



# PENNINE LINK

No. 95

September/October 1990



**FREE TO MEMBERS**

**75p**

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### FRONT COVER PHOTO

Left to Right: Brian Minor, the Mayoress of Tameside and Geoff Harrison of UK 2000, on board Still Waters at Portland Basin, displaying the plaque awarded to the Huddersfield Canal Society for environmental work along the canal corridor. Full story and more pictures in next issue (No. 96)

*Photo reproduced by kind permission of the Oldham Evening Chronicle*

## HUDDERSFIELD CANAL SOCIETY LIMITED

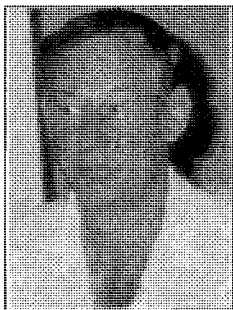
### COMPANY OBJECTIVES

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.



HANDS UP ALL who visited the HCS Sales Stall at I.W.A. Gloucester, Kirklees, or Tunnel End Re-opening Festivals. All those with your hands up, well done! Those without: where were you?

It has been a very active summer for canal groups and societies up and down the country, and the three events mentioned above are just some of the places our sales stand has been. Sales and Festival Reports follow later in this issue.

Unfortunately my summer holiday plans prevented my attending Kirklees or Tunnel End events, but I understand they were both a success. I took an extended holiday break of

just over three weeks and sailed our boat to the I.W.A. National at Gloucester, only arriving back on the Sunday evening of the Tunnel End celebrations.

In my opinion the National Rally was very good. The site was well suited for the event, well laid out and well organised, with the exception of a few stalls in a little backwater, easily missed (including the H.C.S. stall). Lots of interesting things to see – only strict self-control stopped me from spending next year's salary all in one go. It was nice to be able to take things easy and enjoy the fruits of other people's labours for a change, although I wouldn't give up being on the organising side unless circumstances forced me to do so. We did help Fiona with the stall for a few hours on Monday afternoon, but major thanks for this task should go to Steve Quilter, who spent the whole weekend 'on duty'.

And so the season draws to a close. With next year's events already started, plus day to day running of the Society affairs, your Council members, volunteers and employees never get cobwebs on their document folders!

Just as an appetiser, apart from the well-established Ashton and Kirklees Festivals, the following have been suggested and have a good chance of becoming a reality: a boat rally at Stalybridge, another Festival at Tunnel End, Trailboat rallies at Slaithwaite and at Roaches in Mossley. . . . **WATCH THIS SPACE !**

Meanwhile, the Finance and Fundraising Group are planning a number of promotions to involve the general public in raising funds for restoration. The next edition of Pennine Link will be aimed at highlighting the Group's activities and should follow two or three weeks after this issue. Again . . . . **WATCH THIS SPACE.**

Well, as I write there are only 87 more canal restoring days to Christmas. Hope you have all had a good summer and are refreshed for the months to come. Please keep supporting the Society in any way you can.

ALWYN OGBORN

*The Ashton Canals Festival Committee wish to thank sponsors John and Sheila Cooke and the Ashton Packet Boat Company for their kind donations. This acknowledgement should have appeared in a previous issue, but was missed due to your editor being a dumbo. Sorry!* Ed.

# MAKE TRACKS TO THE STATION



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**ASHTON'S PREMIER FREEHOUSE**



THE FOLLOWING is the text of my report to be published shortly in our first Annual Report. The report is addressed to bodies both public and private and to individuals who can help the Society restore the Canal. It is worth reminding ourselves from time to time of the task ahead and to reflect on the achievements to date.

Two recent events centred on the Huddersfield Canal show how co-operation between the private, public and voluntary sectors can produce successful partnerships. I refer to the re-opening of the Tunnel End Canal and Countryside Centre and the Kirkless Canal Festival.

The Kirkless Canal Festival attracted many boats to the canal on the attractive Polytechnic site in the centre of Huddersfield. The event, well organised by Ian France and his team, was supported by private industry as well as the Council and British Waterways. Our Patron was Viscount Lewisham, who as a riparian landowner in the upper Colne Valley sees the restoration of the canal as a major catalyst for the regeneration of the canal corridor. His enthusiasm for our project has led us to discuss future plans including the Tunnel with him. He was particularly impressed by the Mayor of Kirkless' address at the opening ceremony, where Councillor T. O'Donovan pledged his support for full restoration.

The Tunnel End Centre re-opening ceremony was another example of co-operation bringing benefits to all the community. Kirkless Council have completely renovated the cottages and produced a new exhibition about the canal, the Trans-Pennine routes, and the Countryside. The National Trust have a ranger service based at Tunnel End and David Finnis our Society representative with the NT ensures that visitors to this delightful centre are reminded of the canal's role in the Colne Valley. The exhibition in the 'canal room' is a credit to Kirkless and as the Mayor stated, Sue McBride who designed and produced the new show deserves many congratulations.

===== THE REPORT =====

WHEN WRITING THIS REPORT, we have already moved into the 90's and a new decade of commitment which is required from many thousands of supporters who will make it possible to achieve the mammoth objectives that the Huddersfield Canal Society have set.

It all started in 1974 with a handful of waterway enthusiasts who met to discuss how to arrest the decline of the Huddersfield Narrow Canal which had been abandoned in 1968 and classified as a remainder waterway. The Huddersfield Canal Society was formed in April of 1974 whilst the last few locks in Greenfield and Stalybridge were being infilled. Now, sixteen years later, over half of the seventy-four locks have been restored, and seven of the twenty miles of canal has been dredged.

We were told the canal would never be restored to navigable status. So, in 1981, we began restoration on two locks in Uppermill and three years later the public cruised through this 'new' tourist attraction. This prompted large scale restoration, first in Kirkless, then in Tameside and Oldham.

The relatively easy sectors have been almost completed and the Society is now looking at new methods to provide the impetus to enable restoration to be completed this century. The Standedge Tunnel is our largest project and will cost more than £5m to restore. In 1989 our report on Standedge Tunnel was published, which explained how this physical waterway could be restored. The study, funded by all three local authorities, British Waterways, the Society, the Sports Council and the European Commission, presents a challenge. Sources of the funds required have not yet been identified, but we believe that the tunnel is the key to the success of the restoration scheme as it will provide a massive tourist attraction to both sides of the Pennines. The benefits of restoring the Huddersfield Narrow Canal outlined in the 1986 study by L. & R. Leisure Consultants may be summarised as follows:

- Job Creation – 230 permanent, full-time employment opportunities in the leisure, tourism and associated service industries. 260 jobs directly associated with the ten year restoration programme.
- Local Economy – Expenditure by visitors enjoying the leisure and tourism activities will result in over £2m per year being retained in the local region, thus stimulating local employment.
- Improved Environment – Restoration will create a high quality 'green' backdrop against which local residents can live, work, learn and enjoy their leisure time.
- Stimulated Inward Investment – Improved quality of the environment through canal restoration will provide the catalyst to attract new business into the canal corridor and strengthen economic regeneration. Indeed, I am pleased that the Civic Trust are to promote a study, with the co-operation of the authorities, of the canal regeneration corridor.

Reorganisation of the Society involving local authority councillors and a major fund-raising initiative will I believe harness more local authority support and involve more of our members and the public at large. Early estimates indicated that with inflation the final costs of restoration could be in excess of £10m. We need to strengthen community fund raising, tap the corporate sector and argue our case more effectively with the public sector. A public asset such as this canal can attract much private sector funding to lever out public sector funds and we are addressing ourselves to this new challenge. During 1989, our very loyal and valued volunteers continued to restore the canal at Diggle and are looking forward to their next lock restoration project. We have held festivals attracting many thousands to events on the canal, most notably the annual Ashton and Kirkles Canal Festivals. The Society is involved in maintaining canalside monuments and buildings and above all we attempt to promote the canal for the benefits of all the community.

We must approach this new decade with even more determination and vigour to achieve our objectives. We are in our 10th year of actual restoration, and we need your support to help us complete our task by the year 2000. My thanks to all who have contributed to our work over the past year; please continue to give us your support. To those who are new to our campaign, welcome, and you, like all our supporters, can take pride in the fact that we are restoring a monument to the efforts of our forefathers for the benefit of future generations.

DAVID M. SUMNER

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## KIRKLEES CANALS FESTIVAL 1990

The 4th Kirklees Canal Festival was opened by its Patron, Viscount Lewisham, on 1st September 1990. Our President, Tom Megahy, MEP, was also present at the Festival and attended the Opening Ceremony. The Mayoralty from the canal's corridor were among other VIP guests at the Ceremony. This distinguished gathering (and our Chairman!!) enjoyed a short canal cruise (marred only by an old mattress and a super-market trolley in the water) before the ceremony.

The weather was kind to us, despite threatening skies on Sunday morning. However, gusty winds did prove a problem for the duck race, with most ducks swimming in the wrong direction and others not moving at all! The problem of actually persuading the ducks to go in the right direction was bravely solved by hitching two boats together in the middle of the canal and turning their engines on to create a 'current' for the ducks. Special mention must go to Rod, who burnt out the engine of his boat whilst performing this noble act.

The varied entertainments were well received, in particular the Holmfirth High School Steel Band, and Jackalo the Juggler. Other attractions were a model railway, boat trips on Calder Lady and Doreen, children's roundabout, Barney the robot police dog, bouncing fun castle, canoe race (sponsored by Redlands Aggregates Ltd.), Paul Petulengro – palmist (sponsored by Schofield & Smith Ltd.), and the chance to win a brand new car by throwing 7 dice to get 7 sixes (in one go!) (sponsored by Brockholes Ltd. and Ramsden's Landing). Unfortunately no-one was lucky enough to drive away the car.

On Saturday there was the now traditional evening's entertainment from the Mikron Theatre Company. Their performance of 'Free for All' was up to their usual excellent standard. In addition, we had a bustling crafts market which included stalls from both commercial traders and voluntary groups. In fact, one voluntary Church group raised around £200 just on Saturday by selling cakes! They immediately booked their space for next year!

This year the Festival attracted around 40 visiting boats, the most ever seen (OK, so there were more at Ashton, but they do have ten years start on us!), Prizes were awarded for the best decorated boat and for the boat that had travelled the furthest distance to the Festival. These prizes were kindly donated by Franz Orthodontia and Peak & Pennine Outdoor Equipment. Instead of an ordinary raffle, we decided this year to have a lucky draw, entry forms for which were included on the programme (did you return yours?). The prize was a specially commissioned Canal Lamp, designed by Brian Stephenson and featured in the last Pennine Link. Our thanks must go to Sagar Marine who sponsored the Lucky Draw.

Musical entertainment was provided over the weekend by the following groups:-

- Holmfirth Morris Dancers (sponsored by Franco's of Marsden)
- Lockwood Band
- Paddock Youth Band
- Holmfirth High School Steel Band (sponsored by Kirklees Leisure)

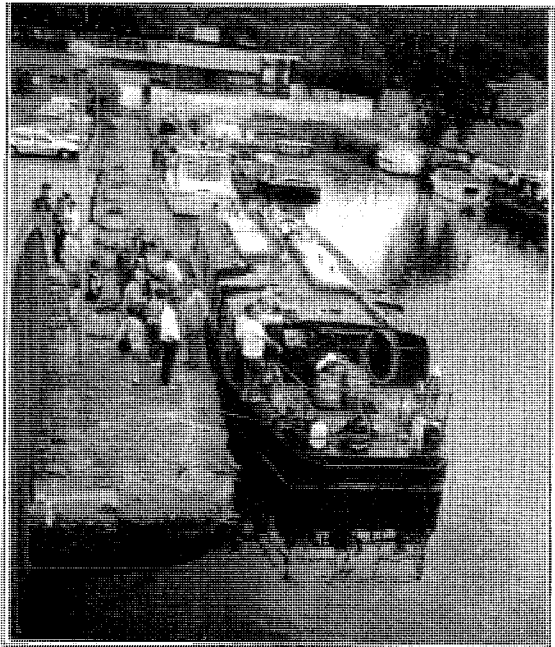
Our thanks must once again go to the Polytechnic for the provision of the site and use of the bar and cafe facilities, and to Holset's Engineering for the use of their car park.

One more things before I sign off – if you came to the Festival and enjoyed it, why not help to make it run even more smoothly next year by volunteering to give us a hand with the preparations and the clearing up afterwards?

DIANE J. CALVERLEY



*Gay Quilter unsure if the  
HCS stall will hold out  
for the weekend!  
Photo: Frank Smith*



*Calder Lady at Aspley Marina.  
Photo: Diane Calverley*

## FESTIVAL HAS NEW PATRON

A NEW PATRON has been announced for the Huddersfield Canal Festival.

Canal Festival chairman Ian France said Viscount Lewisham had professed an interest in the continuing restoration project of the Huddersfield Narrow Canal and had agreed to become Festival Patron.

Mr. France said Viscount Lewisham, son of Colne Valley landowner the Earl of Dartmouth, saw the restoration as creating new opportunities for leisure and outdoor pursuits.

Viscount Lewisham is head of the West Riding Cable Group, recently successful in winning the contract to bring the TV system to homes in the Huddersfield area and other parts of West Yorkshire.

He opened the September 1-2 Festival after arriving by waterbus with a party of civic dignitaries. The Festival featured a boat rally, boat trips, canoe racing, displays of narrow boats, British Waterways exhibits, morris dancing, local bands, children's amusements, a cafe, bar and licensed restaurant. The event came to a close with Sunday's Great Duck Race.



*Viscount Lewisham, F.C.A.  
Photo: Courtesy of Huddersfield Examiner*

## LONDON'S NINE NATIONAL NEWSPAPERS .....

**THE TIMES:** Read by the people who run the country.

**DAILY MIRROR:** Read by the people who think they run the country.

**GUARDIAN:** Read by the people who think they ought to run the country.

**MORNING STAR:** Read by the people who think the country ought to be run by another country.

**DAILY MAIL:** Read by the wives of the people who run the country.

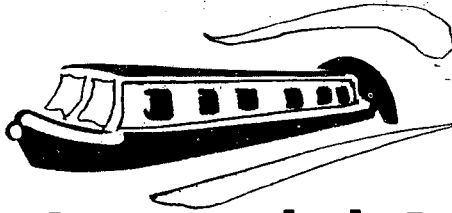
**FINANCIAL TIMES:** Read by the people who own the country.

**DAILY EXPRESS:** Read by the people who think the country ought to be run as it used to be run.

**DAILY TELEGRAPH:** Read by the people who still think it is.

**THE SUN:** Their readers don't care who runs the country providing she's got  
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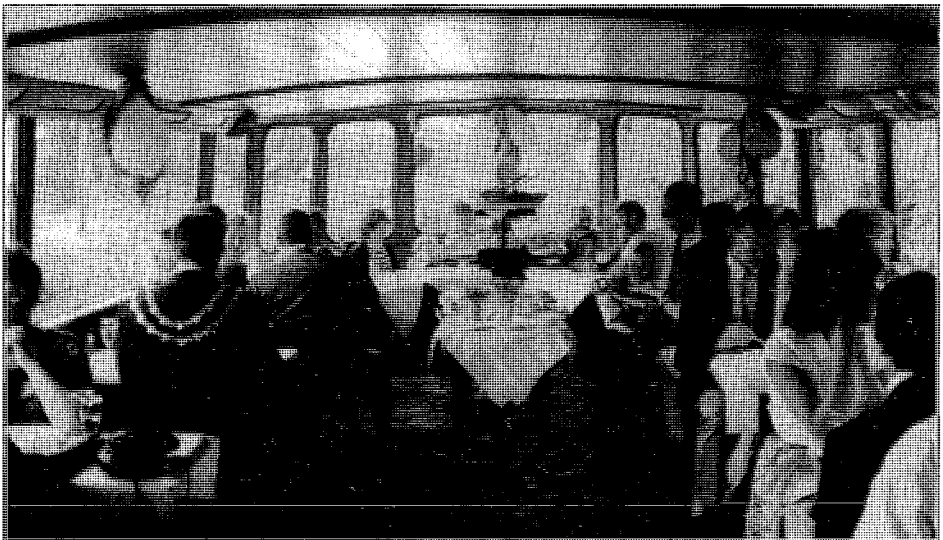
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***Distinguished Guests Invited to the Festival were treated to a Civic Cruise and Buffet aboard wide beam canal boat Calder Lady. Enjoying this splendid vessel were the following:-***

Viscount Lewisham	Festival Patron
Mr. & Mrs. Tom Megahy, M.E.P.	Yorkshire South West & Festival Press
Councillor T. O'Donovan	Mayor of Kirklees
Councillor & Mrs. R. Denyet	Mayor & Mayoress of Tameside
Mr. & Mrs. David Sumner	Chairman, Huddersfield Canal Society
Div. Commander & Mrs. Ron Shaw	West Yorkshire Fire Service
Supt. & Mrs. Allan Dobson	West Yorkshire Police
Mr. Gordon Warmby	BBC - Last of the Summer Wine
Councillor Les Preece & Son	Chairman, Kirklees MBC Canal Group
Mr. Ian Fullerton	Waterways Manager, Peak & Pennine Waterways
Mr. David Stevenson	National Chairman, I.W.A.
Mr. & Mrs. Ralph Thornton	Chairman, Thornton & Ross Ltd.
Mr. & Mrs. Henry Crowther	Man. Director, Elon Crowther & Sons Ltd.
Mr. & Mrs. K. Gibson & Family	Projects Officer, Huddersfield Canal Society
Mr. S. Sagar	Sagar Marine
Mrs. Franco	Schofield & Smith
Mr. Gerry Turner	Leisure & Tourism Officer, British Waterways, Leeds
Messrs. Midwood & Crosland	Ramsdens Landing Restaurant

***Escorts:-***

Mr. Ian France	Festival Chairman
Mr. Frank Smith	General Secretary, Huddersfield Canal Society



***Festival Guests enjoying the luxury of 'Calder Lady' Photo: Frank Smith***

## **TWO PINTS OF TETLEY'S AND A HOT BATH – thoughts of a Festival organiser**

"A pint of bitter please, Gerry."

OK, we did say that four people would be sufficient to dismantle and load the market stalls at Batley market, but wouldn't a few more make life easier?

"£1.02, please."

"Thanks."

This doesn't half taste good. It seems an age since I last drank some ale. Now where was I?

Oh yes, unloading those blasted stalls at the site. Great, we have increased our manpower by 50%. With six of us working they should soon be erected.

"Evening Dave. Had a good do?"

"Excellent, thanks. The weather was good but a trifle windy today. The rain kept away, thankfully."

Drat, we've forgotten an end-piece for the stalls. I hope nine will be sufficient. It should be, together with the tents and trestle tables.

What do you mean, Trevor? Which little man at the town hall wouldn't let you have the tables? They were booked and I was promised that they would be ready and waiting for us between 7 and 8 o'clock. He knew nothing about it? Let's wait until tomorrow so that I can ring up and sort it out.

"Another pint Gerry, please."

"Two mouthfuls, you must have been thirsty."

"I've been at it since 4 o'clock on Friday, and finished five minutes ago at 9.30. Yes, I'm thirsty!"

Now then, Trevor, have we time to pick up the marquee and chairs from Crosland Hill Scouts? Oh, and whilst we are at it, any chance of going to Marsden Scouts and them to Crosland Moor Scouts to borrow their tents? Yes I know, but if the tarmac had not been laid a couple of weeks ago we could still have used the two marquees we were due to borrow. However, we cannot hammer tent pegs into tarmac.

"Hello Stanley. Yes, great time, thanks. Yes we do raise some money but compared with the overall amount required it isn't much really. It is more of a public relations exercise. The aim is to raise the profile of the canal so that people are made aware that it will eventually re-open – with their help sooner rather than later."

Yes I know it is early Diane, but you would have thought that there would have been more than us two; sorry, three with Ben. But at six weeks he can hardly be expected to put a tent up. If you will sort out the traders on this side of the canal, I will go and tell people where to go on the Poly side.

Which trader doesn't like his site? – what's that tent doing where the caravans are supposed to go? – you cannot put your caravan there, we are keeping it clear for access to the new flats in the old warehouse – where is that roundabout? – the Duck Race tent hasn't turned up? – has anyone seen Trevor? Over there? Any chance of fetching the tables from the town hall? – sorry you cannot have more than one table – you paid for a market stall and you've only been allocated a tent? – thanks Diane – I

could murder a cup of coffee . . .

"Goodnight all, I know it's only quarter to ten but it is time for my bath."

Yes Diane, I hope we have more help in pulling everything down than we had erecting it all, but in the meantime let's enjoy the day.

What do you mean Trevor, not more hassles! Which stall-holder wants to move? Where to? I suppose so.

What do you mean, the roundabout is going? He has only just arrived.

"Hi Dave. You're home early, I haven't finished running your bath yet."

"I'm too shattered to stay for another drink."

I promise Rod, I will not mention the ducks. No, I will not report on the duck race. (Aren't 'in' jokes dreadful when you're an outsider? For a full explanation please read Diane's Festival Report)."Diane, may I please have some Horlicks when I have finished my bath?"

Phew, not much longer now. These market stalls seem twice as heavy as when we collected them on Friday. At least we only have to stack them in a yard. I wish we did not have to walk past that toilet on each journey – are all Batley's public conveniences this smelly?

Thank goodness we're on our way back to Huddersfield.

"Any chance of fetching me a clean towel, Diane?"

We can drop all the tents, chairs, and marquee at Crosland Hill, Trevor. I'll meet you there in ten minutes. What a day, and I still have to return my in-laws' caravan."Well I'm sorry Diane, but it was dark when I unloaded your Dad's caravan. It's not my fault I couldn't find Helen's nappy bag. It took me half a dozen attempts to reverse the blooming thing down their drive – they weren't in, you know. I wouldn't have managed at all if it hadn't been for their neighbour, Tony."

"Ahh, Horlicks!"

#### FOOTNOTE

*I am not trying to present myself as a martyr in this article. There were at least a dozen heroes taking stick in the name of HCS. Despite the usual "he didn't do this." "she didn't do that", the whole of the committee did a marvellous job, not only over the weekend but also throughout the previous twelve months. A particular mention must be given to Pete Rice – he was the only non-committee member to answer our call for help. We have ideas for next year, despite the 'never again' comments. Please will you respond with one hour's voluntary labour over the weekend?*

*Thanking you in anticipation,*

DAVE CALVERLEY.

### WATERWAY RECOVERY GROUP

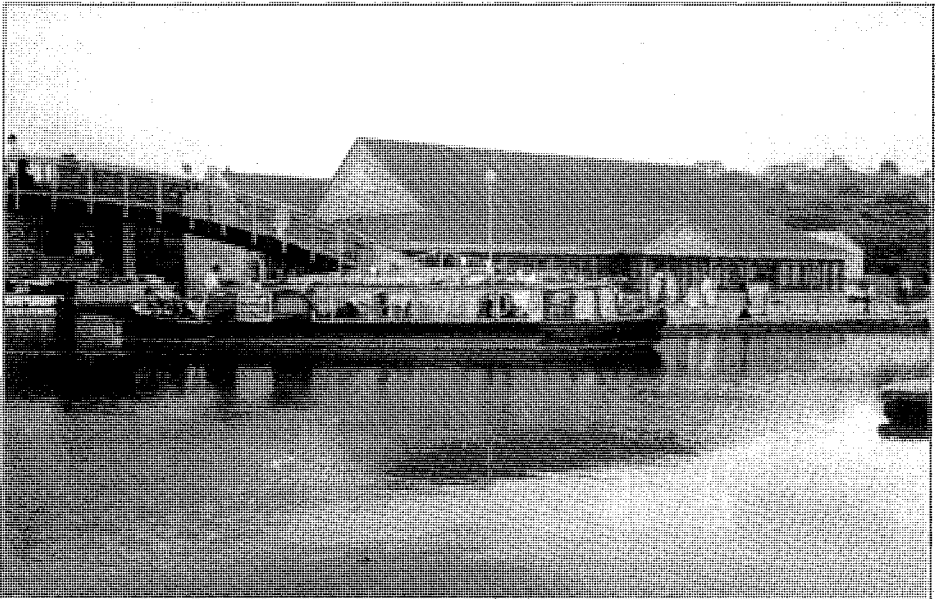
Mr. Martin Johnson of Leeds is setting up a W.R.G. based in the North East. This Group is aiming to make an impact on restoration schemes in their area, including the Huddersfield Narrow.

Anyone interested in helping over a weekend or at one of their work camps please contact Martin at this address:-

Mr. M.D. Johnson, 38 Wesley Garth, Beeson, Leeds 11.

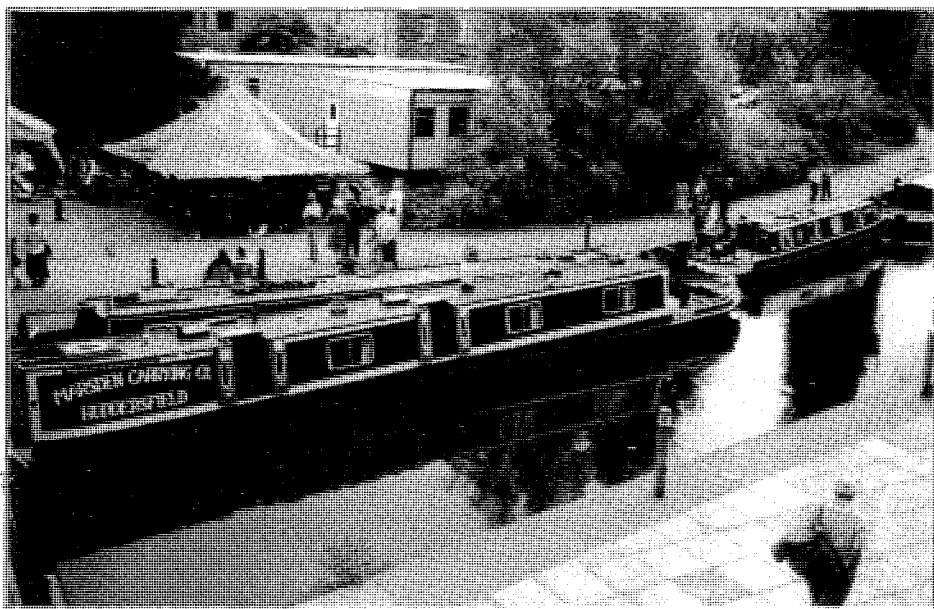


*Visiting boats near Lock 1E Photo: Diane Calverley*

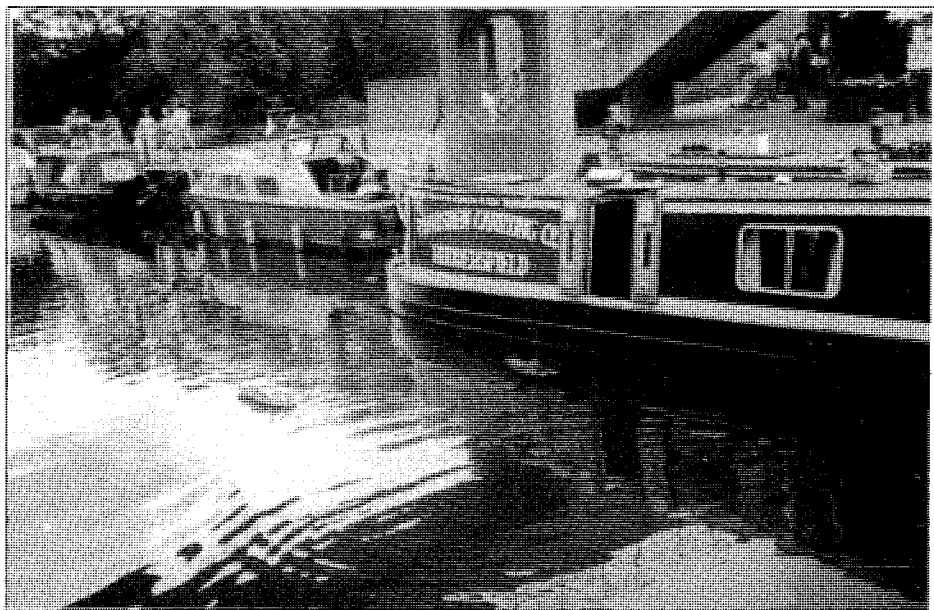


*VIP Launch "Calder Lady" approaching Ramsden's Landing Photo: Diane Calverley*





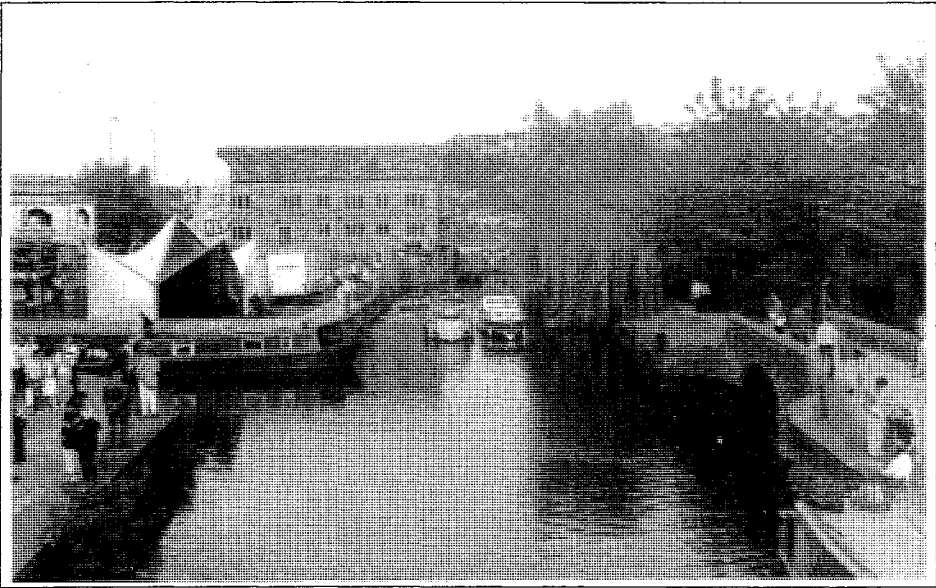
Visiting boats in front of Site B Photo: Diane Calverley



Big boats, little boats: Two contenders for the smallest boat competition Photo: Diane Calverley

MY WEEKEND started on Friday when I worked my old battle cruiser - sorry - battered cruiser, from Brighthouse onto the Hudds Broad single-handed. The readers who know the Broad will understand when I say that by the time I got to the Festival site at Hudds Poly I was pretty well . . . . . tired. So it was straight into the Wharf for a quick half (gallon) of Stones.

After lunch a quick wander round the site area revealed about four boats already arrived. When I'd found the crews and directed them to moorings I realised that the two complaints I'd be getting over the weekend were: lack of depth in the Poly Basin, and our decision to charge for the plaques. Having explained about 300 times over the weekend (well that is what it felt like), one quick word here should suffice: B.W. cannot get a dredger under Wakefield Road bridge - it's too low and too narrow for anything on this side of the hills! Their words, not mine! Oh well, after a general free for all putting up market stalls and greeting and getting a load of friendly cheek from the boaters, it was into the Flyboat for several bottles of Tetley's. An enjoyable evening enlightened by myself and another boater arguing who owned the scruffiest boat, then it was curry and bed.



*Ducks flocking to the wrong bank. Photo: Peter-John Rice*

Saturday morning dawned and here's where I made my biggest mistake of the weekend. I opened my boat canopy and was immediately spotted by our horrible - sorry, honourable, Festival chairman Ian, who greeted me with the words "Can you just . . . ." I was to dread those words over the weekend. What with putting up the P.A. system, helping with tents and stalls, humping bits around, greeting boats, changing broken grates and answering queries from visitors and stallholders, it was one o'clock when I finally got my breakfast - half a gallon of Tetley's. Afternoon came and with it the official opening. I wasn't particularly involved in that side of things, although I was asked to be there if only to talk to the VIPs.

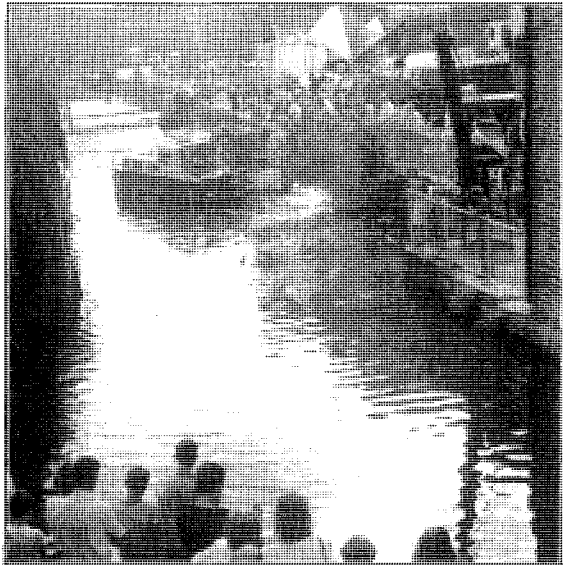
By the time evening came I was glad to go out for the evening, although disappointed to miss Mikron again. However, I was glad to see that good use was made of the marquees by the boaters, who had their barbeques under cover as rain threatened. More beer and curry in enjoyable company is always pleasant and the Saturday was no exception.

Sunday morning I kept a low profile until after breakfast, but it was inevitable that Mr. France found me, confound the little fella! However, there were more bodies on the Sunday so it wasn't as bad as the day before.

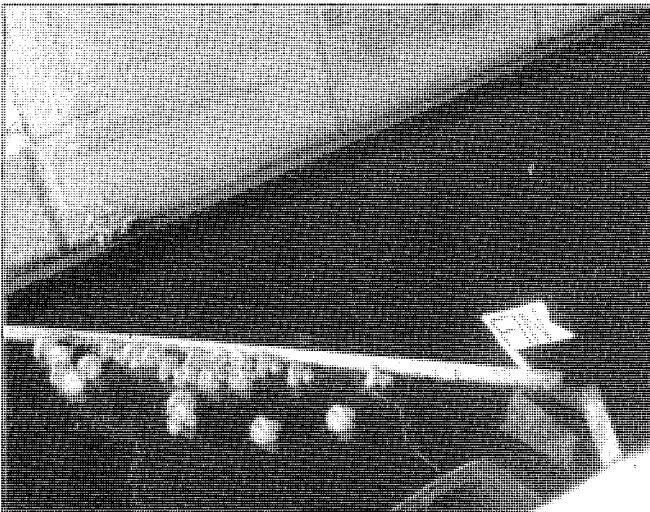
Until the blessed duck race! The idea was to drive the ducks down with a couple of fire hoses from an old fire pump. Unfortunately the chap didn't turn up so we used two boat engines instead. That was the intention anyway - but having got everything rigged up and the ducks in the water, the wind changed direction and to crown it all my boat engine stopped. I don't know what caused the biggest amusement, the ducks flowing upstream or a fat festival official jumping up and down shouting at them.

I tried to go home late Sunday and succeeded in going under Wakefield Road bridge before more engine trouble. Anyway, more Tetley's and even more curry. Finally got home Monday afternoon.

The 30-plus boats that came arrived from Sheffield, Rotherham, Skipton, Wakefield and places between. The furthest travelled was Sunny Morn from



*The Duck Race Persuaders Photo: Peter-John Rice*



*"I'll go through if you will." Photo: Peter-John Rice*

families having a day out. An hour's voluntary work would allow us to do the same. That particular weekend cost me three days' pay and a damaged outboard, and all I got was abuse from certain quarters.

Ah well, that's life, and if anyone out there is still speaking to me, I'll see you at next year's festival (or at Diggle).

Rotherham, and best decorated was Briarose from Battyford. There were four unusual boats at the Festival: (1) Sunnymorn - a 1930 Norfolk river launch. (2) Doreen - a 1924 Windermere launch, which also ran trips over the weekend. (3) Union Rose - an ex working boat, the hull of which is about 100 years old, and (4) Medina - a 42-year-old ship's lifeboat that also helped with the duck race. Thanks Edd and Maz.

This was my second and last festival as boat marshal. I cannot help but be annoyed that when we are rushing around doing several jobs at once, others in HCS tee shirts and sweaters can spend the weekend with their

ROD ALLEN

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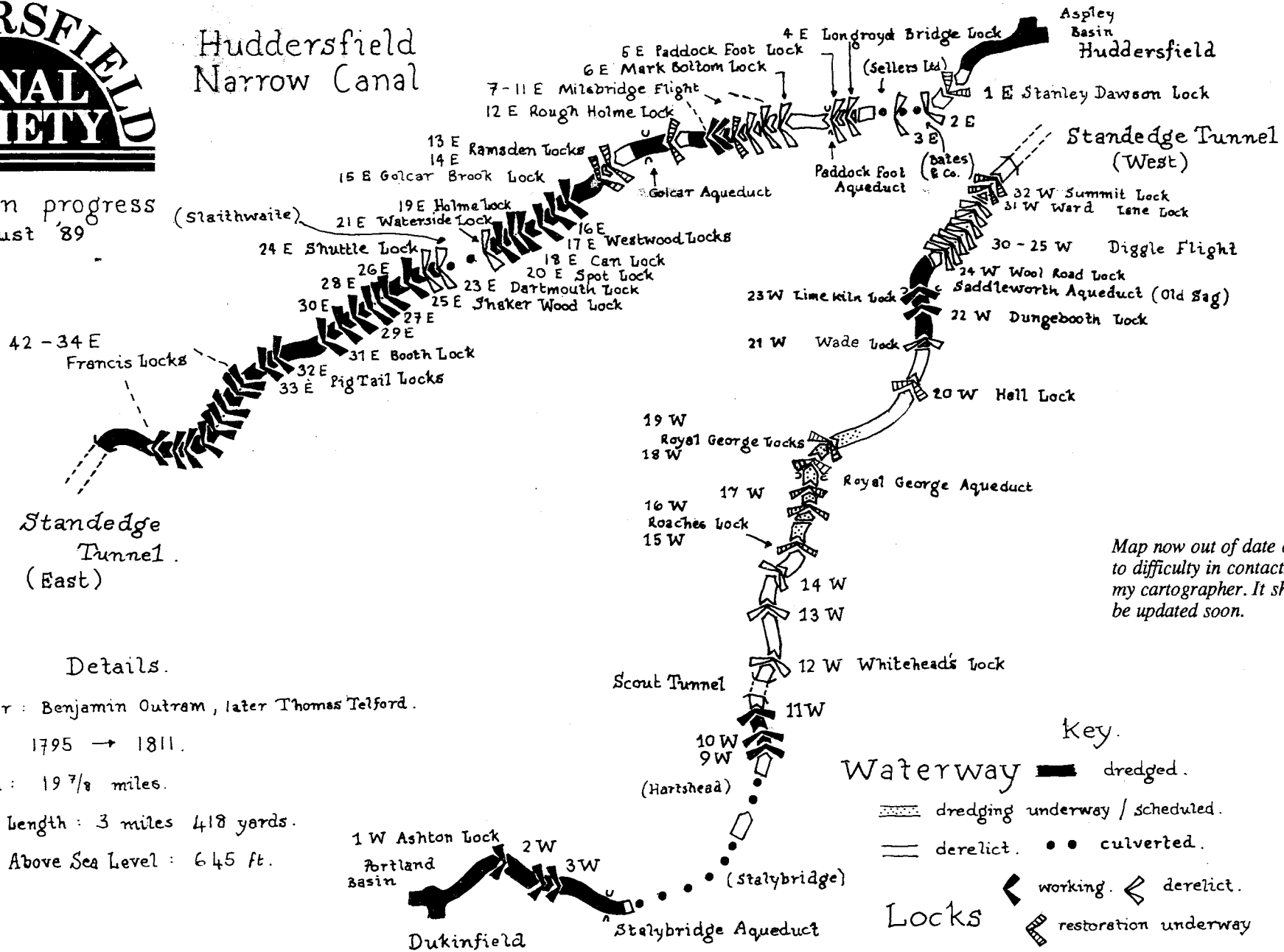
**If elected I/we agree to abide by the Memorandum and Articles of Association of the Company.**

To: Membership Secretary,  
Huddersfield Canal Society Limited  
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OL6 6LN.



restoration progress  
August '89

Huddersfield  
Narrow Canal



Standedge  
Tunnel  
(East)

Details.

Engineer : Benjamin Outram , later Thomas Telford .

Built : 1795 → 1811 .

Length : 19 7/8 miles .

Tunnel Length : 3 miles 418 yards .

Height Above Sea Level : 645 ft .

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

Key.

Waterway dredged .  
 dredging underway / scheduled .  
 derelict .    ● ● culverted .

Locks working . derelict .  
 restoration underway

a.f.

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" "	XXL	£9.45 + 50p p & p
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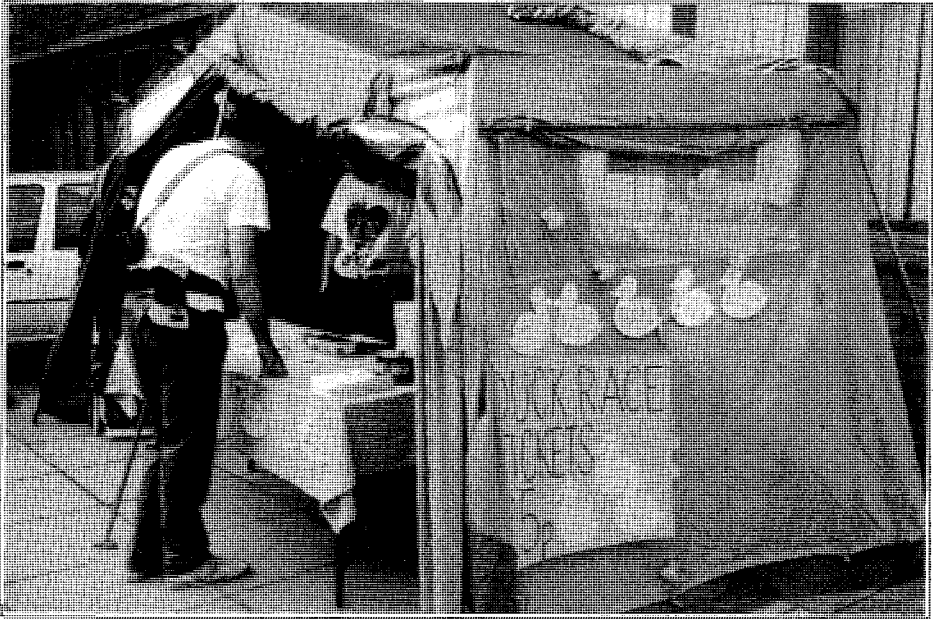




*Holmfirth Morris Dancers Photo: Diane Calverley*



*Visitors enjoying the Festival Photo: Frank Smith*



*Cor. luv a duck! Photo: Diane Calverley*



*Summer Wine's Wesley being offered a contract by Brockholes, even as the opening ceremony is taking place!! Photo: Diane Calverley*



*Peak & Pennine Waterway  
Manager Ian Fullerton getting  
some advice on canal tug  
engines from Wesley (Gordon  
Warmby).*

*Photo: Frank Smith*



*it's a good job Summer Wine's  
Wesley was a VIP!  
Gordon Warmby at his  
favourite pastime – tinkering  
with engines.*

*Photo: Dave Calverley*

*Opening Ceremony :  
Left to Right:  
Mayor & Mayoress  
of Tameside,  
David Sumner,  
Viscount Lewisham,  
Les Preece,  
Ian France,  
Mayor of Kirklees*

*Photo: Frank Smith*



*"Don't tell anybody,  
but I've found an old  
Loxley lozenge!"*

*Photo: Steve Quilter*

*One of the Chairman's  
more difficult jobs!  
Ian France and  
Miss Examiner  
(Maureen Wigton)  
pose for photographs.*

*Photo: Dave Calverley*



# STAND UP AND BE COUNTED!

Taking into account Family Memberships, there must be at least 2,000 people who can claim to be members of HCS. The last time we counted there were 9!

At August's joint meeting there were 9 of us to listen to the guest speaker from Manchester Transport Museum. Assuming that 50% of the membership lives away from the canal's catchment area and that 50% of the rest were on holiday, surely a joint meeting should reach double figures in attendance?

After discussions with David Sumner and Trevor Ellis we have put together 1991's programme with the aim of providing something for everyone with an interest in canals – and as a member of HCS this must include you!! Not only are there the customary monthly meetings held on an evening, but we have included Sunday get-togethers as well. Without going into detail, the evening meetings are of a more formal nature, concerned with canal restoration, canal life and canal art, etc. Sundays, on the other hand, give the opportunity for families, friends and relatives to enjoy canal-based visits and walks.

You will also note that the venue is being changed.

This is no disrespect to Ron at The Sair, who has been an excellent host to the Society (welcome back as a member, Ron). It is us being selfish! With two youngsters under the age of 2 and the problem of baby-sitters, we are being selfish. The Wheel is 20 yards away from our house in Golcar. Gerry, the landlord, has given us the use of the upstairs room – an excellent venue for both meetings and socials. On handpumps are Tetley bitter and mild, with various other keg beers (guess who are CAMRA members!)

The choice of evening, on the other hand, was reached after consultation with other regular attenders of meetings. Thursday was the popular choice. We shall start at 8.00 pm as before (for the sake of the guest speakers, please be prompt) on the 2nd Thursday of each month.

All we need is your support: support by attending those meetings which interest you; you will not be press-ganged into doing anything against your will. Passive members bring welcome public backing to the Society (we couldn't do without this massive show of confidence), but active members will ensure that achieving our goal (a through waterway) is accelerated.

Finally, if you have any comments or suggestions please do not hesitate to contact us.

DIANE AND DAVE CALVERLEY (0484 658889)

	<b>THURSDAY MEETING</b>	<b>SUNDAY MEETING</b>
January	10th Slide Presentation	
February	14th Report on Restoration	
March	14th Talk on boat-painting and/or rope-craft	24th Anderton Lift & Barton Swing Bridge
April	11th Inter-Society Quiz	21st Boat Trip – Leeds & Liverpool – Bingley 5-Rise
May	9th Talk of boat-building	19th Towpath walk - West side, return by boat
June	13th Barbecue	16th Towpath walk – Rochdale, return by boat
July	11th Towpath walk–Tunnel End	14th Boat Trip
August	8th Report on Restoration	18th Towpath Walk - East side, return by boat
September	12th Quiz Night – individuals/ pairs	15th Boat Trip
October	10th Slide presentation	13th Ellesmere Port and Boat Museum
November	14th Books, paintings and Photographs	T.B.A.
December	12th Family Party Night	T.B.A.



## COMMERCIAL CARRYING on the HUDDERSFIELD NARROW CANAL

*This article should have appeared in the last issue of Pennine Link, being pertinent to the Ashton Canals Festival. Somehow it escaped. I think it crept out of the folder when no-one was looking. Sorry Brian, but better late than never. Ed.*

The first commercial load for nearly 60 years was carried on the Huddersfield Narrow Canal on the Friday morning prior to the Ashton Canals Festival. The Stamford Group Mailbox International loan waste bins to the Festival Committee each year and, as their premises are just above Lock 3, it was felt that the collection should be by water, so Bill Holmes of the Ashton Packet Boat Company was contacted. He has just completed a superb renovation of the 70/80 year-old n.b. Joel.

As there is no winding hole on this newly-opened stretch of the HNC, the first problem was that progress up to the Stamford Group HQ had to be in reverse, so much of the muscle power of the lads from HCS Restoration Ltd. was enlisted to pull Joel. As they had all been involved in the actual restoration of this section, they enjoyed the chance to make their efforts worthwhile.

A nasty wind funnel just out of Whitelands Tunnel caused a further problem and we had a 70ft. narrowboat proceeding sideways up the 40 ft. wide canal for a short distance. Joel, being a dignified old man, looked a little disgruntled at this sort of treatment.

The bottom gate on Lock 2 caused another problem but, with a very experienced crew on board, the guys who actually rebuilt the lock operating the windlasses and advice from the substantial figure on British Waterways Lengthman Fred, who is based in Marsden and covers the whole of the narrow canal, the obstruction was located and cleared. A certain amount of silting has occurred above Lock 3 due to the lack of use and it was impossible to get close to the bank at our destination. However, a plank was soon secured and we were ready to receive the cargo.

Many surprised faces from the office windows watched the loading and then two directors arrived with the company photographer and part of the cargo had to be unloaded and then reloaded for his benefit. Fortunately, extruded plastic wastebins are very light!

Then off back to the Festival site with the sheets battened down and everyone on board. The locks behaved perfectly on the way back, the only trouble coming from that wind funnel out of Whitelands Tunnel. Leaving Lock 2, a plastic bag caught around the prop, and without power, Joel was blown towards the new factories on the canalside. Demolition of the old buildings had caused debris to fall into the canal at this point and British Waterways have not chased the culprits hard enough. The result was that the bow went well and truly aground. A spate of heavy pushing on poles and boathooks (and a certain amount of muted bad language) got us back under way in about ten minutes. From then on a clear run under the Asda Tunnel and back to the aqueduct to unload. A couple of boaters had to be told, quite firmly, that this was a working boat actually working and therefore took precedence over their pleasure!

The cost of this trip was calculated on the 1870 Scale of Charges. The cargo weighed well under a ton, but the Festival Committee felt that we should pay for the full ton and going through the three locks gave three lock/miles. The rate for miscellaneous cargo was 1/2d. per ton mile, so the Festival Secretary handed over three-ha'pence to Bill to pay for the trip. Comment from the Skipper was: "Another job I think I've lost money on."

BRIAN MINOR, Festivals Officer.

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## On the weekend of 8th-9th September the refurbished Tunnel End Cottages were re-opened.

"A fine example of partnership in action."

That was the description used by Coun. Tom O'Donovan when, with the Mayoress Mrs. Eileen O'Donovan, he officially reopened the completely refurbished Canal and Countryside Centre at Tunnel End, Marsden.

The event was linked with an HCS festival, the principal organiser being Publicity Officer and Marsden Moor National Trust Warden David Finnis. The general consensus of opinion about

the two-day event was that a good time was had by all, and it was money well spent.

Coun. O'Donovan praised HCS chairman David Sumner, who said that the venture was all about co-operation. (Pause here to explain that the £30,000 plus funding for the facelift has come from Kirklees Council, HCS, the National Trust, private sponsorship and the Countryside Commission).

David gave a potted history of what had been achieved in the restoration drive so far – it is nine years since the first constructive moves were made by HCS volunteers – and said that the re-opening campaign had also been a fine example of co-operation in action. Pam Whittaker of the National Trust added her appreciation of what has been achieved in making Tunnel End Cottages a much more interesting facility for the area.

The Centre, which has been attracting about 40,000 visitors a year, now has vastly superior facilities. Sue McBride, responsible for the re-vamped displays has, naturally, concentrated on the canal theme, linking the building and use of the Narrow Canal with the development of trade and industry in the Colne Valley.

There has been structural safety work and the addition of a multi-media audio visual room with a classroom and activity centre for the use of visiting school groups. There



*Designer of the new Centre Sue McBride deserved a free drink – but this is surely being too generous! And how did Kirklees Council Outdoors Amenities Chief Richard Brooker get in on the "booze and blooms" act?*

*Photo: Robert Carter*



Left to Right: Mrs. O'Donovan, Mayoress; Pam Whittaker; David Sumner; Tom O'Donovan, Mayor; David Finnis  
 The Mayor must be telling a cracker of a joke to get David Finnis in such a twist. Or is the HCS  
 Publicity Officer concentrating on avoiding an embarrassing accident? (Photo: Robert Carter)

is also a shop with helpful and well-informed staff. There is no doubt that the new-look centre will be a big attraction, both as a way of learning more about the canal era and the industrial history of the Colne Valley, and as a pleasant amenity.

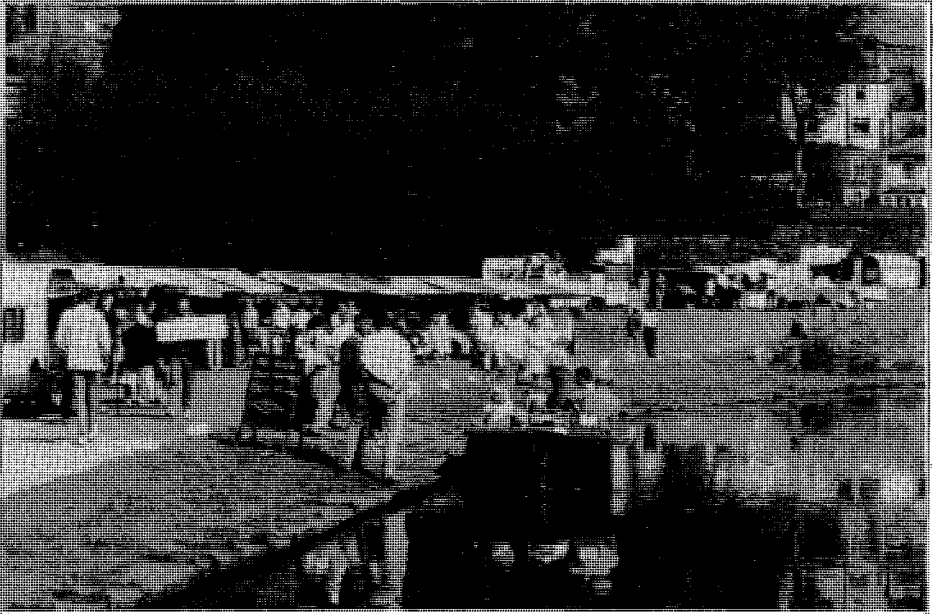
Countryside Officer Neil Windett said it was regretted by both the Council and the Canal Society that the Centre had had to be closed to the public for the work to be completed at the busiest time of the year – but there had been no option. Last winter emergency structural repairs had to be carried out instead of the planned refurbishment. And it was only recently that it had been possible to generate sufficient finance and commission a designer of high enough standard.

The opening ceremony saw VIP's cruising to Tunnel End from Lock 42E. British Waterways loaned a "flat bottomer" for the main party with the Mayor being given a sharp lesson in tiller steering by BW's Fred Carter, and HCS's Boat No. 2 was drafted in with Frank Smith at the outboard, to take overflow guests.

There were a host of entertaining events on both days, including musical performances, sculpture workshops, craft stalls and boat trips – a small fleet of pedalos had been brought in. Regrettably, of course, there were bolted, barred and locked gates across the mouth of Standedge Tunnel. But as chairman David Sumner said, one day in the not-too-distant future, Standedge will be open for all to enjoy!

ALEC RAMSDEN

DAVID FINNIS wishes to send special thanks to Paula Shaw for donating the rabbit at the 'Railway' pub, Saturday night, 8th September. It raised £20.00.



*Tunnel End celebrates: No. 2 takes on passengers at Tunnel End Photo: Frank Smith*



*Is this the BBC Gnome Service? Ian France is not for sale – he's for the Tunnel End garden. Photo: Frank Smith*

**P•E•N•N•I•N•E • L•I•N•K**

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THE SALES STAND has been out this year – you may have seen it about at one of the events we have attended. My thanks go mainly to Gay and Steve Quilter, who have done most of the journeying this year, and to all the rest who have helped in running the sales stall for me. All of you who managed to see us probably realise that we have a new caravan – in fact, two new caravans (or new to us). The one you will have seen most of the time is the little blue-painted one. The larger one was out at Ashton and is just a walk-in display caravan. We are still building up the display material inside and hope to have it full of information by next year.

The events attended this year have all been well supported. Gay and Steve started the year at Hebden Bridge on Bank Holiday weekend in May. This event has been reported on by Steve in a previous issue of Pennine Link, so I won't go on about it here (besides which, I don't know much about it as I wasn't there!). Gay and Steve took £260 during the three days.

The next two events were Sunday-only ones, and Frank and I did these (with a little help). The first was at Diggle School. We had a good day and the weather was super. Frank did a good P.R. job there and we took £39. The following Sunday we were at Huddersfield for the West Yorkshire Police Community Day. We huddled in the caravan for most of the day as it was a typical summer day – cold and raining! Although the weather was bad, we still managed to take £27.

The following weekend we were at Whaley Bridge Carnival with the Boat Festival organised by the Furness Vale Boat Club Members. Saturday was quite nice until the time for the procession through the village, when the heavens opened and we all got drowned! The Sunday was very quiet and rainy, but we took £62 during the weekend.

The next occasion was Ashton Canals Festival, where Dad had coerced me into the catering tent, so again I was not on the Sales Stand, but it was ably run by Gay, Eve Prugar and Jo Young, and my thanks go to them. Between them they managed to take £224 throughout the weekend.

The Oldham Summer Show was next, another two-day event, and one which I probably won't be attending again. This was the first time I have had to pay for a stall. We were sited in a very bad spot behind the flower marquee, so we had very few people actually walking past the stall. It was not very good as a P.R. event and we took only £28 during the two days.

The I.W.A. National Waterways Festival at Gloucester was next, on August Bank Holiday weekend. The weather was lovely and on the Sunday temperatures soared up into the 90s! Again we were sited in a bad spot, next to other canal societies in an offshoot of a side arm – so Well Done all those who found us! We only took £137 in the three days, so you can tell how few people we saw.

Kirklees Festival was the next weekend, and again the weather was fine (they always say that Yorkshire is God's county, but I've always doubted it!). Steve and Gay did the Saturday as I was working, but we were all there on the Sunday (and had our photo taken for the Huddersfield Examiner). We had a superb spot and took £221 over the two days.

Our next event was at Marsden for the Marsden Festival/Tunnel End Opening. Gay and Steve again held the fort on the Saturday and they were in Marsden Village. On Sunday we were all at Tunnel End; the sun again shone and the temperature reached the

seventies, making it an enjoyable event. There were many people visiting the Cottages for their re-opening and we took £122 over the weekend. I didn't manage to get into the Cottages to see the refurbishments, but the little I could see looked really good and I am looking forward to going back and seeing them when there are fewer people about.

So far this year we have 21 new members but, as we have one more event to attend – Burnley at the end of the month – I do not yet know the total amount of donations.

As you will realise from reading this report, we have been very busy this year, and we intend to be even busier next year. Of course, I can't do it all on my own, so this is where you come in. If you can help to run the stall, please contact either Jack Carr or myself (addresses and phone numbers inside front cover) and then we can get a rota of volunteers to help with events to go to, so if you know of any, please let Jack or me know. If you do wish to help but do not have a tow bar on your car, or do not wish to use your car to tow with, a society car will be available to tow the caravan to any events you are able to attend.

For those of you who peruse the sales list, you will notice a few alterations, the first being that we are now sold out (bar one or two) of the Huddersfield Towpath Guide. This book was published about nine or ten years ago and, as so much of the canal is now restored, it is quite a historic piece of writing. The other important alteration is due to matters beyond my control, and is unfortunately a price rise. As from November, I am afraid all tee shirts and sweatshirts are going up in price. This is the first price rise of these items since I took over from Jean in 1987, so I'm sure you won't think too badly of us!

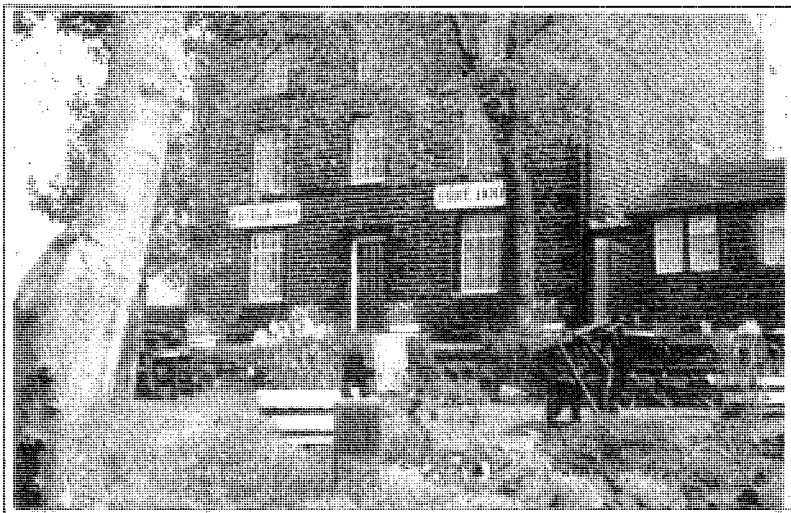
That's about all for the sales report for now (thank goodness, I can hear you sigh!), but I'm quite busy at home and don't get much time for writing any more. Don't forget to let Jack or myself know if you can help us on the sales stand next year!

FIONA TEWSON



*Fiona at IWA Festival in Gloucester, with your editor lending a little support. Photo: Steve Quilter*

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or write to

The Diggle Hotel, Dig Lea Hamlet, Diggle, Nr. Oldham, OL3 5JZ.

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TUNNEL END CENTRE



TUNNEL END CANAL &  
COUNTRYSIDE CENTRE

Waters Road,  
Marsden, West Yorkshire  
HD7 6NQ  
Tel: Huddersfield 846062

*Opening Hours (Winter – starting end October):-*

Tuesday:	2.00 – 4.00
Wednesday & Thursday:	11.00 – 1.00
	2.00 – 4.00
Saturday & Sunday:	10.30 – 4.00

**Bonfire  
Night**

A bonfire party is being arranged at Tunnel End on Friday, 2nd November, commencing at 7.30 pm, with pie and peas available during the evening at Tunnel End Inn. For further details contact Mike O'Rourke at Tunnel End (0484 846062).

Advance notice of a 'Golden Oldie Party Night' with 'Classic Gold' DJ and HCS member Peter Fairhead will be held at Colne Valley Leisure Centre, Slaithwaite, on Saturday, 1st December 1990 from 7.30 pm. The cost will be a mere £3.50 per ticket (in advance; £4.00 at the door), and includes a pie & peas supper. Tickets are available from the HCS office in Ashton, and from Tunnel End Canal & Countryside Centre (telephone numbers 061-339 1332 & 0484 846062 respectively). *Make it a night to remember and help raise much-needed funds for HCS.*

Further information available from David Finnis on 0484 847016.

**Classic  
Gold Night**

**DELOG** Manufacturing  
Company  
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Springfield Mills  
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## TUNNEL END CANAL & COUNTRYSIDE CENTRE



### OPENING TIMES

Tue: 2 pm - 4 pm  
Wed. & Thu: 11 am - 1 pm & 2 pm - 4 pm  
Sat. & Sun: 10.30 am - 4 pm.

For details of activities, etc.

Tel: HUDDERSFIELD 846062

### ADVERTISING RATES

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

### NEXT PRESS DATE

Articles, letters, etc., for the  
January/February issue of  
Pennine Link should reach  
the Editor by 7th December

# MIDDLEWICH NARROWBOATS

(WILLOW WREN KEARNS LTD.)  
CANAL TERRACE  
MIDDLEWICH, CHESHIRE, CW10 9BD

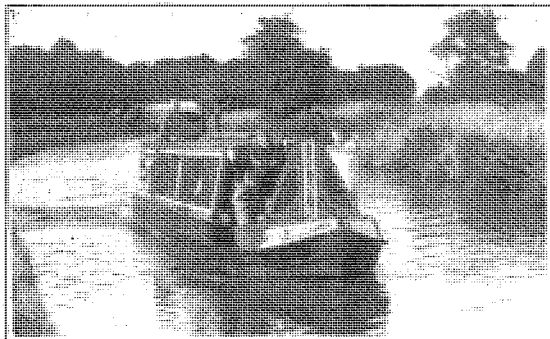
One day the Huddersfield Narrow will be restored and boating enthusiasts will flock to it. Until then, sample the delights of the rest of the area's canals by starting from Middlewich, the hub of the North West system - all the canals are within one week's cruise.

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BOATS, 4 - 12 BERTH,  
SOME WITH FULLY FITTED  
BOATMAN'S CABINS (CROSS  
BED, DROP TABLE, ETC.).  
THEY HAVE ENCLOSED  
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**060 684 2460**



"THE BOATER'S HIRE BASE"

## THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

1833 Mr. &amp; Mrs. C.R. Grant &amp; Family, [REDACTED]

1834 Mr. &amp; Mrs. P.D. Wilson, [REDACTED]

1835 Terence &amp; Doreen Travis, [REDACTED]

1836 Peter Cedric St.Clair Bartlett, [REDACTED]

1837 Colin &amp; Anne Margaret Royle, [REDACTED]

1838 Keith &amp; Jill Noble, [REDACTED]

1839 Keith Sharples, [REDACTED]

1840 Mr. Keith Betts, [REDACTED]

1841 Elizabeth &amp; Tony Witt, [REDACTED]

1842 Mr. J.S. Harwood, [REDACTED]

1843 Neil &amp; Dianne Thompson, [REDACTED]

1845 Pauline &amp; David Crompton, [REDACTED]

1846 J.E. Childs &amp; V. Ingham, [REDACTED]

1847 Ronald Crabtree &amp; Family, [REDACTED]

1848 P. Midgeley, [REDACTED]

1849 Brian &amp; Susan Badminton, [REDACTED]

Dear Mr. Ogborn,

Thank you again for sending us Pennine Link, your very fine journal. We are sorry we have not sent our journal in reciprocation for some time. I have been in hospital and have had a total of four operations, but I expect to get out an Easterling very shortly.

Do bear with us as we are extremely interested in the wonderful work you are doing. The tunnel edition was excellent, since I went through with Robert Aickman in 1948 and I know your problems.

I was a qualified engineer employed on outside contracts and some inside with Firth Brown of Sheffield, and I knew the North well, though I was born down here, the son of a Norfolk farmer!

Kindest regards to everyone,

Yours sincerely,

L.A. EDWARDS

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The HCS Sales Caravan at Gloucester with your highly steaming editor assisting Fiona Photo: Steve Quilter

**SPECIAL EVENTS - 1990****EAST SIDE****WEST SIDE**

Wednesday  
10th October

Joint East/West Meeting, "The Sair", Linthwaite, Huddersfield  
Lecture: "The Anderton Boat Lift"  
Peter Smith, Anderton Boat Lift Trust

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: "Belgian Canal Lifts, Old and New" -Trevor Ellis

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**