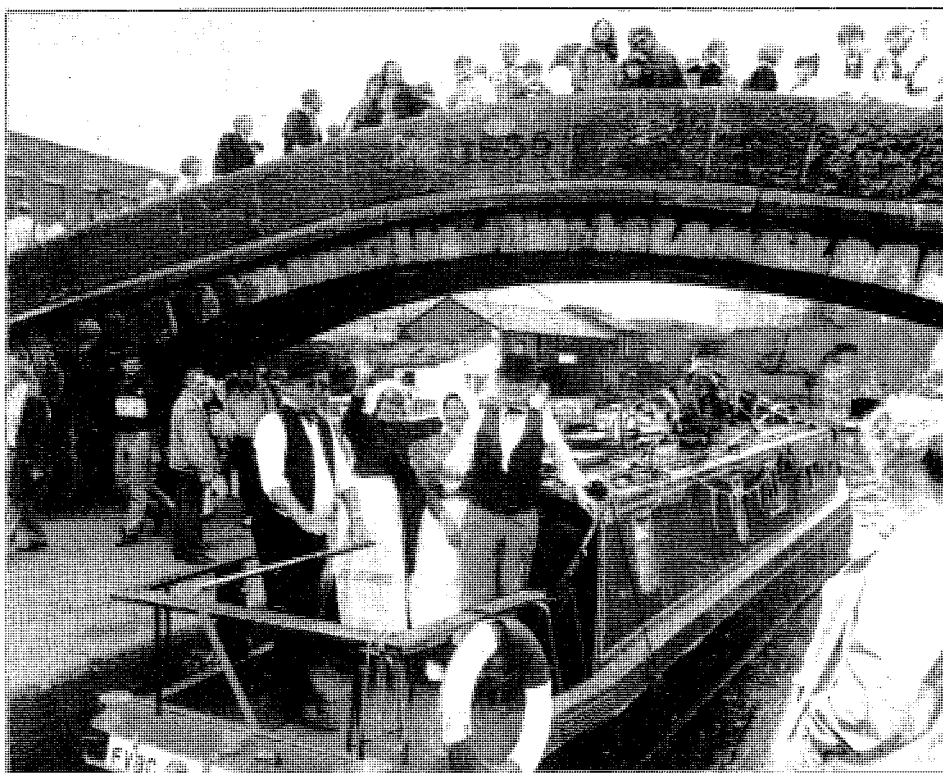
**HUDDERSFIELD  
CANAL  
SOCIETY**



**PENNINE LINK**

No. 94

July/August 1990



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*Cover picture:* Narrowboat 'Ozymandias' with Gwilym and Pat Lloyd and friends, at the end of the Civic Cruise, Ashton Canals Festival. Photograph courtesy of Oldham Evening Chronicle.

## HUDDERSFIELD CANAL SOCIETY LIMITED

### COMPANY OBJECTIVES

The Huddersfield Canal Society Limited is a company limited by guarantee and operates using both paid and volunteer staff from bases in Greater Manchester and West Yorkshire.

**Its aim is to restore the Huddersfield Narrow Canal to a navigable standard by initiating and co-ordinating a joint restoration programme in association with British Waterways, Oldham M.B.C., Tameside M.B.C., Kirklees M.B.C. and all other relevant bodies. In achieving this aim it will:**

- Preserve and extend the numbers of people involved as voluntary society Members.
- Initiate, develop and co-ordinate appropriate sub-committees and/or subsidiary companies to provide the resources required.
- Give good service and a fair deal to customers and be considerate of the interests of the volunteers, staff and of the community.
- Use its unique experience in Canal Restoration to develop and promote the tourism related benefits of restoring the Huddersfield Narrow Canal.
- Provide attractive employment and progressive career opportunities for those who work for the Society and its subsidiaries.
- Enhance its established reputation for friendliness.
- Preserve and extend its appeal to Local enterprise, Local Authorities, Statutory Bodies and other voluntary groups.
- Ensure, where possible, the continued operation of the Society and its subsidiaries beyond completion of the restoration programme.

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



Here we are again, dear readers, post Ashton Canals Festival, as you will not fail to realise when you read this issue. The Premier Canals Festival of the North lived up to its name and proved once again what a very experienced and dedicated team of volunteers put the whole show together. Eleven months of forward planning all blown in one evening and two days. Is it worth it? YES! Once past the 'never again' point when things are getting on top of you, the pleasure starts to shine through. There are instances, of course, when the actions and attitudes of certain visitors make you wonder why you go to so much trouble to please them. My duty this year was boats and moorings, and two situations marred the otherwise pleasing results.

I negotiated a reduced passage fee of £10 for passage of the Rochdale nine locks for boats attending the festival. With an entry fee of £8 some crafty, penny-pinching cheats realised that at £18 it was less than the normal fee, and booked in only to ignore the festival and sail right past. I find this very low and underhand and it amounts to fraud. These boat owners took advantage of the scheme for their own selfish ends.

The other irritating happening was a boat that turned up on Thursday afternoon, without a booking, and expected a prime mooring. Whilst I cannot force anyone to moor in a particular spot, 99% of boats complied. I found a spot for this boat not too far from where they were and offered to try to move them up when all boats were in. I'm afraid that wasn't good enough. I was collared for a better mooring every time I went within earshot, with the final round of abuse about teatime on Friday. They withdrew their entry fee, upped anchor, and went sometime on Saturday. Ah well! Another failure, Ogborn.

Enough moaning; trials and tribulations over, the festival went very well. Did you see us on TV on Friday's Look North? Many of the committee were in traditional boater's dress (including me) and the BBC did a live broadcast from Portland Basin. Brian Minor did a grand speal about the canal, Standedge, etc., and we were all in the background. One of my friends said I looked like Albert Steptoe. Some friends I have, huh! My thanks go to Dennis Lathom for much appreciated help with the boats and to Malcolm Thorp for organising the boater's quiz, to Steve and Gay Quilter and Tony Wolstenholme for organising the help at Marple Locks, and to Jo Young for helping me mark out the moorings. Thanks also to the two boat crews who gave us a box of chocolates and a bottle of wine in appreciation of the work we had put in.

Very many thanks to artist Sylvia Whittall, who donated a super painting of Lock 3W. The painting was given as a prize to the boat with the most remote home mooring, which was Sylkie Two from the River Lee. Sylvia will paint special scenes for you, so if you want to commission a picture, contact her on 061-336 8649.

There is much more to read about the Ashton Festival in this issue, plus news of the forthcoming Kirklees Festival – these events dominate the news at this time of year.

As a matter of idle interest, I am writing this editorial off-shore on the Mobil Beryl field whilst doing my day job. By the wonders of modern science has been transmitted by fax machine to the printers for typesetting. Copies of other parts of the magazine have been faxed back for proofreading and alteration if required. Just thought you might like to know that.

ALWYN OGBORN

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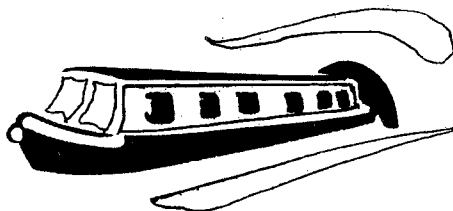
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CONGRATULATIONS to Hazell Maskell and her team for the success of the 13th Canals Festival at Portland Basin. Hazel has been involved since the first of the H.C.S. festivals in 1977 and this year as Treasurer and Chairperson she steered her committee to attract almost one hundred boats and a full range of attractions, including the now mandatory CAMRA Beer Tent – another 'conservation' movement. The best way to enter into the atmosphere is to become involved in the organisation of this wonderful event, which has become Tameside's own annual festival. It is evident from the list of VIPs who attend year after year that they enjoy the event and that they are grateful

for the organisation of a celebration of restored and restorable waterways in a hitherto unfashionable part of the country.

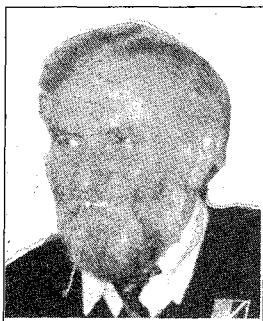
On a recent live radio interview I shared with Steve Hughes of Tameside Council and Phil Sayer of Greater Manchester Radio, Steve likened Tameside to a potential Venice, where boats can cruise through Stalybridge to the now restored sections of the Huddersfield Narrow in the Tame Valley. We heard the Mayor of Tameside express his enthusiasm for canals. Glynn Ford, M.E.P., pointed to the restoration through Stalybridge as being the key to the whole restoration movement. I was particularly pleased to hear the Mayor of Kirklees speak enthusiastically and realistically of the role the restored canal can play in the regeneration of the Tame and the Colne Valleys. The new Chief Executive of Tameside M.B.C., Mr. M. Greenwood, has experience of canals already – he has been instrumental in supporting the Montgomery Canal restoration project.

What then do canal festivals achieve? Firstly, they provide entertainment for many, many local people and introduce them to the attractions that waterways can offer. Once the public are behind the restoration movement then local authorities, British Waterways and others must listen and support our cause. Secondly, we can raise monies independent of public sector support. The Society's new fund-raising programme will rely heavily on community support. How better to widen our audience than a canal festival which attracts thousands? Thirdly, they recharge the batteries of those who take part. The 'battery fluid' may be a pint or two of Mitchell's ESB or Robinson's Bitter, but the atmosphere and ambience created listening to a local brass band, seeing the wonderful flotilla of boats or browsing the many craft stalls certainly reminded me again why we wish to link Yorkshire and Lancashire with a navigable waterway.

Canals bring pleasure to millions of people. To people who do not even own boats, who perhaps have not enjoyed the pleasure of a canal holiday, they provide a means of escaping from the pressures of life simply by strolling the towpath, angling, appreciating the industrial archaeology or British landscape from a different viewpoint. An excellent British Waterways poster juxtaposed a 125 High Speed Train running alongside a canal holiday boat with the caption "The fastest way of slowing down." I hope the Ashton Festival persuaded the many who attended that speeding up restoration will enable us all to slow down in the future and enjoy our renewed environment.

Well done, Hazel and your team. I am sure you have won many more friends.

DAVID M. SUMNER



WELL, I WAS THERE, and so, according to the local press (and who am I to argue with the media?) were 20,000 others. Quite a few must have got in over the fence or otherwise escaped our gate keepers if this attendance figure is correct.

The weather waited until the Festival was over before the sun shone but, although the site was a little damp on occasion, no-one got really wet (outside, that is!). Apart from that and one or two little hiccups that nobody but the Committee would have noticed, the thirteenth ACF was the most successful yet. The beer tent sold out, the catering tent sold out (on three separate occasions), 98% of the traders reported super business, due to the efforts of Alwyn nearly 100 boats were booked in, and some magnificent ideas were floated

(literally) for the decorated boat competition. A larger than ever before collection of VIPs responded to Ann's promptings and gave us their support. The efforts of many of the Committee and some of the boaters to dress in traditional costume improved the general ambience enormously. Steve's and Gay's master stroke in getting the Beeb to do a live transmission from the site on Friday night was the best advertisement we could have had. You could tell that we were having a successful weekend – Hazel started to smile on Saturday lunchtime! It was nice to see that Katy took her job on the entertainments seriously enough to volunteer to be the knife-thrower's target! I believe she downed a pint in 1.2 seconds afterwards!

Our thanks to the many people and organisations who help us, among them the Sea Cadets piping the Mayors ashore, the St. John's Ambulance Brigade, the Police for a super job – always there but never obtrusive, the many sponsors, the Borough of Tameside for lending us the site, the Tame Valley Wardens for fencing and many other jobs, the Reverend Denis Thomas for providing spiritual uplift and, of course, HCS Restoration Ltd. for much muscle power before and after the event.

One of our sponsors, Ken Baker of Egerton Narrowboats at Worsley, loaned the boat I lived on during the weekend and I hired it from him for the rest of the week and went the long way round via Macclesfield and the Trent & Mersey back to Worsley. This was the first time I have had a week on a boat when nothing went wrong mechanically. Super job, Ken – wish every hire firm maintained their boats as well.

Incidentally, while at Middlewich Ann went shopping so I thought I'd paint the rubbing strakes. I went to purchase some paint from another friend of the Canal Society at Middlewich Narrow Boats. They had no small cans but told me to find a container and they would give me some out of their giant tin. The only container I could find was a plastic beer mug. Ignoring warnings from the boatyard about the unsuitability of such a receptacle, I started my artistry. Well, the chemists among you will probably give me the exact equations but, basically, a petroleum-based paint will melt plastic, so very soon I was left with a very disagreeable handful of black bitumen!

The Festival finished on a high note (literally) for the Committee and a goodly number of boaters on the Sunday night at the Astley Arms when amidst the usual unrestrained hilarity at the conclusion of an exhausting weekend, Glyn and Suzanne off N.B. Leander produced a karioke machine and gave everyone a chance to sing to professional backing. The sound of Vince and Tony harmonising on a Beatles medley was almost worth the twelve months effort!

Incidentally, there is an idea for the plaque for the 14th Festival next July. Steve Whitby has had (another) great idea for fund raising and . . . .

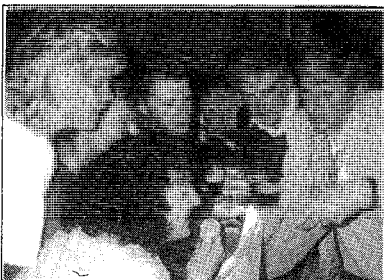
See you next July.

BRIAN MINOR, Festivals Officer





*Eh up, Linda. Int that one o' them fancy cam'ra things?*



*A damp moment on Saturday morning.*  
*The karaoke unwind, Sunday evening*      *Photos: Vin Willey*



*The crowded Craft Tent Photo: Vin Willey*



*Sue Willey reports to a policeman that people have been looking at her ankles. Photo: Vin Willey*



It may be getting to be a well-worn joke by now, but you certainly can tell Summer has arrived at Diggle. To prove it, the last two weekends have brought continuous rain.

Progress has not been seriously delayed, however, and we have continued the rebuild of the 'offside' wall at lock 32W. The critical step which is due is the positioning of the top quoin. This is a very large stone, probably about 4ft x 2ft x 2ft, which carried the top mounting for the very large bottom gate. The placing is crucial, both to the hanging of the gate and to the line for building the rest of the wall.

We have also had a lot of mechanical diversions of late, including the replacement of the van. Anyone who would have been prepared to offer us something apart from the fear of us leaving the old van outside their premises can now phone ... The other job was a simple gasket replacement on the Petter engine in the crane; the gasket replacement was easy, but removing the flywheel to get at it took a whole evening and half a Sunday morning.

Back to the building: future dates are:-

August	12	August	26
September	9	September	23
October	7	October	21

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

**TREVOR ELLIS**



*N.B. Edie May passing Judith Mary II on the Civic Cruise. Photo: Geoff Edwards*

**INGREDIENTS FOR MAKING A SUMMER CANAL FESTIVAL:**

Hard work  
Good planning  
Reasonable weather

Add to this good music, entertainment, stalls, 96 boats, 20,000 people. Mix this in a Portland Basin with gallons of beer and cider. Add plenty of publicity and you have

**ASHTON CANALS FESTIVAL 1990**

Not having a meeting of the Canals Festival Committee until September, I can only write this report gauged on my own findings and that of other committee members I met over the festival weekend. It all started for us at Marple Locks on the Friday morning. Dressed in traditional costume, with the children from the Hey's Primary School also in costume and the Ashton Sea Cadets and Oldham Scouts, we were all ready to assist the boats through the locks. A short half-hour break for the press (yes, we had them there as well!) and we were ready to go. Apart from a fault with Lock 13 and one or two small mishaps, the day went well. Approximately 25 boats were assisted.

Then came Friday night and a real coup. Live on BBC TV – a first for Ashton Canals Festival. Later the Oldham Tinkers were their usual excellent selves, filling the entertainment tent to capacity, with many seated outside. There were one or two complaints about paying £2 and not getting a seat, and the Tinkers finishing too early, but over all, the Friday evening went down really well, as did the beer. (It took three people to get me onto our boat, resulting in me falling and bruising my nose!)



*Katy Horton with son Andrew have been trying the new Max Factor Tribal range of cosmetics  
Photo: Sue Willey*

Saturday started with a thick head, overcast skies and drizzle in the air. However, after a hearty breakfast in the catering tent we were ready for the day ahead. Saturday was an excellent day. The boats, all decked out, looked superb.

Leander as a gunboat with gunfire and old wartime music playing, was different but very entertaining. One boat in particular had made the long journey all the way from the River Lee in Hertfordshire (complete with Elsa the barn owl and the polish bantams). This must be a record for Ashton Canals Festival.

Throughout the afternoon we were entertained by the Micklehurst Brass Band, Mystery Hyny (the children were allowed near the front), Little Firewater and his assistant, the Heys Steel Band and a well-rehearsed Sea Cadets canoe display. I am told by Graham Broadbent that there was one unrehearsed moment concerning a narrow boat, but it all went off well. Due to internal difficulties (*is that tummy trouble, Steve? Ed.*) Mossley Morris Men were unable to attend. Their President apologised to us a few days later and said that hopefully all will be resolved and they would like to attend next year. However, not to disappoint our dance fans, Mossley Rose and Clog dancers stepped into the breach at short notice. Our sincere thanks!

Although I didn't attend, I am told that the opening ceremony and civic cruise went off well. Hospitality at its best is how I would describe the skipper and crew of Judith Mary 2. Many thanks.



Glyn Ford speaking at the opening ceremony, with (L to R) Vin Willey, Mayor of Tameside and Brian Minor.  
Photo: Sue Willey

Saturday evening and one of the highlights of the festival for me - the Quiz. Unfortunately I got waylaid at the Rochdale Canal stand and missed the beginning but, having come in at the end I could see that the teams could use their brains, pit their wits and cheat like hell! And then it was 7 o'clock. With the CAMRA bar staff full of Indian curry they were ready for the Saturday evening crowd.. Smoky City Jazz Band blasted off at 7.30 and soon the crowds were gathering. I was disappointed that Julie Flynn was not singing with them this year, as I have thoroughly enjoyed hearing her belting them out in the past. I waited in vain, as I did last year, for Terry Brunt to trip over his Dr. Who scarf, but somehow he still managed to stay on his feet. A superb evening. A quick check to see what beers were left for Sunday, then it was time for bed - unassisted! Sunday morning broke slightly overcast, but after we had another hearty breakfast the sun began to break through.

Not being a religious person, I chose to do a penance. Having borrowed 30 windlasses for Marple on the Friday, they had to be returned. With large sack and thick head I trudged from the car park behind site B the whole length of the line of boats to choruses of "Ho, ho, ho! Christmas is early this year!" "Did you get your redundancy money?" "Postman Pat, Postman Pat", etc. I sweetly smiled! Patchwork with their beautiful harmonising rounded off the Sunday morning and we were ready for the busiest day of the festival. With the sun shining, we were not to be disappointed.

Sunday afternoon's entertainment went off smoothly, with the same line-up as Saturday, with the exception that Irlam Brass Band replaced the Micklehurst Brass Band. I am told that the beer ran out at 3.30. I wasn't present at that fateful moment as I decided to interview all the stallholders and gauge their comments. Most of these comments will be brought up at the next Committee meeting (allow us an hour, Hazel!), but the main points were that only three were disappointed. Most said they would come next year (for some of these it was their first time).

All in all, this was a great festival and I've yet to be told, but I think the best one yet. We enjoyed ourselves and I hope that those of you who came did also. To those who came and supported us, our sincere thanks. To those who couldn't make it - there'll be another one next year. Better still, there's Kirklees Festival on the 1st and 2nd September at Aspley Basin. Hope to see you all there!

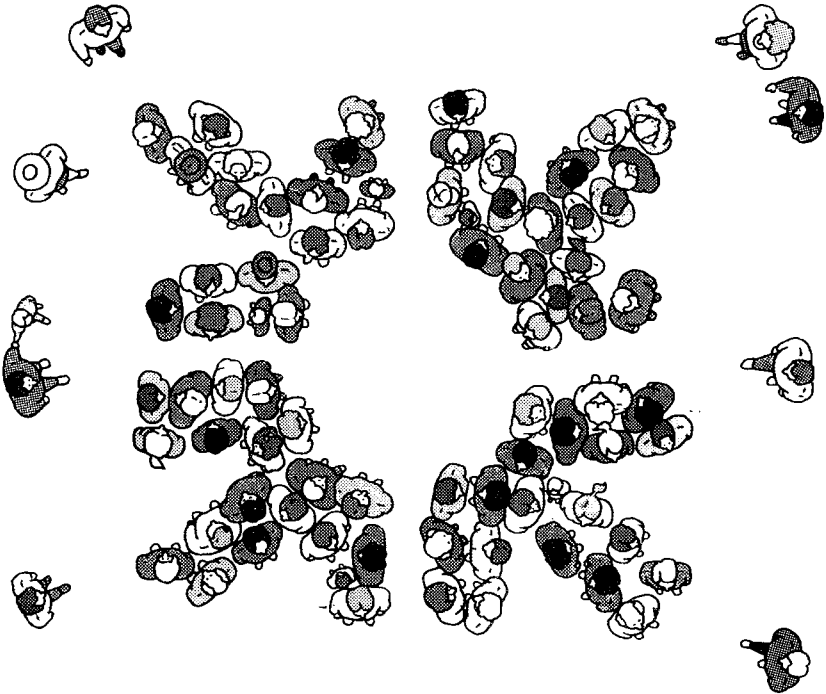
STEVE QUILTER, Publicity Officer, Ashton Canals Festival Committee.

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*I don't think this polar bear looks very happy . Photo: Mary Gregory*



*Ron Gregory with his 'as seen on BBC TV' hat on. Photo: Mary Gregory*

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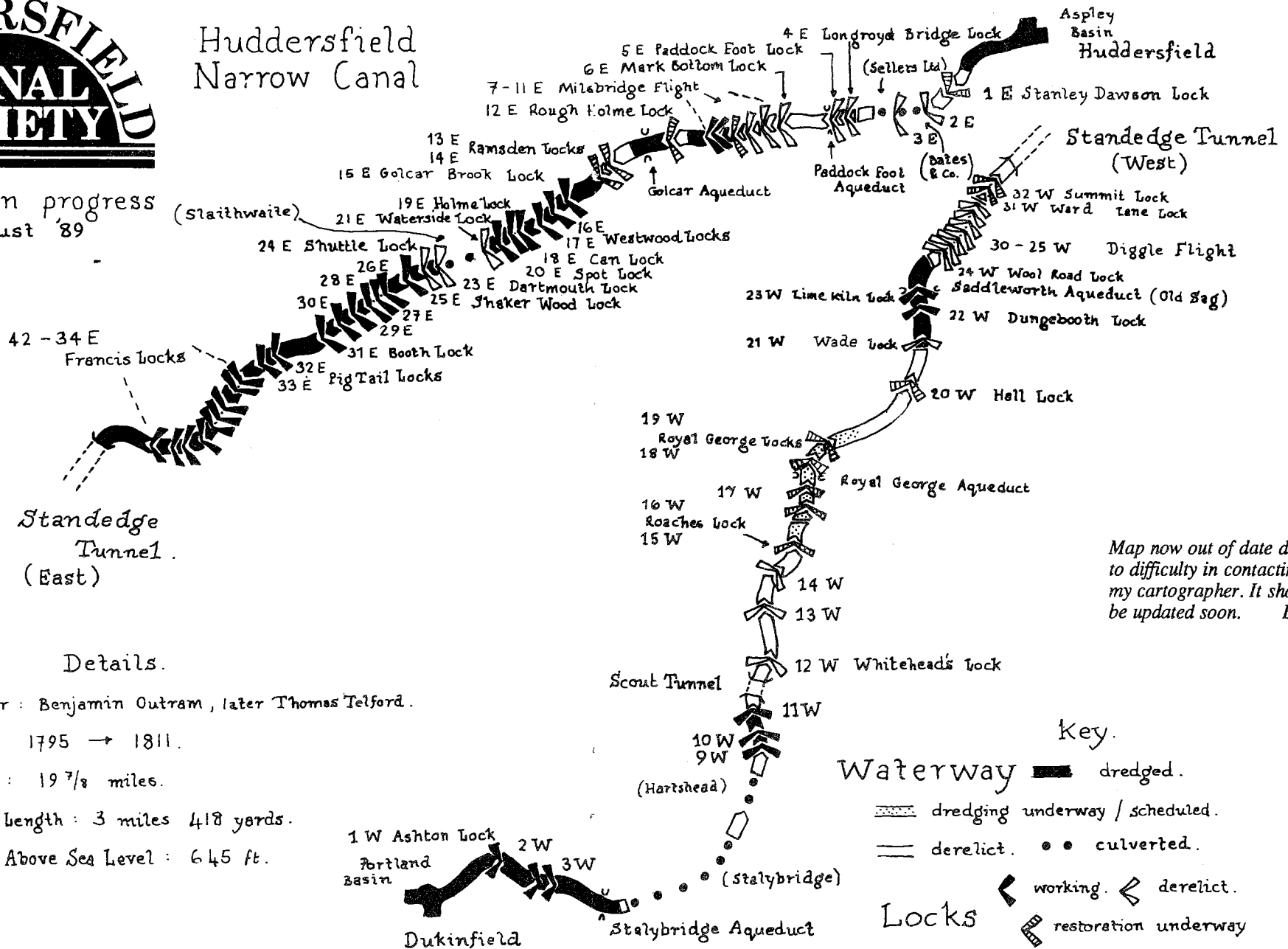
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**To: Membership Secretary,  
Huddersfield Canal Society Limited  
239 Mossley Road,  
Ashton-under-Lyne, Lancs.,  
OL6 6LN.**



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

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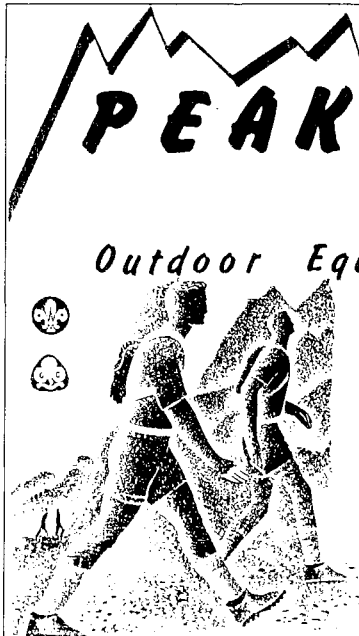
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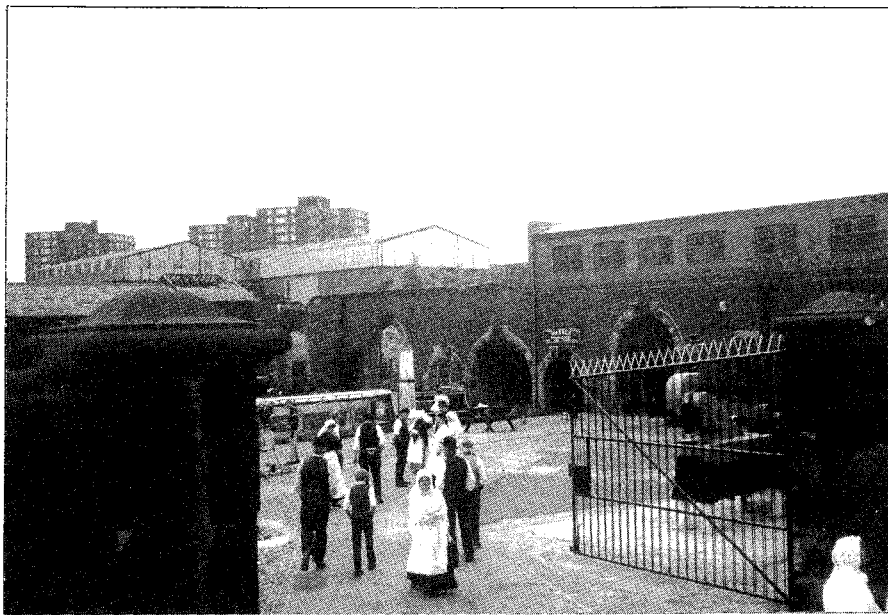
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*Gathering for our big TV debut at the Museum. Photo: Mary Gregory*



*BBC TV film crew setting up for Friday's broadcast. Photo: Mary Gregory*

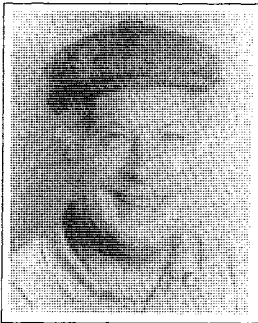
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FESTIVAL**

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**August 25, 26, 27**



Councillor Les Preece (Kirklees) took the opportunity to pledge that everything possible would be done to keep the restoration programme on target when he was elected Chairman of the Narrow Canal Joint Steering Committee.

He told colleagues from Tameside and Oldham Councils, British Waterways representatives and officials of HCS that there was no doubt that Government action in changing the set-up of Employment Training Schemes had seriously threatened the future of restoration work carried out by HCS Training.

Steps had been taken under which a more limited number of workers were carrying on with the restoration programme on the western side of the Pennines, said Coun. Preece. By that, of course, he meant that Tameside Council had placed ET people with HCS Restoration and they were enjoying their work in helping to restore the unique waterway. Coun. Preece's categorical "the work goes on" message was needed because some of the more muddle-headed members of the Fourth Estate (the Press) had misinter-~~pre~~ted a clear statement on the situation regarding ET and said that west side restoration had ground to a halt.

Taking over the chair from Coun. George Brierley of Tameside (verbal pats on the back for his work and enthusiasm), Coun. Preece said, "Despite all the problems I remain firmly convinced and confident that the restoration programme will remain on course, and that by the turn of the century at the latest the Narrow Canal will be fully restored and will form an important part of the national network of inland waterways."

HCS Vice-Chairman Trevor Ellis told the joint committee that the HCS ET scheme was working well and not only helping to restore the Narrow, but providing trainees with expert tuition in a wide range of skills. "We had no choice but to wind up the scheme. If we had not taken this decision the scheme would have been running at a loss," he said.

"As a major training company we ran an efficient, useful and happy ship. If there is any consolation to be gained from the unwelcome change in our role as Canal Restorers, it is that we are now able to concentrate on this programme of restoration and not have to worry about the complexities of operating a large scale training scheme."

ALEC RAMSDEN



*Didn't we have a lovely time  
The day we went to Ashton!*

*Photo: Mary Gregory*

**KIRKLEES CANALS FESTIVAL**  
September 1st & 2nd at  
**ASPLEY & POLYTECHNIC BASINS**  
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Once again, thanks to the Board of Governors at Huddersfield Polytechnic, we are able to stage this, our fourth Kirklees Canals Festival.

This year the Festival's President and Committee are honoured to welcome Viscount Lewisham as our Festival Patron.

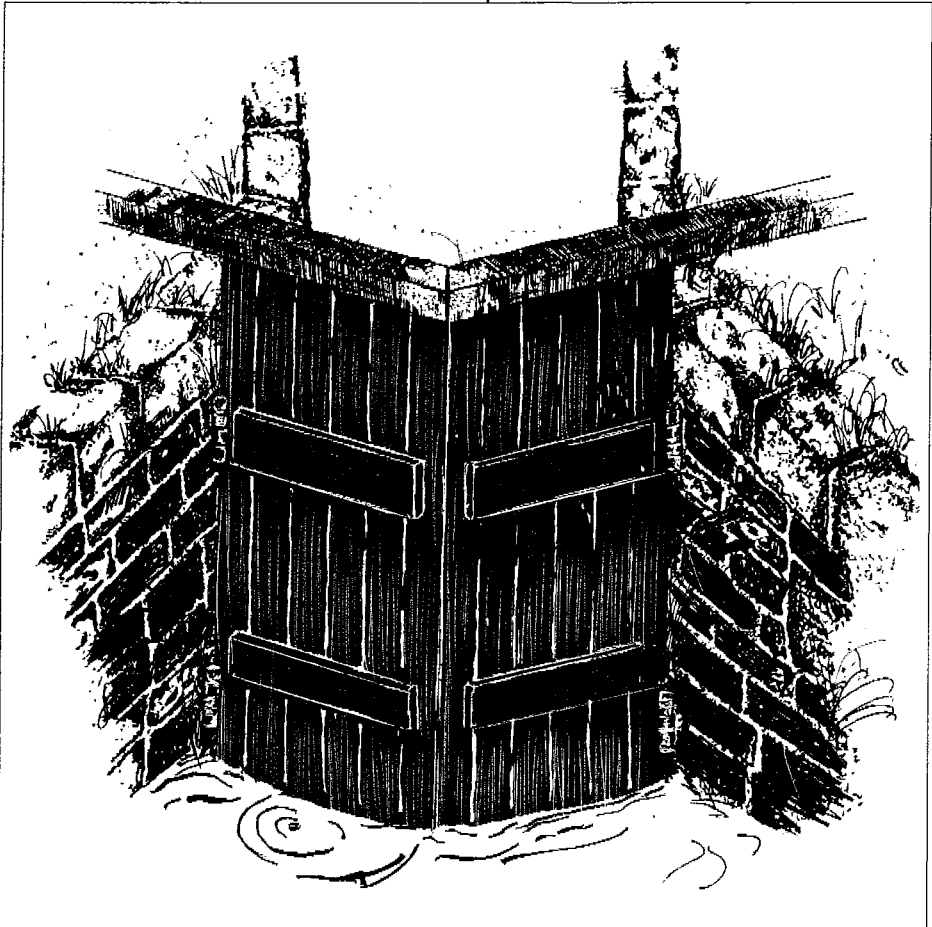
The Committee have enthusiastically been working hard for the past twelve months so as to increase the profile of the Festival. This we hope to achieve by having lots more boats, stalls, exhibitions, first class entertainment, which includes Mikron Theatre Company and Jukald the Juggler (not forgetting the ducks!)

All this will lead to more financial impetus into restoration of the Huddersfield Narrow Canal. So come and experience this action-packed weekend, and then the efforts of John, Rod, Maria, Trevor, Rod, Diane, Dave, Frank and Geoff won't go unnoticed!

IAN FRANCE, Festival Chairman

This logo was drawn by the plaque manufacturers and the proof drawing was not checked by committee members. It was intended for the front cover of this issue, but due to artistic licence and the artist's lack of knowledge of the subject, it was found unsuitable for two major reasons. I am sure you will spot them, but if not, here are two clues:

Leaking top gates will not cause problems opening these;  
The stonemason who makes quoins is redundant.



Don't be too critical – each to his own. I, for one, would make a lousy brain surgeon.

Ed.



## PLANNING AHEAD TO KIRKLEES 1991



The Kirklees Festival Committee are hot on your trail if you have either of these talents:-

- Talking to businessmen, public figures and other influential persons with a view to sponsorship for next year's festival
- Organising masses of children over the festival weekend, in which they will participate in events related to the inland waterways, known as "Waterways for Youth". Guidance in the initial setting up of these events will be given by John Croot, current Chairman for "Waterways for Youth."

Interested? Then contact us through

Tunnel End Cottages, Redisher Road,  
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*or* Huddersfield Canal Society Ltd.,  
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**August 25, 26, 27**

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**September 1 & 2**

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10586	4th	HAMMER DRILL (BLACK & DECKER)	H. FURNISS
02310	5th	TICKETS FOR TWO (PALACE CINEMA)	ADRIAN ROBERTS
12060	6th	50 BENSON & HEDGES CIGARETTES	M. HEWER
02878	7th	BOX OF HILLS BISCUITS	M. HARBOUR
01181	8th	SHOW TICKETS FOR TWO (TAMESIDE THEATRE)	H. MITCHELL
00608	9th	PAIR OF PINK HAND TOWELS	WALTER ALLCOCK
12480	10th	50 BENSON & HEDGES CIGARETTES	M. CUITELL
03055	11th	TICKETS FOR TWO (PALACE CINEMA)	C. INESON
13350	12th	SHOW TICKETS FOR TWO (TAMESIDE THEATRE)	Rt.Hon. DIGGLE WALTON
13169	13th	TRAVELLING SUIT OR DRESS HOLDER	J.A. CARVER
11118	14th	TRAVELLING TOILET BAG	J. HIND
09070	15th	TRAVELLING SUIT OR DRESS HOLDER	S. WINSTANLEY

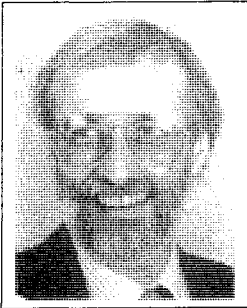
On behalf of the Committee and myself I would like to thank the following:-

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Thanks also to members of the Committee, and members and non-members of the Society, for their kind donations.

LINDA EDWARDS





Because of the deadline for "Pennine Link" articles we were only able to print the press release regarding the demise of our Employment Training Scheme last issue. A full report on the situation and how it affects restoration of the canal follows.

Restoration work on the west side of the canal has been carried out by two Employment Training Schemes (which succeeded Community Programme schemes) – one operated by the Canal Society in Tameside and the other by the Metropolitan Borough Council in Oldham. Last year operations were combined under the control of H.C.S. Restoration

Ltd., a subsidiary company of your Society, and work is now continuing satisfactorily in the Greenfield-Mossley area. At the same time the associated Employment Training element of the scheme was re-organised as H.C.S. Training Ltd.

In April the Training Commission terminated the contracts of all Training Managers involved in Employment Training at one month's notice. New contracts were then offered. That offered to the Society would have reduced the number of trainees from a maximum of 150 to a maximum of 70 and reduced the fee given by the Training Commission for each trainee, which was likely to result in a loss to the Society from its training company which could have been of the order of £40,000 per annum. Despite meeting the Training Commission and with support from British Waterways, no improvement to this offer was forthcoming. The Society was previously contracted to the Stockport office of the Training Commission, but now had to deal with the Central Manchester office in readiness for the Central Manchester T.E.C. In the Central Manchester Area there is stiff competition in construction industry training, with national builders having established training facilities. These firms have access to additional grants not available to the Society from the Construction Industry Training Board, and are able to carry out all training "in house", whereas the Society had "bought in" City & Guilds courses from Tameside College.

In the circumstances the Society was unable to continue with Employment Training. It is not appropriate for a registered Charity to engage in a business venture which is certain to make a significant loss, and it would have been wrong to eat into the £1.2m G.M.C. grant to subsidise a national training scheme. Staff who had in certain cases been employed by the Society since the Community Programme days had regrettably to be made redundant, and the Society ended its direct involvement with Employment Training.

This decision created an immediate difficulty for the continuance of restoration, and was only taken after consultation with British Waterways. To make the Employment Training Scheme work it had been necessary to employ some full time staff; these, plus other staff who had worked on the canal, but also had acted as trainers, formed a small workforce to continue work. Without a significant element of training in the programme, however, British Waterways would have been unable to allow the Society to work as a "private contractor" on the canal. That training element is being met by trainees on placement with H.C.S. Restoration from Tameside Council, thus enabling work to continue.

It is worth noting that in the last two years 400 people involved in H.C.S. Training were successful in City & Guilds tests, and of the 293 leavers prior to the ending of the scheme, over 34% obtained full time employment and/or vocational qualifications. In the previous Community Programme scheme over 900 people were employed on canal restoration and environmental improvement work. This achievement resulted in the Society being awarded the UK 2000 award for outstanding environmental excellence.

The major effect of the withdrawal from Employment Training is financial. Overheads have been immediately cut by ending the rental of workshop units used for training purposes and staff have been made redundant. When it was decided to appoint full time staff to assist the E.T. scheme early last year it was thought that wage costs, etc., would add around £50,000 to the total restoration cost. Because of the addition of the former Oldham Council workload in September we realised that further full time input was necessary, pushing the extra cost per year compared to the earlier Community Programme scheme up to £100,000. The total wage cost will now be slightly higher (around £105,000 directly attributable to restoration). The Society had, however, been very successful in attracting trainees and in obtaining industrial placements and, as a consequence, certain wage costs and overheads had been funded directly by the training side of the business, so that the extra cost to the Society compared to our estimates of the situation in September will be around £30,000 per year (i.e., an extra £130,000 compared to the original Community Programme Scheme).

From the local authority financial year April 1990–March 1991 the Society's Construction Group has a budget of £187,000 to fund the work of H.C.S. Restoration Ltd. and the volunteer scheme at Diggle, provided by the Society's own funds and welcome grants from Tameside and Oldham Councils and British Waterways. Wage costs will now be a very significant part of our total expenditure.

In addition to the extra costs incurred through the loss of our Employment Training Scheme, we have also lost the opportunity to act as a commercial organisation which aimed to make a small profit (perhaps between £15,000 and £30,000) from the training company to add to the Society's balance. The profit will now be much reduced this year and not available for future years. All is not doom and gloom, however, although the morale of our remaining employees (and of the Construction Group!) has taken a knock. The restoration programme may be more expensive, but effort is no longer diluted by operating a 150-place Training Scheme side by side with canal restoration, and it may be that as time goes on the restoration team will recoup some of the loss by being able to operate more efficiently.

Long standing readers of "Pennine Link" will know that for some time we have been involved in making a bid for financial assistance towards this work (and other west side projects) from the European Regional Development Fund. It's a bit like a long drawn out version of the World Cup with many obstacles in the way of winning! We have, however, at least made it to the semi-finals (if not the final!) because we have been invited (together with Tameside and Oldham) to bid in the final round of the process of weeding out suitable candidates for the limited aid available.

Watch this space for further news!

KEITH GIBSON

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Dear Editor,

I am listed as a new member in the Pennine Link No. 93. Fair enough. In actual fact I was a member about fourteen years ago before even a lock had been improved, but we moved to Montfomeryshire and became involved with that canal. In a past edition of the Link you printed a letter saying that the Montgomery Canal ought to be preserved as a nature reserve. As one who has worked to try to reopen what is one of the most beautiful and gentle of canals, I oppose that comment. Part of the canal, the Guilsfield branch, will be preserved as a nature reserve. But the rest of the cut is a different matter. It would relieve the crush on the Llangollen, provide much needed employment in a very rural area and extend the tourist trade. When the scheme for restoration was turned down by Peter Walker he said it was because there are so few people living in that area. So it proves how little he knows of canals and their uses. Reopen the canal and it would bring more tourists into the area and provide work and employment so people don't have to move away so much to find it.

Dear Alwyn,

May we ask, through the revered pages of Pennine Link, if any of your readers have the same problems as us?

Every year we wistfully plan our canal holiday. Our route and hirers are usually easy to decide. This year is no exception. However, we do have one small problem this year – no-one to help crew the boat! If anyone out there is in the same boat (!!) – pardon the pun – what are you doing in September? Families are especially welcome to get in touch with us as it would mean we could share the baby-sitting whilst enjoying an evening drink or three! Secondly, after many happy years to hiring holiday boats we have decided to look into the possibility of buying our own boat. As you will realise, this is beyond the pocket of most people, including us. Consequently we have investi-

Sorry I can't help with digging out locks. We used to spend most Saturdays working on the Marple flight in the sixties, digging out locks on the Ashton, even in the ice of winter, worked on the famous Ashtack and other big digs. But now all I can do is offer support in other ways. Thanks for all the work done by the Society.

Yours sincerely,

Rev. DEREK BEDFORD, B.A.,

The Manse, 26 Brunel Street,  
Burnley, Lancashire, BB12 8AE.

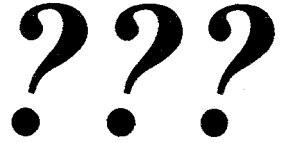
*Thanks for the letter Derek, and welcome back to the fold. (A little church language creeping in there). I wholeheartedly agree with your opinion on Montgomery restoration, but I do not edit out views I disagree with. All shades of opinion can have a voice in P'Link letter page. I wish more people would write in. Well done for your past efforts, and don't worry about the strenuous physical side – there are plenty of 'desk' type jobs if you want to get involved. Otherwise, just being a member helps.*

*Ed.*

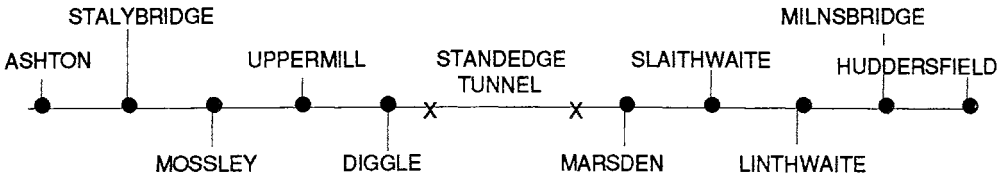
gated time share options. Again, these are expensive. This in turn gave us the idea of a group of like-minded people getting together to buy a second-hand boat. So, if anyone is interested in this idea, please get in touch at the address below.

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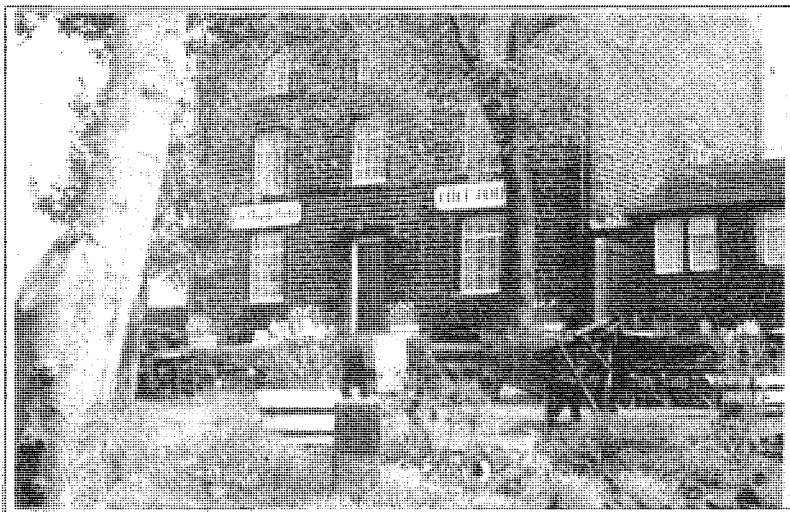
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### NEXT PRESS DATE

Articles, letters, etc., for the  
September/October issue of  
Pennine Link should reach  
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- 1808 Mr. P.M. & Mrs. J.J. Way, [REDACTED]
- 1809 Mr. & Mrs. D.J. Atkins, [REDACTED]
- 1810 Mr. & Mrs. R.J. McCallum, [REDACTED]
- 1811 Mr. & Mrs. J.E. Eason, [REDACTED]
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- 1813 Stephen Foster, [REDACTED]
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- [REDACTED]
- 1815 Derek & Maureen Henshall, [REDACTED]
- 1816 Linda Brown, [REDACTED]
- 1817 Mr. J.M. Kendrick, [REDACTED]
- [REDACTED]
- 1818 Mr. M.J. Pomeroy, [REDACTED]
- 1819 Mr. B.A. Cooper, [REDACTED]
- 1820 Mr. T.J. Wood, [REDACTED]
- 1821 Mrs. D.A. Shaw, [REDACTED]
- 1822 Mr. D.Hodges, [REDACTED]
- 1823 Peter, John and Kay Rice, [REDACTED]
- [REDACTED]
- 1824 Mr. MA. Wolstenholme, [REDACTED]
- 1825 Mr. M.J. Butterworth, [REDACTED]
- 1826 Mr. & Mrs. Barton & Family, [REDACTED]
- 1827 Mrs. M.J. Stokes, [REDACTED]
- 1828 Mr. Eamonn Ryan, [REDACTED]
- 1829 Douglas & Sylvia Thomas, [REDACTED]
- 1830 Mr. C.S. Hesketh, [REDACTED]
- [REDACTED]
- 1831 Mr. John C. Pawson, [REDACTED]
- [REDACTED]
- 1832 Mr. & Mrs. N.D. Liddell, [REDACTED]



Issue No.	No. in Stock	Issue No.	No. in Stock	Issue No.	No. in Stock
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  
8th August

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

Wednesday  
12th Sept.

To be announced  
"The Wheel," Golcar



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"	Hoyle Ing., Linthwaite, Huddersfield
"Cross Keys Inn"	Church Lane, Uppermill, Saddleworth
"Tollemache Arms"	Manchester Road, Mossley
"Farrars Arms"	Oldham

