



# Pennine **LINK**

No. 103

Autumn 1992



CANAL & RIVERBOAT  
TOM ROLT AWARD  
1991 - 1992

PRESENTED TO

**Alwyn Ogborn**

EDITOR OF

"PENNINE LINK"

THE HOUSE MAGAZINE  
OF THE

HUDDERSFIELD CANAL SOCIETY LTD.

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THE festival season almost over - shame - but I am sure a good time was had by all. Reports and pictures feature in this issue and it is a great pity that we haven't the space to print all the photographs submitted. The only HCS event left in the 1992 calendar (at the time of writing) is the Toepath Walk on October 4th. Even though this year's events are passed, the various committees are gearing up for the 1993 festivals with the intention of keeping the Society in the public eye.

On the social front, it is sad that Dave and Diane Calverley have decided to give up organising talks, trips and barbeques etc. It would appear that the people most likely to attend these functions are already involved with other Society activities and have no more time to spare.

The two slipways are now officially open and awaiting eager trailboaters. It will be very encouraging for the restoration effort if boats are seen on restored stretches. With a bit of luck, next year should see at least one trailboat rally.

Restoration is once more on the move, with Derelict Land Grant money starting to trickle through and dredging work under way at Mossley. Other DLG applications have been submitted and look very promising, but I can only report on those when something positive is known. In the meantime, I hope you enjoy the contents of this issue and wait patiently for news of progress.

Alwyn Ogborn

*Due to personal commitments and below expected attendances at the East side Social meetings, we have reluctantly decided not to organise any more special events or guest speakers. Normal 'get together' socials will still be held at The Wheel, Golcar on the dates advertised.*

*We will be pleased to meet for a chat with members and non-members alike and maybe have some suggestions for the future of the social aspect of our Canal Society.*

*Dave & Diane Calverley*

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I am pleased to report that our first Derelict Land Grant (DLG) funded dredging programme is now under way in Mossley. Approvals by the Department of Environment of new initiatives should follow rapidly and I am pleased by the total unanimity shown by the Consortium in pushing the pace of restoration plans. I am sure that the Department will react favourably and with equal speed.

Pressure groups like ours depend to a great extent on goodwill and support from the public, our own members, colleagues and celebrities. David Essex, David Bellamy and Thora Hird all actively support our cause. We now have a new star and member 2000, Mr Bill Owen, better known as Compo in Last of the Summer Wine. Did anyone see him in a recent rerun of 'Whatever Happened to the Likely Lads' as Bob's prospective father-in-law? His visit to the canal in June was a super Ramsden publicity event securing coverage in colour in the Yorkshire Post. Welcome Bill.

Councillor J.G. Brierley of Tameside is the new Chairman of the Huddersfield Narrow Canal Joint Committee. I have known Jeff for nearly twenty years and his enthusiasm and friendship is much valued. We hope to see big strides forward in restoration during his year of office and it is appropriate that dredging works under DLG should start in his 'patch' - Mossley. Best wishes Jeff.

Many members contributions towards the restoration scheme have largely been unsung. Dr Robin Witter has been a member since the early days. His colour transparencies of Standedge Tunnel are legion, taken by flashlight from a canoe in the 1970's. We are very grateful for the loan of his boats over the years and particularly with his latest contribution - the first boat to test, open and carry dignitaries at Uppermill using the new slipway.

The official opening of the Saddleworth Slipway took place in August. The trial run in June was a delight and Robin's twenty foot launch 'Intermezzo' surprised many tourists in the Saddleworth Museum basin. Thank you Robin. You will no doubt wish to be the first to through navigate the Huddersfield Narrow.

The opening of the Slaithwaite Slipway also took place in August. Small boats are now able to cruise 'inland' parts of our canal and I urge all members with suitable trailable boats to use the new facilities.

Congratulations to Vince Willey and his team for another successful Tameside Canals Festival. I was particularly pleased to entertain members of the three riparian local authorities at what must now be one of the biggest, if not the biggest, regional canal festival. The Huddersfield Festival followed the IWA National at Wakefield and the Summer will end with the annual Eastside Toepath Walk on October 4th.

David Sumner  
Chairman

Two history making events will, hopefully, mean more boats using the Narrow Canal on both sides of the Pennines.

For inside a week, new, specially designed slipways were opened at Uppermill and Slaithwaite, and there is an open invitation to the country's owners of trailable boats to 'come and test our waters'.

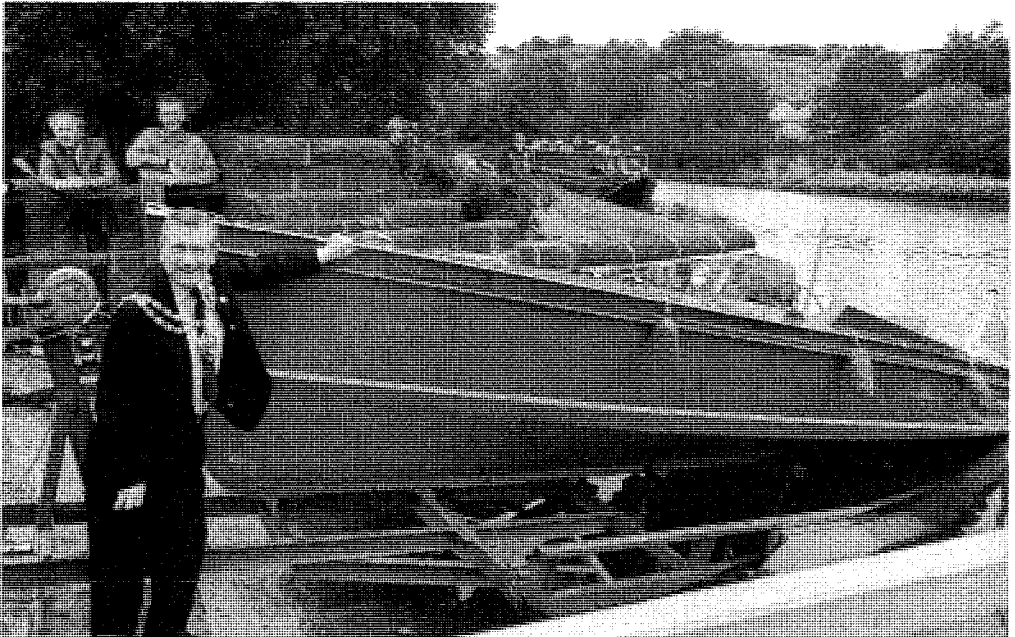
The first slipway to be brought into use is at Wool Road Basin, Uppermill, with the construction work having been carried out by employees of HCS Restoration Ltd., and participants on Pathway, the Government's Employment Action scheme.

The slipway, built to stiff Inland Waterways Association specifications, is capable of accommodating boats of up to 26 feet in length. The work was jointly funded by HCS and the Civic Trust/UK 2000, Liverpool.

Official opening was by Councillor Norman Bennett, Mayor of Oldham, who referred to the importance of the event in the drive to re-open the Narrow Canal and pledged continuing support by Oldham Council.

Present, to see 'Intermezzo' a 25ft wooden slipper launch, slide smoothly into the water, were representatives of Tameside, Oldham and Kirklees Council, British Waterways and HCS - Narrow Canal Joint Committee, partners in the restoration campaign.

Intermezzo is owned by HCS member and canal enthusiast, Robin Witter, who took officials for a short trip round Wool Road Basin before the boat, built on the Thames in 1964, was brought out of the water.



Councillor Norman Bennett, Mayor of Oldham, lends a hand to the launch of 'Intermezzo' at the official opening of the slipway at Uppermill. Photo: R.Gough



The Mayor and Mayoress of Kirklees cruising down the 'cut' after the slipway opening at Slaithwaite. Photo: Huddersfield Examiner

A week later, the civic head of Kirklees, Councillor David Wright, was in slipway opening action at Slaithwaite, near Upper Mills at Lock 24E which, hopefully, will soon be restored to give access to the town.

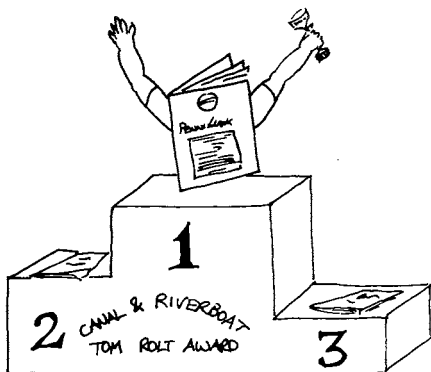
Councillor Wright, together with the Mayoress, wife Phyllis, cut the ceremonial ribbon and then took a short trip on the canal in a borrowed day boat which had been launched. The outboard motor was in awkward mood, cut out and refused to restart and the civic pair had to be 'bow-hauled' back to the lock.

The Mayor referred to the historic importance of the Narrow Canal as part of the area's heritage, and there was a fair crowd of people present to hear the Director of the Colne Valley Trust, Brenda Hanaffi, stress how the slipway could open up leisure and recreational opportunities on the canal. It would also, she said, serve as a catalyst for canalside developments.

Once again officials from the Narrow Canal Joint Committee were out in force for the slipway opening. Car parking has also been provided and the work has been funded by the Civic Trust/UK2000, the Rural Development Commission, HCS and the Environment initiative section of Kirklees Council.

As HCS Chairman David Sumner said, the slipways had been provided as public facilities, and the hope was that boat owners, from all parts of the country, would use them. The opening of the slipways illustrated the widespread dedication to restoration and re-opening of an historic canal which had a lot to offer.

Keys to the slipway gate at Uppermill will be available from the Brownhills Visitor Centre, and trail boat owners wanting to use the Slaithwaite slipway, should contact the Colne Valley Trust at 21a Carr Lane, Slaithwaite. Tel: 0484 847790.

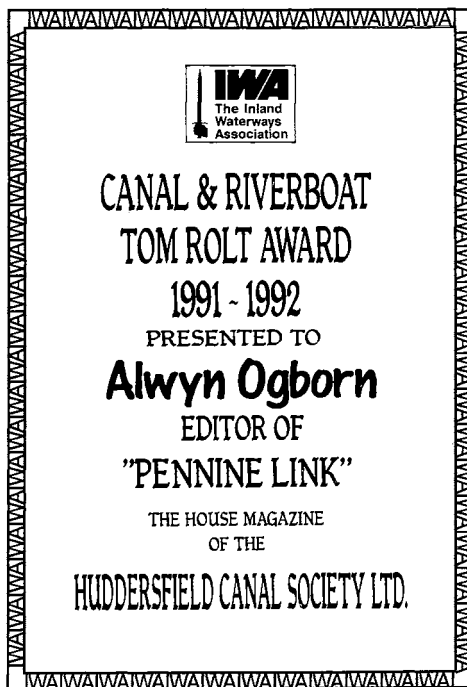


## THE CANAL AND RIVERBOAT TOM ROLT AWARD

Pennine Link has been voted the best Canal Society Magazine in 1992 by the I.W.A. National Awards judges.

As Editor, I am highly delighted and of course take the limelight for its success, but I would like to stress that it is a team effort and the Society as a whole is the winner. I would like to thank all our regular contributors, who generally leave me little to do as far as alterations and corrections are concerned. Also a big thank you to Bob Gough at the H.C.S. office whose typesetting and interpretive skills have made it all possible.

Alwyn Ogborn



## CALLS FOR PAST PENNINE LINKS .....

Christine Hamilton, a Marsden Shuttle crew member, is looking for a copy of Pennine Link 100. If you have a copy you wish to discard, please contact Christine at 2 Leaf Street, Lees Haworth, BD22 9EU; she will be very pleased to hear from you.

Naturally she is keen to have a memento of the launching of the 'Shuttle'  
- David Essex is something of a bonus!

On the subject of back issues, the office in Ashton has been reviewing its reference collection of Pennine Links and finds that it is missing Issues 3 & 4. If anyone has a copy of these archive editions we would like to make photocopies to complete our collection. Rest assured the originals would be returned safe and sound.

Please contact Dr Bob Gough at Ashton if you can help.



**Pennine** *LINK*

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ENCOURAGING comments on future developments on the Narrow Canal restoration scheme came from Tameside's Councillor Jeff Brierley, when he was elected Chairman of the Huddersfield Canal Joint Committee.

That, to those not in the know, is the august body consisting of representatives from Tameside, Oldham and Kirklees Councils, British Waterways and HCS, which oversees the restoration drive.

Forecasting that progress would move forward in leaps and bounds during his year of office, Councillor Brierley said "There are many exciting developments in the pipeline on both sides of the Pennines."

Highlighting future developments, Councillor Brierley said that one of the most important schemes would be the Staley Wharf Project at Stalybridge - certainly one of his 'pet' projects - which would allow boats to cruise into the town, with major benefits for the whole area.

"We now have a clear cut study on how this can be achieved and my hope is that difficulties will be ironed out, finance will be made available and this vital part of the restoration jigsaw will soon be slotted into place," said Councillor Brierley.

But the Staley Wharf Scheme was not the only one which had been progressed. There was now an important engineering study on how the fabulous Standedge Tunnel could be opened up for public cruise boats - and at considerably less cost than originally forecast.

Such a move would both illustrate the importance of the Huddersfield Narrow Scheme and, hopefully, raise finance for the restoration drive, said Councillor Brierley. Also on the Lancashire section of the Canal a visitor centre was on the cards for Whitelands Road.

Councillor Brierley said it was hoped that more craft would soon be using restored stretches of the Canal, with the provision of slipways for the launching of trail boats. "That of course is the prime intention - to turn this historic Canal into a popular cruiseway. But that will also mean the creation of jobs and a pleasant leisure amenity for many others whose interests do not include boating."

He was hopeful that large slices of money for restoration work would come from the Government's Derelict Land Grant Scheme. "We have already persuaded the powers that be that many of the tasks to be performed qualify for such help. Hopefully we shall be successful with more bids" he said.

Already well over half the 'bread and butter' work of towpath and lock restoration had been completed. But there were major obstructions which had to be tackled. "We are, however, on target for a completion date of the turn of the century - perhaps before" said Councillor Brierley.

He took over the Chairmanship from Councillor John Crowther (Oldham), and Councillor George Speight (Kirklees), was elected Deputy Chairman.

Alec Ramsden  
Press Officer



THE most important news on the restoration front for a long time! The first major Derelict Land Grant (DLG) application has been approved by the Department of the Environment. This is significant not just as setting a precedent for other approvals that we hope will follow, but as the first UK Government grant directly towards the restoration of the canal. Although we have already received European money for restoration (about £250,000) and considerably more Central Government funding, up to now that has been related to Special Employment Schemes, or the Special Grant we received when Frank Smith and Mike Thompson were first appointed.

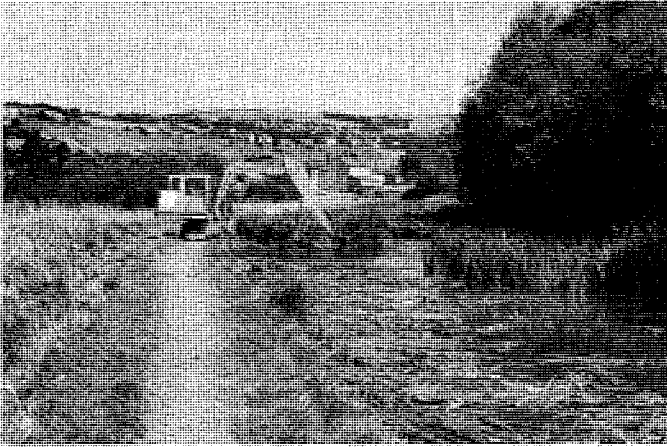
Major restoration work has been delayed for some time in anticipation of this momentous step. So again we should soon be seeing fairly rapid progress on the canal. The first approval covers the dredging work between Lock 13W and Division Bridge. Because 100% of eligible costs are grant aided for Local Authority schemes, it has been agreed that DLG applications will be submitted by the Local Authorities. As a result, although the work is being carried out by the Society's Restoration Company using, for the first time, hired British Waterways plant, rather than our own much slower dredger, we are now working under contract to Tameside Council. The Canal through Tameside is a Site of Special Scientific Interest (SSSI) and, although one hears of the difficulties caused by the potential conflict between ecological interests and restoration in other places, that has not been our experience. Dredging profiles have been agreed with English Nature (formerly the Nature Conservancy Council) to ensure a workable compromise between the needs of navigation and nature conservation. When dredging here is completed, it is intended that the dredging fleet will cross the boundary between Tameside and Oldham. Oldham Council are anticipating approval of DLG to continue funding the work.

Within this same time period, Oldham Council are also hoping to submit DLG applications for the reconstruction of bridges in the Saddleworth area, Mann's Wharf being the first. In view of the uncertainties over the future of DLG (see below), Oldham are hoping to bring their submission dates for all four bridges forward - which is very good news.

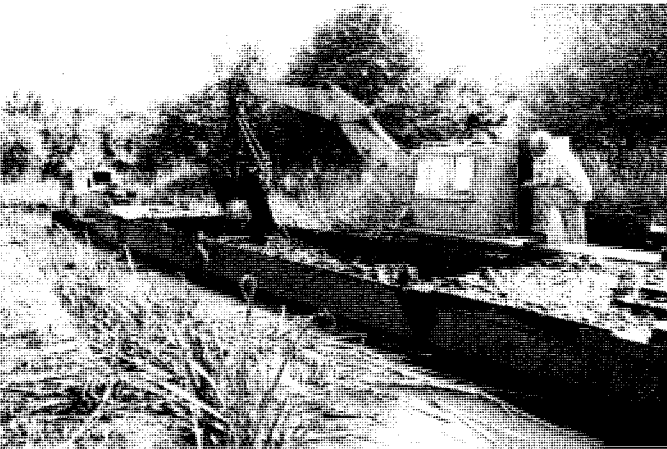
Approaching the site .... the towpath from Lock 14W to Roaches Lock (15W) has been temporarily closed whilst dredging work is carried out. The public are diverted along the old railway line. Site Manager, John McLoughlin is seen discussing the days work with discharge crane operator Colin Fletcher.



Photo: R.Gough



**LEFT: Clearing a path ....**  
Using a land-based machine, a preliminary channel is cut along the silted canal. This provides limited, but useful, access for the spud dredger and mud hoppers to begin the task of removing almost three quarters of a century's worth of accumulations.

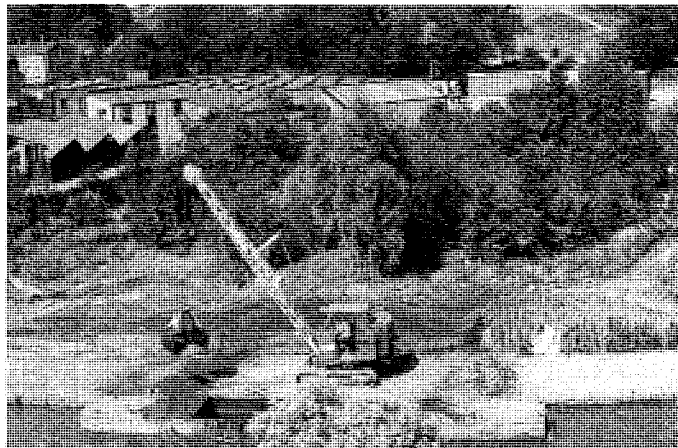


**ABOVE: Steady as she goes ....**  
'Pathway' participant Dave Wilson keeps a careful eye on the loading of the mud hopper - a uniform level is vital to keep the hopper on an even keel and prevent the possibility of it being swamped with canal water when fully laden.



**ABOVE: Qualifications galore ....**  
Restoration Chairman Keith Gibson congratulates Malcolm Braddock and members of the dredging team on achieving their Certificates of Competence and Safe Working Practices.

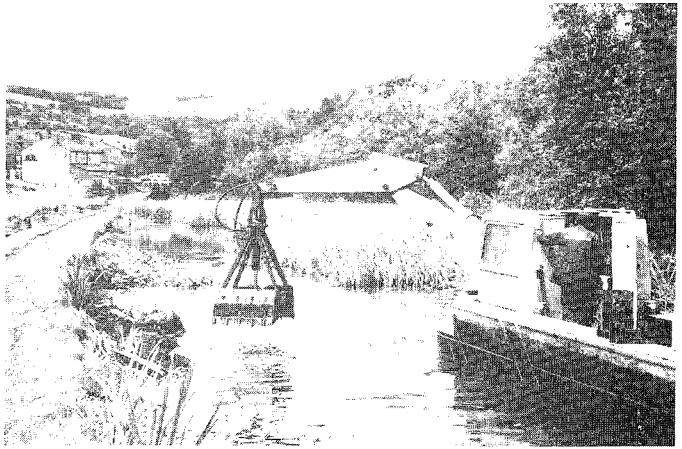
**RIGHT: Unloading the dredgings ....**  
Once moored up alongside the tip site, the mud hoppers are emptied using a discharge crane. The site occupies a triangle of land between the canal and the River Tame and has a history of being the repository of canal dredgings.



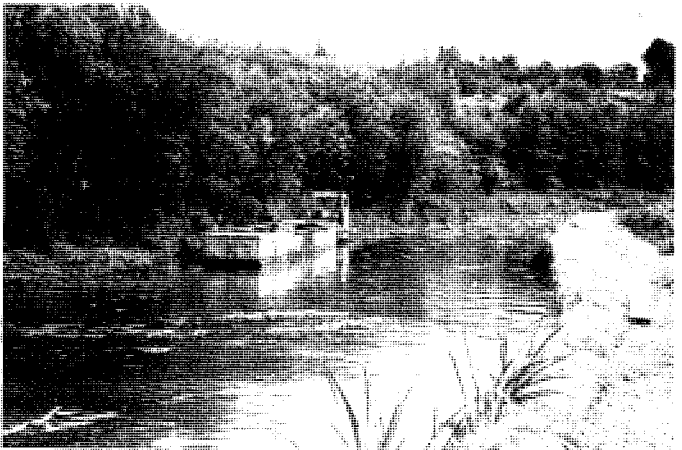
# DREDGING AT MOSSLEY

RIGHT: The 'spudleg' in action

.....  
Apart from being faster than the Society's dredger, the spudleg, on hire from British Waterways, is far more controllable, cutting an accurate channel for navigation whilst preserving the marginal vegetation.



(Left to right: B. Hartley, A. Sharp, K. Williams, K. Gibson, M. Braddock, C. Fletcher)



ABOVE: Off to the tip site ....  
When full, the hopper is pushed to the dredging site by the tug coupled at the far end - Brian ('Geordie') Hartley, another participant, skips the tug and has become skilled in manoeuvring these 35 ton loads.



LEFT: Dredging breaks for tea ....  
'Pathway' participants Dennis Ravenscroft, Tony Marlow and Dave Wilson enjoy a well-earned brew. The Society's involvement in the Government's Employment Action scheme provides the opportunity for the unemployed to enjoy the camaraderie of working on a really worthwhile project.

Photos: R.Gough, S.Whitby

Work is, in fact, progressing in all three Districts towards future DLG submissions which, if approved, will see the majority of the canal restored. Perhaps the best news concerns Standedge Tunnel. You may recall that following the Ove Arup engineering consultants report on the state of the Tunnel that the Society commissioned on behalf of the Joint Committee, British Waterways are already budgeting to spend between £300,000 and £400,000 in 1993/4 to maintain the water channel. BW have now very quickly prepared a brief for a further engineering work study required to look at the various vertical shafts remaining since the Tunnel was constructed, and the ventilation requirements for navigation. Following a meeting between British Waterways, the Local Authorities, Department of the Environment staff from both North West and Yorkshire & Humberside Regional offices, and Mike Thompson representing the Society, it was agreed that Oldham Council would apply for DLG to cover this study. The application has been submitted and pre-tender approval has been given very quickly indeed. We hope the contract for this work can be drawn up equally quickly and engineering consultants appointed with a view to completion of the study by the end of the year. The next major step will then be the drawing up of a full Tunnel repair tender for submission to the DoE for approval. Keep your fingers crossed that all goes well and there are no major changes to DLG rules in the meantime.

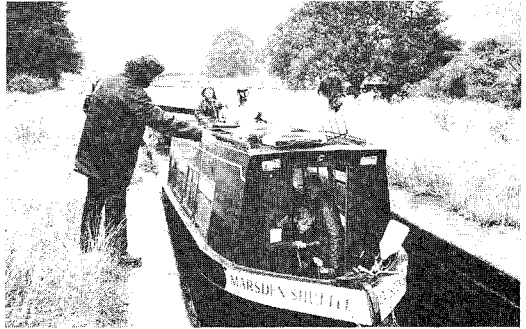
In the last Issue, I mentioned the enthusiasm of Malcolm Stakes, British Waterways Mining Engineer, for the Standedge Tunnel project. Unfortunately, since the previous edition, Malcolm has decided to take early retirement. I would like to thank him for all his support to the Society, and hope that his invaluable knowledge and experience can still be utilised as investigations into the Tunnel's restoration continues.

Whilst on the subject of names and personalities, a little thank you (in fact a large thank you!) would not go amiss at this point to all of the staff of the Local Authorities, The DoE, and British Waterways for their support towards DLG approvals.

What was I saying about changes to DLG? The answer is that we don't know yet. The Government has issued a Consultation Paper setting out their plans for an Urban Regeneration Agency which, amongst other things, is expected to take over the DLG programme. Lord Walker (formerly Peter Walker) is expected to be appointed as Chairman of the new Agency. Our fears relate to the key role of the Agency in bringing derelict land back into use. In other words, the Agency could see its main task being to enable development led regeneration to take place. The most recent changes to DLG (under which canal restoration became eligible for grant) had moved away from the earlier emphasis on development and recognised the importance of environment improvement as a catalyst for economic regeneration. The Consultation Paper, as perhaps might be expected at this early stage, raises more questions than it answers from our point of view. Whether the new Agency will view the DLG regime in quite the same way, or accept that the approval of DLG under the present rules sets a precedent for future approvals on the canal, remains to be seen.

Keith Gibson  
Chairman, Construction Group

At 3pm on a damp July day we set off in the Marsden Shuttle down the Colne Valley heading for Slaithwaite. The weather was considered to be pretty average for the area and the reason for the journey was to run boat trips at 'Slawit's bit of a do' on Saturday 4th July.



Plenty of crew turned up for the trip including Bob Maycock, John Sully and his wife, Alan Pollitt, John Maynard and his grandson Craig, Andy Beck with two children plus Steve Squires and Christine Hamilton.

After an initial hiccup at Lock 42E, where one bottom gate refuses to sit fully into the recess and jams the boat, we were off. After this, the Shuttle turned into a floating coffee lounge, but with only four cups to share between us, crew were sent ashore in rotation to set the locks for us and speed our descent.

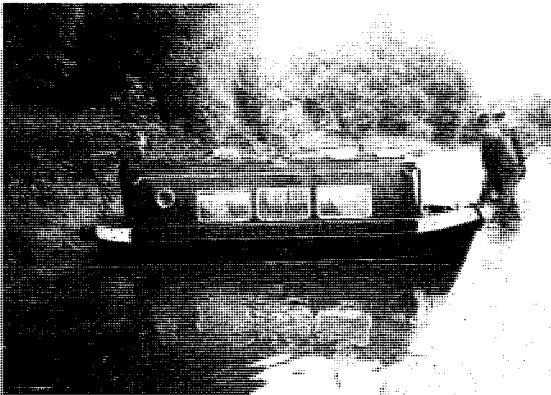
John Sully, complete with his mobile recording studio, prepared to interview Bob Maycock on his views of the canal and this historic journey, "We've been down to Slaithwaite twice before", Bob was heard to say. Now, now has someone been putting whiskey in the coffee or is it just the elation of the voyage 'cos I'm hearing things. Anyway, the mobile studio was packed away by his road crew and John Sully went off in search of water by 'Kettle' Lock. Most appropriate.

We passed alongside the repainted ex-HCS trip boat Benjamin Outram, now renamed 'Benjamin Outram's Ocean Rat' which is moored at Waring Bottom. Then it was into new territory for us all, which could only be described as the Amazon of the Upper Valley. Gigantic trees in a humid atmosphere now encapsulated us and the canal, and thankfully it had stopped raining. We pressed on to Lock 26E, which gave us the clue about who had accompanied Bob Maycock on his other two journeys down this stretch. As the Lock emptied, carved on the wall was

⊕ ⊕ △ ∞ ⊕ ∇ ⊕ ⊗

which we translated to be Egyptian for 'Jo & John Young was here'.

Well, as can be seen from the photos, we made it and did a three point turn at the slipway!



Thanks to all the lock wheelers for their help, and it was nice to see Alan Pollitt back in action. (Yes folks! This is an attempt to salvage the story of a 'First Voyage' despite the fluffed lines of Bob's interview).

PS

We finished the journey at the 'Silent Woman' pub and would you believe it, Bob started to tell a story.

Ian France

# Pennine

## MIDDLEWICH NARROWBOATS

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# YOU'LL BE IN GOOD COMPANY



ALRIGHT - so I was wrong about the weather. Well, it was nice on Friday and Sunday afternoon, so maybe two out of three ain't so bad.

And in spite of my 33% weather forecasting inaccuracy, the crowds turned up.

Two Mayors were there.

Two MEPs were there.

Most of the Joint Committee were there.

John Cunliffe was there (in spite of a sore throat).

Hugh Potter, the Editor of Waterways World was there (for the first time, but saying it wouldn't be the last).

A heterogeneous collection of local councillors and officials from three local authorities were there as were several local businessmen.

Officials from the Department of Environment and Sports Council were joined by Alec Thompson playing a lone hand on behalf of British Waterways.

Kathy Staff came on Sunday (so did the world's biggest cockroach, crawling over the parson's foot at the Sunday morning service; but this had nothing to do with Kathy!)

Many of the visiting boat crews entered into the spirit of the occasion and dressed in traditional costume.

Steve Whitby was there with family.

The Chairman was there with family.

Frank Smith put his back out and missed the Festival (again).

A good proportion of HCS Council were there at one time or another.

Alwyn's cajoling persuaded 81 boaters to pay up and attend, the second highest attendance ever.

Congratulations to Katy Horton for organising the best non-stop entertainment we have had (and for providing the human drama on Sunday afternoon!)

Ann kept her high-pressure, high-profile act together until the VIPs had eaten, then she let Alec Ramsden overfill her glass a time or two and after half-an-hour on board Impala telling Sir James Anderton what was wrong with GMP, slept for 14 hours!

Hazel and Diane, that delightful duo, kept their heads and everyone else's feet on the ground when events threatened to overwhelm us once or twice.

Linda and Sue had more trade stands than ever before on the site, but everything went according to plan!

Tony and Mike organised the security so well that it was never noticeable and never needed. The co-operation of Tameside Police was once again superb.

Vince was everywhere, pushing and chasing, wiring, climbing, occasionally snarling and even collar-and-tied on the mound to do the honours at the Opening.

The rest of the Committee put in the usual fourteen hour day, had a couple of pints in the evening and went home with the inner satisfaction of a job well done.

The horse drawn boat had the satisfaction of bringing the Festival to a close on Sunday evening by sucking up and tearing away the power and water leads thus effectively stopping everything. Well, they thought it was funny anyway but those of us who had to trudge round

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

**YORKSHIRE'S LARGEST HIRE FLEET**

# TOP LOCK MARINE



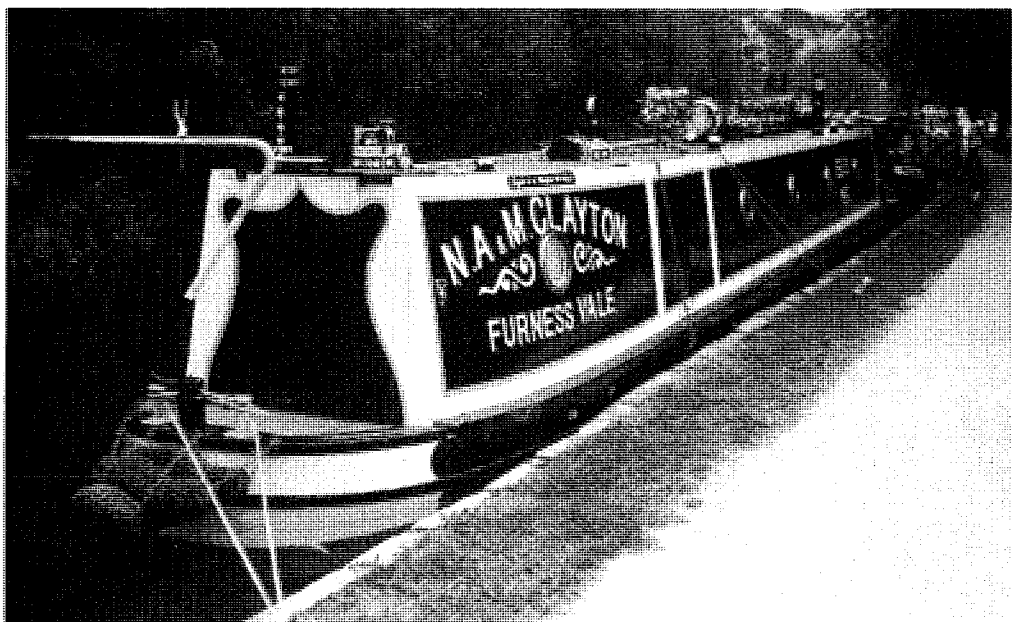
M.D. & A.M. Allcard

### THE FOUR SEASONS RESTAURANT BOAT

Enjoy a cruise on board our traditionally styled narrow boat as we serve you with our home cooked meals

### SUMMER SPRITE

Have a day out on our self-steer day boat, fully equipped with galley and toilet. Boat handling instruction given.





This year the Stalybridge Photographic Club were out in force and have captured the spirit of the Festival in their photos.



**Top Row:** (Left to right)

Edith Sykes, Alan Jones,  
Mike Walley(2).

**Bottom Left:** Alan Jones

**Bottom Right:** Dave Thornhill

*Reproduced with permission.*

to the Museum for a bucket of water were not so enamoured.

Sunday night's party had the Committee in the Railway and most of the boaters in the Astley. This was a pity as we like to get their opinions at the end over a pint or two. Still we'll organise that better next year.

That was the fifteenth Festival at Portland Basin - plenty of boats, more traders, more entertainments, more VIPs, higher profile now that we are part of the Tameside Festival of Leisure but, above all, letting more people in Tameside know what is happening on the waterways and hopefully getting them to join in our crusade to restore the Huddersfield Narrow Canal.

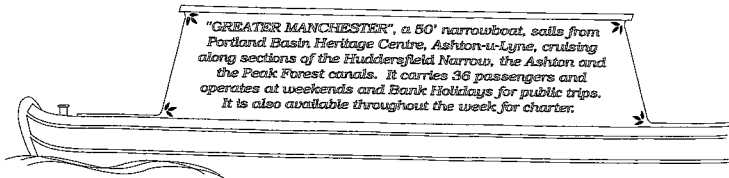
Brian Minor  
Festival Committee

PS

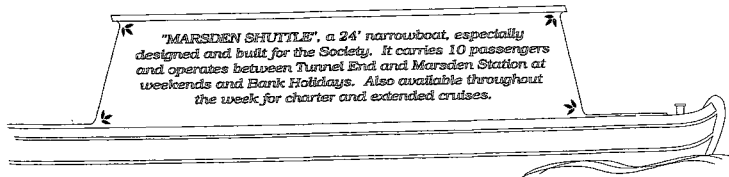
I am writing this in Newbury, Berkshire, on my way to work in Sussex for a week. The car has broken down and while it was being repaired, the mechanic told me that the Kennet and Avon is at the end of the lane, so I have just walked the dog down to have a look. The first boat I saw was Tyseley with Mikron Theatre. Mike and Sarah were just tying up prior to a show there in the evening. You can't go anywhere near a canal without meeting someone from HCS!

## BOATS

*The Society is currently operating two trip boats crewed entirely by our own volunteers*



"GREATER MANCHESTER", a 50' narrowboat, sails from Portland Basin Heritage Centre, Ashton-u-Lyne, cruising along sections of the Huddersfield Narrow, the Ashton and the Peak Forest canals. It carries 36 passengers and operates at weekends and Bank Holidays for public trips. It is also available throughout the week for charter.



"MARDEN SHUTTLE", a 24' narrowboat, especially designed and built for the Society. It carries 10 passengers and operates between Tunnel End and Marsden Station at weekends and Bank Holidays. Also available throughout the week for charter and extended cruises.

*Both boats are available for charter Monday to Friday and weekends by arrangement. Discount rates are available to educational and O.A.P. groups. Why not come along and have a trip?*

For further details, contact the H.C.S. office in Ashton

**TAMESIDE CANALS FESTIVAL - Raffle Winners 1992**

**First Prize** Meal for two aboard the restaurant boat 'Four Seasons'  
Mrs A Holroyd Ticket No. 008018

**Second Prize** Two hour cruise for four aboard 'Aquarius'  
Mr R Evans Ticket No. 002642

**Third Prize** One years subscription to Waterways World  
Mr R Holroyd Ticket No. 008026

**Fourth Prize** £25 voucher from T. W. Marine  
Mr M Higgins Ticket No. 006218

**Fifth Prize** £10 voucher from North West Marine Factors  
Mr D Mirrlees Ticket No. 005032



Photo: D.Noble

Cheers! Mr & Mrs Holroyd toast their good fortune, winning first prize in the raffle.

# Huddersfield Narrow Canal

## West Side

Restoration Progress

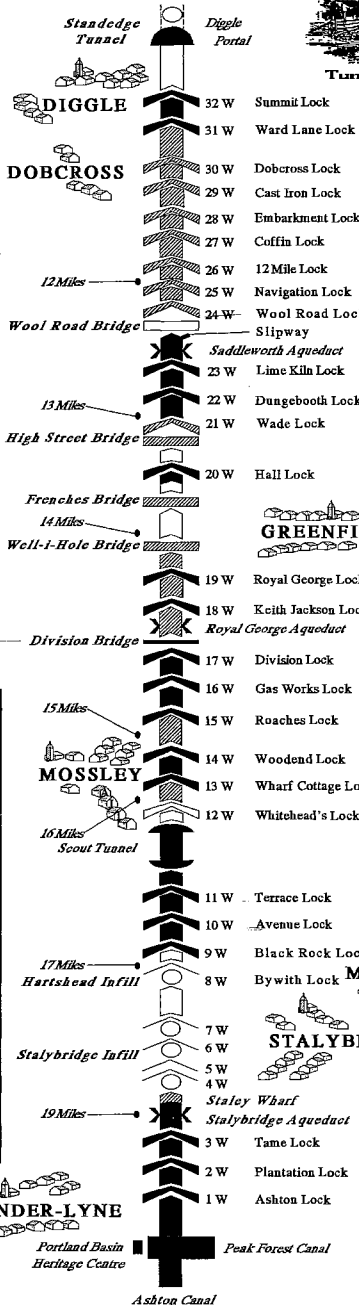
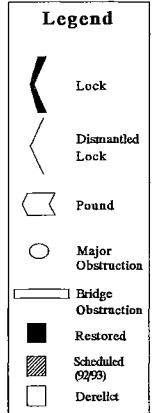
September 1992



Wool Road Warehouse



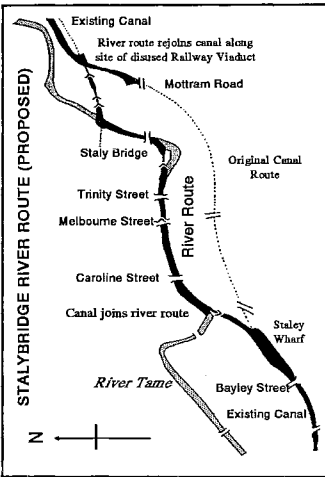
Tunnel Entrance



Diggle Flight



OLDHAM M. B.  
TAMESIDE M. B.



Portland Basin Heritage Centre

Ashton Canal

NOT TO SCALE



# *JOIN NOW!*

Your support is needed now. The more members we have, the more effective is our voice. Help to re-open the Huddersfield Narrow with your pen, your spade, your moral support, or in any other way you have to offer.

I/We wish to join the Huddersfield Canal Society.

(Please PRINT)

Name(s) .....

Address .....

Postcode .....

Telephone .....

Occupation .....

Subscription £ .....

Donation £ .....

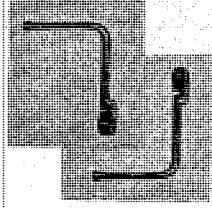
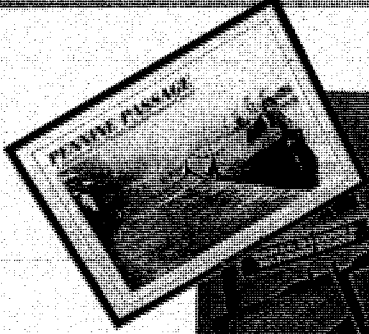
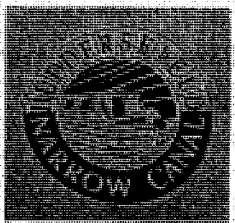
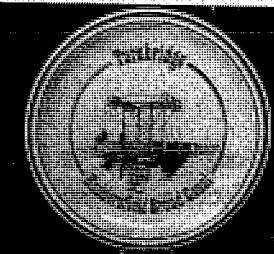
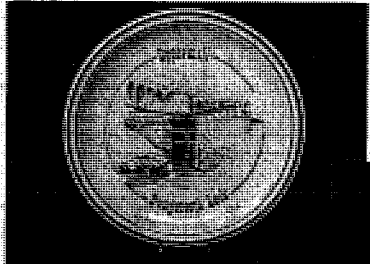
Amount enclosed £ .....

Cheque/PO/Cash .....

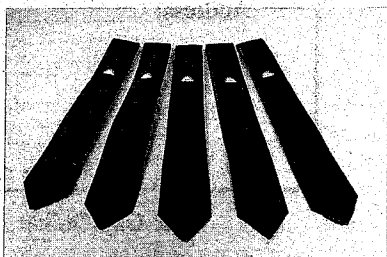
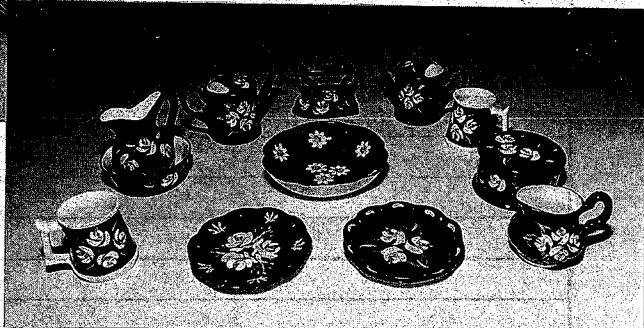
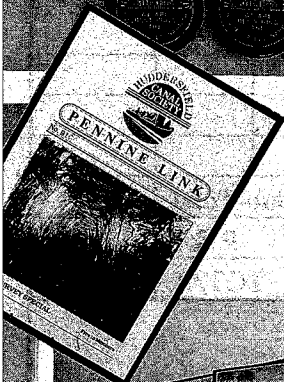
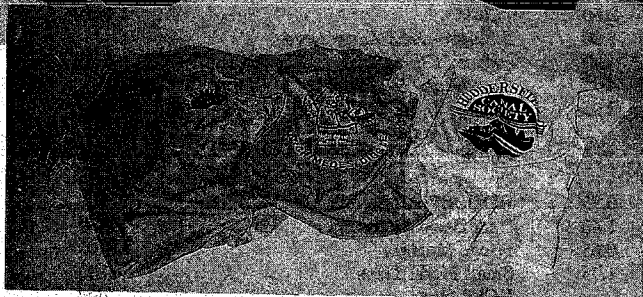
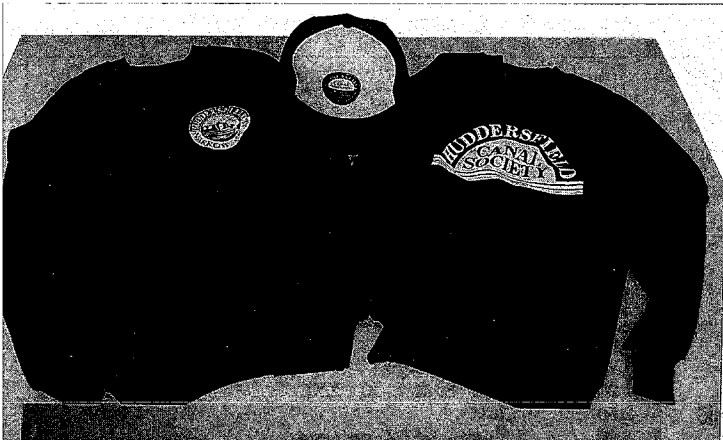
I heard about the Society from .....

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<i>Diggle Design</i>	
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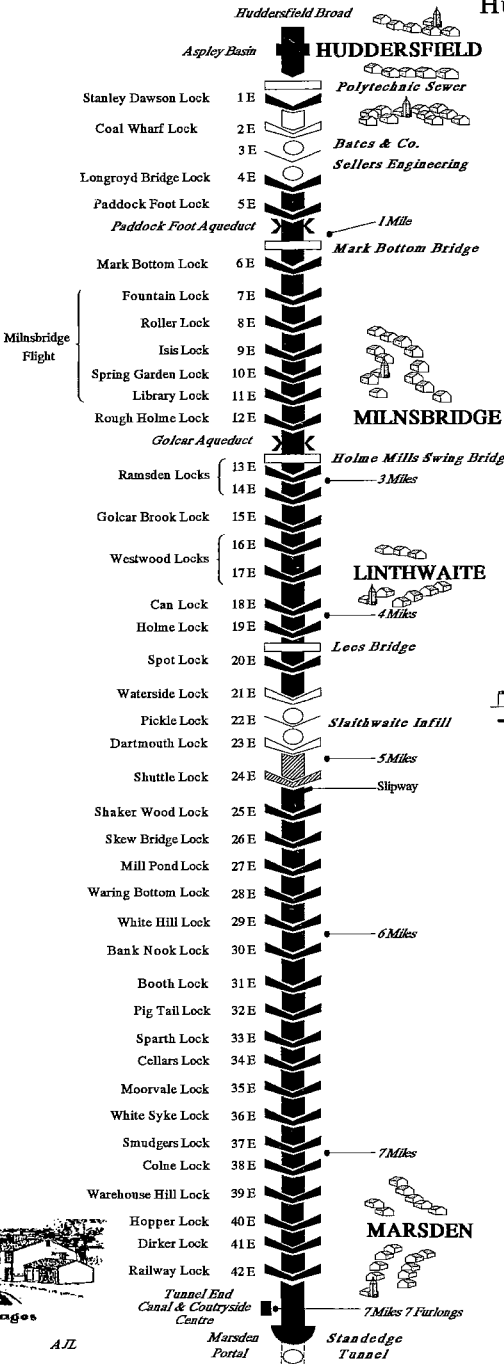
Please make cheques payable to LOXVEND LTD

# Huddersfield Narrow Canal East Side

Restoration Progress  
September 1992

**Legend**

-  Lock
-  Dismantled Lock
-  Pound
-  Major Obstruction
-  Bridge Obstruction
-  Restored
-  Scheduled (92/93)
-  Derelict



AJL

NOT TO SCALE

**Facts & Figures**

- Built: 1794 - 1811
- Length: 19.75 Miles
- Engineer: Benjamin Outram
- Standedge Tunnel Length: 3 miles 409 yards
- Height Above Sea Level: 645 ft

**Mud, Mud, Glorious Mud;  
Mud, Mud, Glorious Wakefield Mud.**  
(with apologies to Flanders and Swan).

The National Rally could really be summed up with just one word. MUD.

On entering the Festival site we thought we had arrived back in time at the Battle of the Somme. Trailers and trucks of all shapes and sizes were trying to get through a river of mud. We joined the queue, found our pitch and, with only a few feet to go, immediately got stuck! With the help of members of the Lancaster Canals Trust, a very tired and weary young girl from W.R.G. and a dumper truck we managed to get into position. And what a position! Right next to one of the beer tents! Which only goes to show that every cloud has a silver lining.

Settled in, we dressed in appropriate attire to wander out for the evening entertainment - welly boots, waterproofs and thermal underwear! The jazz band were very good. However it was hard going trying to get from the bar to the entertainment tent without slipping.

Saturday morning started off bright - just a few clouds, but we thought things might improve over the weekend. How wrong we were. After humping bales of straw to spread around the pitch, and of course the entrance to the beer tent, we set up shop. Soon our hordes of helpers arrived. Here I'd like to say a special thanks to John and Joan Lesley, who had never worked on the sales stand for us before but spent three hours at the deep end.

With the sales stand in the hands of our capable helpers I slipped off to look at the boats. Honest! Although there weren't as many as predicted, the organisers stated just over 500, still it was an impressive sight. The working boats all grouped together was something you don't often see, except perhaps at Ellesmere Port. A photo would have been nice, but I didn't want to risk slipping and dropping the camera in the mire.

Back to the sales stand, this time via the beer tent, and trade was fairly busy. Although we had a good spot nobody had any advantage, due to the state of the site. Even those in the marquees were still wet underfoot. This, I was told was due to a makeshift job of the land drainage. Apparently they put drainage pipes in some months ago, only to put the clay back on top! This certainly seemed the case as the ditches surrounding the site were bone dry.

By mid afternoon the sky had completely clouded over and a good cloudburst put an end to the first day's trading.

Sunday, or the 'tail' of hurricane Andrew. Rain, lots of it, was the first sight to greet us when we looked out of the van. Our straw was still there but it seemed to be moving. On stepping on it I found that it was floating. So it was time to look for some fresh straw. Being an early riser I found the dry stuff before other traders had sent out their search parties.

With a cosy dry frontage, our stall set up and our helpers installed we braced ourselves for the 'tail' of Andrew. Mid morning, it played with us. Lunch time, it gave us a nasty kick. The clothes horse with the sweatshirts and T-shirts on was the first to go. Straight in the mud. Fortunately, most of them were covered with polythene bags and only a few got soiled. Next were the items hanging from the rail in front of the van. Then came the climax. The canopy which had been creaking gently, decided that it missed its home in Ashton and buckled almost in half, and was about to part company with the van. In record time it was wound in. Experience with a windlass certainly saved the day.



Well, we said it was muddy! Photo: Dick Jorden

The 'Road' we were on was known as Hebble Way, but quickly developed into a Wakefield Un-navigable Drain. A new society was formed aptly named the Hebble Way Canal Restoration Society. Now, Huddersfield Canal Society members being what they are, heroic stalwarts or as someone commented 'Nutters', we stuck it out until the end. I was told that Manchester, Bolton and Bury packed up at 3, partly due to the fact that in trying to dig a trench to get the water away, they went through the main water service pipe for the site. Andrew curtailed the trading completely for one stall selling pottery ware by lifting it up, turning it over and dumping it a few yards away.

Having been told that it would get worse during the night we lashed the sales van down and decided to have an early night. However, the wind dropped completely and it was a very calm night.

Monday, and a clear sky greeted us. Andrew had got bored and decided to play elsewhere. We set up. All around us were W.R.G. volunteers digging holes and trenches to get the mud and water away. (They actually PAY to do this!)

With a full team of helpers and the sun shining, things were looking up. Trade was fairly good but a lot of people decided just to look at the boats rather than venture on site. It was drying slowly but we were still surrounded by a moat. It was then that it was decided to promote H.C.S. mugs. A mug was filled with Wakefield mud and John Young positioned himself a few feet in front of the van calling out to the punters that for only £2.00 they could get a H.C.S. mug full of souvenir mud to take home, (mud free, £2.00 for the non-returnable

container). However, they declined the offer of the mud as they already had some, but sales of mugs went up. This impromptu promotion also attracted people with cameras. John got quite carried away with being in the limelight and if Jo hadn't stopped the 'silly old fool' (Jo's words) he would have wandered off around the site!

Whilst the 'silly old fool' was promoting the H.C.S. mugs, our Editor of P'Link was performing a more sober act, namely receiving the Tom Rolt award for the best produced Canal Society magazine. As this is the second time the Society has won this award, hearty congratulations go out to Alwyn.

A last stroll around the site to bid farewell to old friends, a quick pint in the bar to bid farewell to the barmaids, and it was time to close down. All that was left to do was hump the gear away and get the van off the site. With the help of W.R.G. and a landrover we managed to pull the van out. With the sound of suction ringing in our ears, we headed for home.

All in all it was quite a pleasant weekend, which could have been worse if we hadn't had so much help from a dedicated band of hardworking Society volunteers. After the hard work of getting on and off site, setting up and closing down each day, Gay and myself would have been completely shattered if we had been short of helpers each day. Thanks a million.

An extra special 'thank you' to David Sumner, our Chairman. I know I once criticised him for not acknowledging the Sales team at a festival, but on Saturday morning he was worth his weight in gold. With so many people asking about progress with the restoration, he took complete control and was answering their questions with the full professionalism of a good Chairman, leaving the Sales team to get on with the selling. Thanks a lot, David.

Next year it's Peterborough and we have been told it's a nice dry site. It couldn't possibly be more muddy than Wakefield. Or could it?

Steve Quilter

**ADVERTISING RATES**

	Per Issue	Per Year
Quarter Page	£6.25	£25.00
Half Page	£12.50	£50.00
Full Page	£25.00	£100.00

**NEXT PRESS DATE**

**Articles, letters, etc., for the Winter 1992 issue of Pennine Link should reach the Editor by the 26th October**



ANOTHER resounding success with glorious weather all weekend. Congratulations to all involved. At the time of writing, the final figure raised is not known, but it is anticipated to be around the £2,000 mark. Obviously, all this will not come to HCS as the weekend was jointly organised by Marsden Community Association, Kirklees Countryside Service and HCS, but we can expect 50% of the total.

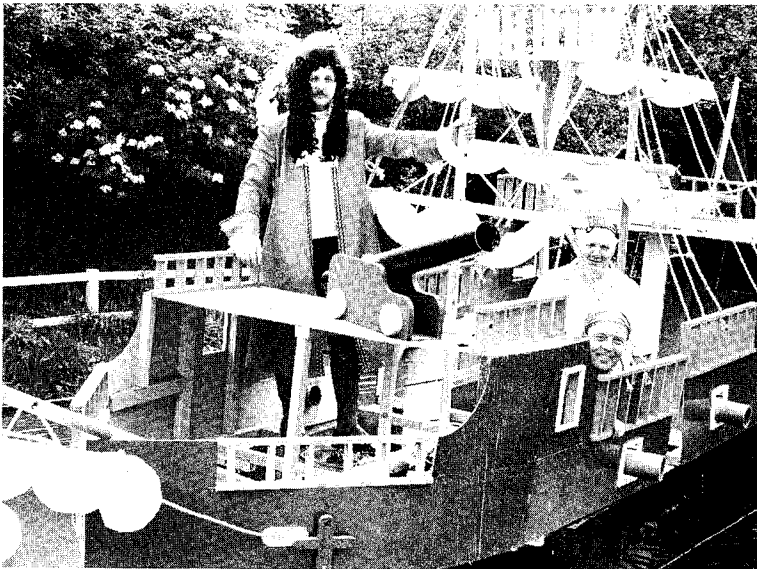
If you were one of the few who did not attend sometime over the weekend, as many thousand did, the 'Summer Fair' was officially opened by Councillor J Mernagh, the Deputy Mayor of Kirklees and attractions included boat trips, side shows, exhibitions, entertainments, catering, bouncing castle and something I meant to try, but did not pick up the courage, a 'Velcro Wall'. I did, however, stick my head in the famous 'HCS Stocks' to raise some cash, but no one was prepared to pay to throw wet sponges at me! This I found very hard to believe! Someone did attack me from behind with a bucket of water though, but he soon became aware of how deep the canal is at Tunnel End!

This year's Summer Fair also saw the launch of a two week 'Moorland Festival' organised by the National Trust and Kirklees Countryside Service to raise public appreciation and awareness of the local moors. The launch was performed by David Clark MP, who was at the time the Shadow Minister for Food & Agriculture. Some people may remember David as he was also the MP for the Colne Valley in the early 1970's and still keeps an interest in things happening in the valley.

If HCS are to be involved in the Summer Fair next year, we will need more members to become active in its organisation. So please, if you want to see another successful event at Tunnel End, ring NOW so that we can start planning the event. Please ring Tunnel End direct on 0484 846062, the Ashton office on 061 339 1332 or myself on 0484 847016.

Let's keep the event running .....

David Finnis

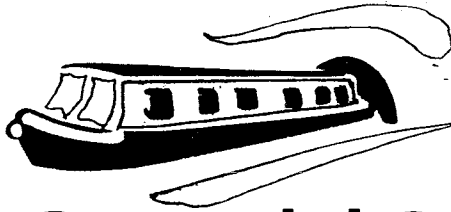


Ahoy there!  
The Society's boat 'No. 2', skillfully transformed into a pirates galleon for the Fair.

On board, Captain Hook (Karl Lowry) and his motley crew Ronnie Rose and Ian France (front).

Photo: Valley News Pictures

**Pennine** *LINK*



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**Remember – The Duke of Bridgewater started it all from Worsley!**  
**If you're passing, call in and see us.**

**KEN BAKER**

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## TEN MOST COMMON OCCUPATIONS OF POLTERGEISTS

(Data supplied by Society for Psychical Research and Manpower Services Commission)

1. Stealing new copies of the A-Z from your car.
2. Using inordinate amounts of toilet paper.
3. Removing one vital strut from the camp bed in the cupboard under the stairs.
4. Taking the last tea-bag.
5. Fouling up the video machine so that it fails to record the last ten minutes of the film.
6. Leaving inexplicable pieces of cutlery in kitchen drawers.
7. Ringing you up and making the sound of someone trying to put money into a public phone box.
8. Nibbling one of the biscuits half-way down the packet.
9. Placing bees inside the double-glazing.
10. Shrinking the size of your suitcase on the last day of your holiday.



"THANKS, MANCHESTER - IT'S JUST COMING THROUGH NOW!"

HCS patron, David Bellamy, took time off from his lecturing commitments at a conference at the University of Huddersfield (newly uprated from Polytechnic status) to have a brief look at the Narrow Canal which, of course, starts in the grounds at its junction with the Huddersfield Broad Canal.

The fast talking hirsute professor, who was a guest speaker at the Conference on Industry and the Environment, was given an update on restoration progress and passed on a "Keep up the good work" message to re-opening campaigners.

Yes, we know the professor is pictured on the Broad Canal, but the photographer wanted a picture of 'Bellamy and Boat' and cruising craft are pretty thin on the water at the start of the Eastern end of the Narrow.

Alec Ramsden



# Pennine



DobX Music, in association with Loxvend, present

## A Saddleworth Festival

Featuring:  
The Heroic March from E...  
Tamesid...

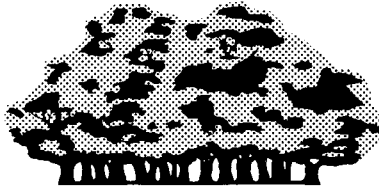
Cornet... Heart's Delight,  
... - Jenny Jones  
... Changes Everything,  
... - Don't it make my brown eyes blue,  
and the Saddleworth Festival Overture.....

All proceeds to the Staley Wharf Appeal



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**Otherwise know as the  
'It'll be alright on the night Festival'.**

The sun shines on the righteous, so they say. With only a couple of hours rain over the weekend, and that was first thing Sunday morning, I was the only one to get wet. Come to your own conclusions regarding that!

After months of planning we had one or two setbacks, but we will draw a veil over these. If we disappointed anyone, very sorry, but it was due to circumstances beyond our control. With the gloom out of the way I'll get on to the good points of the Festival, which far outweighed the bad.

Friday teatime saw the setting up. Due to the University being used during the day, we had to wait until the car park and campus were clear. Here the hard work was made easier for us by the offer of assistance from Tameside Festival Committee volunteers. It was very much appreciated and if you want a hand next year we'll certainly return the favour.

Attendance was low for the Friday night entertainment but the music was pleasant to listen to. It also drowned out Dave's rustling of work sheet papers!

Saturday morning saw the rush by traders to get on site. With only minor hiccups it wasn't long before they were set up and ready to go.

With Punch & Judy hammering it out, Dobcross Youth Band were ready to start playing and I was sent for the chairs. After traipsing up and down six levels of stairs and groping around in the dark for 15 minutes I eventually found them just as volunteers were putting them out. Still, the exercise was good.

Dobcross Youth Band were followed by Slubbing Billy and Golcar Youth Band, with Punch & Judy still hammering it out in between, to bring us on to the official opening ceremony, this being performed with expertise by Viscount Lewisham.

Whilst the V.I.P.'s were tucking into the free nosh, the Firebirds Steel Band struck up. The band proved very popular and I know for a fact that they got 2 or 3 bookings out of their performance.

Meanwhile on the canal a sponsored canoe race was taking place. It was all go. On glancing round, one could see the site was steadily filling up. The H.C.S. sales caravan was doing a roaring trade and Frances and Roger were being kept busy with their fund-raising stall. One of Roger's fund-raising ideas was a balloon race. This was very popular except for one person. Alf Wright, an old friend from Stoke who attended the festival with his boat 'Gertie', invested 50p, filled in the label and set his balloon free. Up it went to the top of the University building, only to wrap itself around the T.V. aerial! Didn't we have an incident with balloons last year?

Not being distracted by Alf demanding a prize for the shortest distance travelled, Golcar Youth Band made their second appearance, followed by the second appearance of the Firebirds Steel Band and finally on to our last act of the day, Vintage Brass. This band play brass band music as it used to be played years ago. Having heard them at a Vintage Car Rally at Hebden Bridge a short while ago, where they played all afternoon, I wish we had booked them to play longer.

With Peter Fairhead for Great Yorkshire Radio, our own personal presenter in attendance telling people what was on and where to go (not literally) the day time entertainment was brought to a close. With ice cream in one hand and a mike in the other, Peter has been a great asset to the festival. It was amazing how many times I overheard people say they recognised the voice but couldn't place it. Better still, one guest told Peter that he sounded so professional he should be on the radio!

With traders packed up and night time arriving we geared ourselves up for the evening entertainment. (Perhaps with fingers crossed, as last year it was not so well attended.) However, one look inside and fingers were uncrossed. A packed audience were already into the spirit of Gary and Vera's act. With their excellent mandolin player, who name escapes me, they proved a roaring success. Gay stood up and thanked them and asked the audience if we should invite them back next year. With a resounding "Yes" they were asked and accepted the invitation. One less headache for the 1993 Committee!

With a thumping head I awoke on the Sunday morning. (It could only have been the cheering from the previous night!) Venturing outside I faced wind and rain. I thought, "well, we had a good Saturday, anyway". However, the clouds got lighter and the rain stopped.

With traders set up we were ready for Sunday's entertainment. Punch & Judy kicked off the day's entertainment again. Where do they get the energy from, considering they must be 300 years old? Also, where does Alan Kee, their manipulator, get his energy from as he also doubled up as the clown over the weekend.

Repeat performances by Honley High Steel Band and Hartshead Morris brought us on to Saddleworth Clog and Garland Dancers. A last performance by Dobcross Band and we were ready for the highlight of the day. The Duck Race. Prize money being ready in little white envelopes and they were off. This year it was won by someone not on the Committee so there was no lynching party to be formed!

Then with Punch & Judy warming up for their last bout, prizes were handed out.

*Best Dressed Boat:* Jester, owned by Mr & Mrs Greenfields.

*Longest Distance travelled in last 14 days:* (144 miles), Electra, owned by Mr & Mrs Golds from Ilkeston.

With presentations for the canoe race by the sponsors, Wharf Motor Company, and it was just about all over bar the draw for the lucky programme.

Writing this article two days after the festival I have had no contact with other members of the Committee so it is too soon to draw any conclusions regarding the financial success of the festival. However, people I spoke to told me they enjoyed it very much. They had great praise for the bands; the entertainment I have been told was excellent. With a record 46 boats in attendance it certainly attracted people.

Now comes the 'thank you's'. Top of the list must come all the people who assisted us over the festival weekend whose names I don't know. All our sponsors, both for the festival and for the photographic competition (will we get more entries than last year?), all our V.I.P.'s and the University. A thank you also to Peter Walker from the coal boat 'Purton' and Alf Wright from 'Gertie' (names I do know) who offered help over the weekend. Last but not least, the other members of Huddersfield Canals Festival Committee.

Finally, my special nominations to the following:-

- Peter-John Rice - for maximum use of the two-way radio.
- Tom Richardson - for walking the longest distance over the festival weekend.
- Roger Frogatt - for his expertise with fairy lights in trying to illuminate the whole of the Inland Waterways Network.
- Peter Fairhead - for never once making a mistake between microphone and ice cream.
- Rod & Moira Dailey - for their perfect pronouncement of the word 'duck' even after spending the weekend staring at one and a half thousand of them.
- Brian Storey - for adding another volume to the Oxford English Dictionary.
- Gordon Calverley - for trying, without success, to get me into the Flyboat.
- Bob Gough - an extra special 'thank you' for very short notice sign writing, poster and handbill production.

And my special nomination to Sue Allen for letting me into the secret of what she's going to wear at next year's Festival!

Steve Quilter

*P.S. If you would like to be a member of next year's Committee, just phone the Canal Society office for the date and time of the next meeting. Subject to confirmation, meeting will be held at the Wheel, Golcar.*



Portal to the Yorkshire Ring

Photo: D. Calverley





TOP: Honley Steel Band entertain  
ABOVE: Raising the Flags  
RIGHT: Still queuing for the Narrow!

Photos: D. Calverley

*"Suffice to say that we, your Committee,  
have learnt YET AGAIN from our mistakes,  
and next year WILL be 'The Perfect Festival'!"*

So I wrote twelve months ago.

And was it?

Yes, well, almost!

Despite a few regulars missing, and our policy of only two identical stalls, this year we had more stalls than ever before. The seventy-plus stands brought in over £1200 from booking fees and supplied a feast of enjoyment to all who attended. The usual mix of top quality craft stalls, an increasing number of trade people and charities all vied with each other to take your hard earned cash. These, coupled with the plethora of kiddies entertainments, ensured that it was a great family day out.

This year we tried a new site layout. We placed stalls along either side of the canal, thereby making t'out the central feature. With nigh on fifty boats, this made for a colourful and busy setting.

It goes without saying that some proprietors had a moan about their location and lack of business. Offset against this was the number of ticks in the 'excellent' column of our questionnaire.

Also in the 'excellent' category are the efforts of everyone involved with the 1992 Festival. The Committee worked tirelessly and unselfishly. There were many people who helped out at various times over the weekend (special mention to Sue and Richard Allen, Jane Richardson, Roger Froggatt's brother and sister-in-law and Peter Fairhead, all of whom gave up their entire weekend for the greater good of our Society).

And last, but not least, Peter-John Rice. He was not an official Committee member, but he joined us whenever he could. In particular he spent most Saturdays and Sundays leading up to the Festival going round other galas giving out both Stalls and Boat Booking Forms. Needless to say he was there helping us from Thursday evening onwards. He did not even complain when we forgot about him on Saturday, and left him on his own manning the Firth Street gate!

Whilst everyone agrees that P'Link fully deserves the honour bestowed upon it at the National Rally, those of you who read our Souvenir Programme will surely have not found a better gala production. Apart from one glaring omission that is. Poor John Leslie was the only absentee at the Committee meeting when the team photo was taken. Unfortunately he was severely punished for this - he did not receive a mention in the programme!

So, there you are. No 'in jokes', just a plain read about a thoroughly successful Festival. If you attended, we hope that you enjoyed yourselves. If you didn't come on down, the lads will be calling on you in the near future to ensure your presence in 1993 - the 3rd to the 5th of September at the University of Huddersfield, Aspley Site.

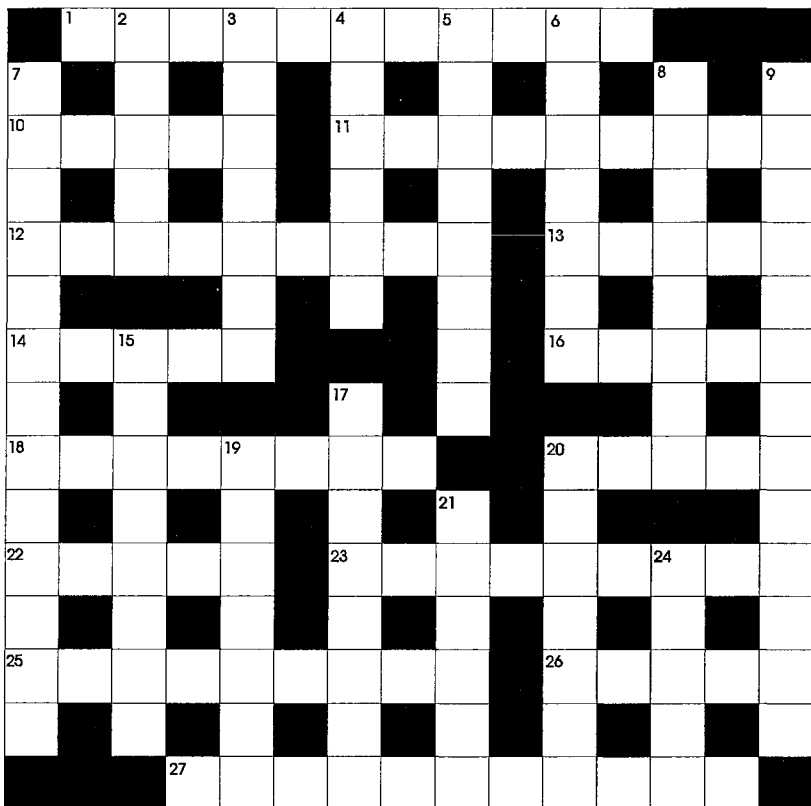
By the time you read this, a new Committee will have been elected to attempt to outshine this year's excellent team. It would appear, however, that we shall be one or two members short. So if you have some spare time, please feel free to come along and join our friendly throng.

We meet at 8pm on the third Thursday of each month in The Wheel, James Street, Golcar.

Dave Calverley  
Stalls & Site Manager

*More photos of Huddersfield '92 in Issue 104!*

*The Press Date was a little too tight to wait for films to be used up and processed! Ed.*



15. Facile boat raiser aids enjoyable holiday (4,4).  
 17. Starvationers display their osseous structure (8).  
 19. Superior French bed spoils photograph (4,3).  
 20. Shakespeare at Whiteheads or Rough Holme locks in the dark (7).  
 21. Apparently he has visited many canal bridges as well as being on TV (6).  
 24. A litre transforms the bathroom or kitchen (5).

### QUICK CLUES

#### ACROSS

1. Lock 5E (11).  
 10. Scale of charges (5).  
 11. Birds of the high Pennines (9).  
 12. Height above sea level (9).  
 13. Mechanical being (5).  
 14. Novel thoughts (5).  
 16. Location of Olympics & Expo (5).  
 18. Lock 16W (8).  
 20. Sample of food or drink (5).  
 22. Lock 19E (5).  
 23. City on river Scar (9).  
 25. Alternative to lift in shops (9).

26. Vitamin found in Corn Flakes (5).  
 27. Current centre of HNC activity (6,5).

### CRYPTIC CLUES

#### ACROSS

1. Ground at bottom of horse enclosure gives E side lock (11).  
 10. Old style tanker boat may give rates of tonnage (5).  
 11. Tie up next to taps to meet feathered friends (9).  
 12. Lift up ones eyes to the hills to observe the height of HNC (9).  
 13. Tyro bottoms artificial man (5).  
 14. Bright ones always in demand (5).  
 16. Expolymorphic locus (5).  
 18. W side lock produces unnatural heating medium (8).  
 20. Thanks to Saint Ellis for exceptional meal (5).  
 22. Put EI in domestic residence for East side lock (5).  
 23. Midlands city in line from Foxton to Trent (9).  
 25. Computer terminating key leads in French to Devon hill thus rising (9).  
 26. Acidic vitamin B compound (5).  
 27. Not so fresh scene of much HNC activity (6,5).

#### DOWN

2. I must concur with Trent Bore (5).  
 3. Feasted to celebrate vanquishment (7).  
 4. Arachnid invitation to the fly to enter parlour (4,2).  
 5. NB follows shoe content to give addenda (4,4).  
 6. Bovine assisted pre canal transports (2,5).  
 7. Dutch Barge alternative to tiller (8,5).  
 8. Rocks essential on crafts pulled by many horses in winter (3,5).  
 9. Wood delivered in large quantities to tired hillside give two West side locks (6,7).

#### DOWN

2. Concur (5).  
 3. Beats in battle (7).  
 4. First thing to say to visitors (4,2).  
 5. Addition to end of letter (4,4).  
 6. Form of transport common in developing countries (2,5).  
 7. Found in all cars and some boats (8,5).  
 8. Crafts which used to be essential to canals in winter (3,5).  
 9. Locks 1 & 11W (6,7).  
 15. Well maintained boat raiser makes life simpler (4,4).  
 17. To do with our bone structure (8).  
 19. Too bright for photo (4,3).  
 20. Shakespeares Night (7).  
 21. Name often associated with graffiti (6).  
 24. Craftsman at his best in bathroom or kitchen (5).

*Two sets of clues this time;  
 answers are the same!*

Solution in the Winter Issue 104.

# Pennine

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All this, plus helpful friendly  
advice

A combination of a Summer worth its title and a very efficient operation by Society volunteers has meant our trip boats The Greater Manchester and The Marsden Shuttle have been kept busy making public and charter trips. Though our customers are full of appreciation for their 'trip out', it is particularly satisfying to receive personal 'thank you's, especially when they arrive by the envelope load!

A trip on board the Greater Manchester for the children of Class 5, Broadoak County Infants, evidently was so much fun that they felt they should write personally. Of the 28 illustrated letters, we have chosen Emma Sutton's as a sample of the children's sentiment.

Bob Gough

TAMESIDE METROPOLITAN BOROUGH

Telephone No.:  
061-330 2381.

Head Teacher: Mrs. K.J. Marney

Broadoak County Infant School,  
Broadoak Road,  
Ashton-under-Lyne,  
Lancashire, OL6 8RS.

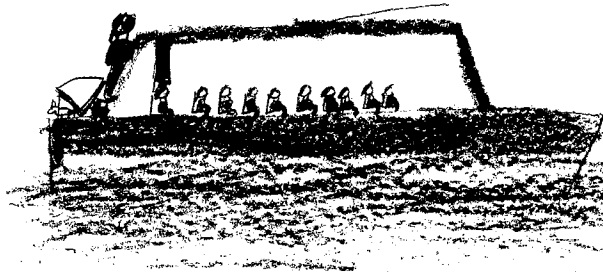
9<sup>th</sup> July 1992

Dear Frank and Gerald and  
Lucky  
Thank-you for

letting us go on your barge  
it was fun. we enjoyed the  
ride But when I get home I  
want to come again because  
I enjoyed it

Love From

Emma  
Sutton



### More successful Boatman's Licences .....

In maintaining the high standard of our voluntary crew members, the Society is pleased to say that a further six people have passed their Department of Transport Boatman Licence tests with flying colours. The Society now has a round dozen fully qualified boatmen and will continue to offer a professional trip boat service to the public; a service which can only enhance awareness and appreciation of our canal heritage.



Latest personality to join the campaign to restore and re-open the Narrow Canal is Bill Owen, better known to television viewers as Compo, the irrepressible, scruffy star of the long running 'Last of the Summer Wine' series.

Bill was signed on as the Society's 2,000th member and immediately pledged to do all he could to help in the work of restoration. It was, he pointed out, all to do with improvement of the environment and preservation of part of the country's heritage - and he was all in favour of those two sentiments.

HCS officials and members donned traditional boater's gear for the event at Tunnel End Canal and Countryside Centre - a place which Bill knows well. For although the customary setting for the 'Summer Wine' series is over the hill in Holmfirth, Marsden has been used as a location for many of the stories. And, in fact, the series included one memorable episode which concentrated on Compo's rather unsuccessful, but hilarious efforts to go submarining in the canal at Tunnel End.

Membership card 2,000 was handed over by Membership Secretary Jo Young and Bill was also presented with an official HCS tie which he will be wearing with pride. There was also the opportunity for a chat with a couple of HCS 'Number Ones'. HCS stalwart Ray Austwick who holds membership card No. 1 was there and so was Chairman No. 1, John Maynard.

Welcoming Bill to the ranks, HCS Chairman David Sumner pointed out that he was familiar with the canal - and, of course, as an adopted Yorkshireman, with the West Riding. "We are sure he will be a very active and useful ambassador in spreading the restoration message" said David.

He is not, of course, the only 'Summer Wine' star to build links with HCS. Thora Hird is a much valued patron and valuable worker in the cause of restoration.

Alec Ramsden



Left to right:  
John Maynard (Chairman No. 1), Ray Austwick (Member No. 1), Bill Owen, David Sumner and Jo Young.



Bill tips his bowler aboard the Marsden Shuttle in the company of (from left to right) Jo Young, Alwyn Ogborn, George Tewson and Brian Minor, all suitably attired in traditional boater's gear.

Photos: R.Gough

Dear Editor,

### Inland Waterways Association/Waterway Recovery Group Charity Bank

I am writing to thank all those readers who responded so generously last year. We raised over £3,000 in 1991 against a target of £2,250 and have now raised over £6,500 in the last four years.

Please continue to send Green Shield (old and new), Co-op, Blue Chip, Pink, Look, Cash, Premier Gold, Supersave, Nationwide and all other types of trading stamps; Texaco, Gulf, Mobil, Shell BP, Esso, Fina, Elf, Heron, Total, Burmah and all types of petrol vouchers; Air Miles, cigarette coupons, silver foil, aluminium cans and ring pulls, cigarette cards and all denominations of used postage stamps to:

IWA/WRG Charity Bank, 6 Spa Lane, Hinckley, Leics., LE10 1JB

All the money raised is given to support canal restoration schemes throughout the UK. This is a permanent request which will last indefinitely.

Our target for 1992 is £4,000.

Yours sincerely

Michael Handforth  
Chairman, Restoration Committee



*Barbara and Richard Humphreys are our floating envoys, cruising the system all season and promoting the Huddersfield Narrow from their narrowboat 'Barleycorn'. Ed.*

Photos: J. Bennett, R. Humphreys

18th June 1992  
On the Thames above Oxford

Dear Alwyn,

We are having a marvellous cruise - along T & M, River Soar, G.U. to London (Little Venice), Limehouse to Teddington on the tidal Thames, and now on the non-tidal Thames heading to the head of navigation at Lechlade. By, they have it easy here - manned locks - proper spoilt!!

Thought you might like the photographs. Actually, Jill Bennett, seen with Barbara, joined H.C.S.

You may hear from Jan Roden, President of the Australian Canal Society, who has an active group, many of whom live on the British Canals. She has all the Huddersfield Canal Society details.

We hope you get a nice cruise yourself and enjoy the National at Wakefield.

Every good wish, Barbara and Richard.



40 The Rowans, Mickelhurst, Mossley, OL5 9DR  
5th August 1992

Dear Editor,

I am not a member of the Huddersfield Canal Society ('Why not?' I hear you ask) but have read about your successes and have seen the work carried out by the Society. I have been impressed and the canal can only serve to enhance the Tame Valley and beyond. I have walked along the towpath from Mossley through to Greenfield and the scenery change is dramatic as it changes from an industrial landscape to one where the Valley opens up into a breathtaking display of hills and mountains. I have travelled on the Shropshire Union Canal and have had many an adventure (in freezing conditions usually) but cannot wait for 'my' canal to be restored, although it may be sometime.

My main reason for writing, though, is that, for sometime now, my father has lived in Kent and, whilst browsing around a shop, he noticed a picture which he thought looked familiar, and sure enough (yes, you've guessed it) on closer inspection was found to be of the canal at Standedge Tunnel. I think it had been sketched at the Marsden end, but I am not sure. What I am sure is that it had been done by Norman Daley in 1978 and personally signed by him. It features a narrowboat with L.M.S. 5 on the side and two men leaving the tunnel (I think). To the right is a house and the railway is on the left with a steam freight train also leaving the railway tunnel. I thought this would be of interest mostly because of its last location, I like to think it has now 'come home'. If the Society would like to see it, please contact me via the address above.

Yours sincerely, David Meadham.



Pennine

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N.B. 'BERENGARIA'  
Nr. Anderton Lift  
14th July 1992

Dear Alwyn,

We are just dropping you a quick line to tell you how much we enjoyed the Tameside Canals Festival (Ashton Canals Festival?). The weather could have been kinder, but it did not dampen the warm welcome we received or the friendliness of all we met.

Sunday afternoon's sun was a bonus, and must have been a big relief to all who had put in so much work. We do appreciate how much effort goes on behind the scenes on such occasions.

The painting, for 'travelling the longest distance' (Sadie of 'Straw Bear' did a few miles longer, of course) is now hung up in the boat, but will probably be kept at home as a reminder. If you are ever in touch with Sylvia Whitall again, please tell her how delighted we are to own it. The bucket, won at the Dutch Auction, is filled with flowers and will be a cheerful reminder of our visit to Ashton.

Please, if you get the chance, pass on our thanks to all concerned.

Charlie & 'Ronnie' Bootle.

*Thanks for your letter of appreciation Charlie and Ronnie, please come to Ashton again and bring more long distance boaters with you. The best way to pass on your thanks is to publish your letter in Pennine Link. So here it is. Ed.*



Charles & 'Ronnie' with Sylvia's picture. Photo: Steve Gray *Cover Story*

White Rose Boat Club  
c/o 202 Leadwell Lane  
Robin Hood  
Wakefield WF3 3AE  
24th April 1992

Dear Sir/Madam,

### WHITE ROSE BOAT CLUB - RE-LOCATION

For your information and that of your members, I write to inform you that the White Rose Boat Club is no longer associated with Stanley Ferry Marina and now holds all meetings and social functions at The Ship Inn, Stanley Ferry, at the end of Ward Lane, Stanley, just a three minute walk from Ramsden's Swing Bridge.

As a Club we can offer no boating facilities other than hospitality should any of your members visit The Ship Inn.

All correspondence should be addressed to The Secretary, Mrs Denise Kitson, at the above address.

Please note: Due to the fact that Stanley Ferry Marina have taken over some of the visitor moorings for permanent moorings, should the length up to Ramsden's Swing Bridge be full, Stanley Ferry Marina have an agreement with British Waterways to provide off channel moorings, ie. in the basin, free of charge for 48 hours.

The number of moorings allocated in the basin to be equal to the number of moorings taken up by permanent moorings.

Yours faithfully,

D. Kitson

pp Allan Kitson, Commodore

---

*From the Angling News section of the Oldham Evening Chronicle, August 14th 1992.*

"Medlock Bridge, who took over the Huddersfield Canal at Greenfield as their water three years ago, have held their first match on the stretch.

Thanks to dredging and clearing by the Canal Society, the club boasts an excellent match and pleasure water. Judging by Sunday's result, anglers will enjoy some excellent sport".

*It is heartening to note that Canal Society efforts are being appreciated. Let's hope that goodwill and friendship prevail between boaters and anglers when navigation starts. The restored waterway is for all to enjoy. Ed.*

---

## THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

- 1989 Mr Brierley, [REDACTED]
- 1990 Mr Moss, [REDACTED]
- 1991 Mr Leech & Family, [REDACTED] 4QH.
- 1992 Mrs Speak & Family, [REDACTED]
- 1993 Mr Duley, [REDACTED]
- 1994 Mr Blake, [REDACTED]
- 1995 Mr Froggett & Ms Sykes, [REDACTED]
- 1996 Mr & Mrs Schofield, [REDACTED]
- 1997 Miss Booth, [REDACTED]
- 1998 Mr Donnelly, [REDACTED]
- 1999 Mr Young, [REDACTED]
- 2000 Mr Owen, [REDACTED]
- 2001 Mr Pitt, [REDACTED]
- 2002 Mr Nield, [REDACTED]
- 2003 Reverend Chadwick & Family, [REDACTED]
- 2004 Mr & Mrs Carty, [REDACTED]
- 2005 Mr & Mrs Cuttell, [REDACTED]
- 2006 Mr Gent, [REDACTED]
- 2007 Mrs Fullard, [REDACTED]
- 2008 Mr Smith, [REDACTED]
- 2009 Mr Casey, [REDACTED]
- 2010 Mr Casey, P.C. Casey Ltd, [REDACTED]
- 2011 Mrs Armstrong, [REDACTED]
- 2012 Ms Hicks & Ms Swire, [REDACTED]
- 2013 Mr Mynott, [REDACTED]
- 2014 Mr Woodhead, [REDACTED]
- 2015 Mr Haigh & Ms Clough, [REDACTED]
- 2016 Mr & Mrs Chadderton, [REDACTED]
- 2017 Mr & Mrs Swarbrick, [REDACTED]
- 2018 Mr & Mrs Evans, [REDACTED]
- 2019 Mr Robins & Ms James, [REDACTED]
- 2020 Mr Dean, [REDACTED]
- 2021 Mr & Mrs Howard, [REDACTED]
- 2022 Mr Tetlow, [REDACTED]
- 2023 Mr Gray, [REDACTED]
- 2024 Mr Ingleby, [REDACTED]
- 2025 Mr Harries, [REDACTED]
- 2026 Rev. MacGillivray, [REDACTED]
- 2027 Mr Lynes & Family, [REDACTED]
- 2028 Ms Bannister, [REDACTED]
- 2029 Mr Smart, [REDACTED]
- 2030 Mr & Mrs Kane, [REDACTED]
- 2031 Mrs Burgess, [REDACTED]
- 2032 Mr Wyld, [REDACTED]

***FORTHCOMING EVENTS - 1992*****WEST SIDE**

Wed., October 14th      Presentation: 'Beyond Tewitfield' by Bill Wappett,  
at the Cross Keys, Uppermill.

Wed., November 11th    General Meeting, Tollemache Arms.

Wed., December 9th    General Meeting, Tollemache Arms.

**EAST SIDE**

Social Meetings take place every third Thursday of each month.

**BACK NUMBERS**

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John Maynard, 29 Thick Hollins Drive, Meltham, Yorkshire

Please send an A5 size stamped, addressed envelope (28p)

24, 25, 31, 36, 38, 41, 43, 47, 48, 49

52, 54, 56, 58, 59, 64, 65, 66, 68, 74, 75, 77, 79

80, 81/82, 83, 84, 85, 86, 87, 88, 89

92, 94, 95, 96, 97, 98, 99, 101, 102

*PLEASE NOTE THAT CERTAIN ISSUES ARE NOW REDUCED  
TO SINGLE COPIES ONLY - SO, FIRST COME, FIRST SERVED!*

N.B. All meetings commence at 8.00pm, unless otherwise stated  
All East Side meetings take place at The Wheel, Golcar, Huddersfield

