



Pennine

No. 107

Autumn 1993



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Front Cover: Festival sponsors NORWEB (Tameside Canals Festival 1993) at Portland Basin. Photo: NORWEB



Greetings and welcome to the Autumn Edition of Pennine Link. I hope all your canal activities are going according to plan. Now! this part of the Editorial is going to be very brief. Let me explain. I am self employed and often spend time away on site work. We have recently had a glut of this work and it will continue to the end of September. (It is early July as I write). What this means is I have not been able to attend meetings etc. and keep up with Restoration Progress and Social Activity News. This issue will therefore be under the competent control of Bob Gough, (who usually has a lot of input anyway). So it is over to you Bob...

Alwyn Ogborn.

Thanks, Alwyn.

The Autumn Issue... and I hope you have all enjoyed the year's Canal events so far, despite the less than seasonal Summer! We have reports from the Tameside Festival and the Tunnel End Fair, and a lot of activity on the restoration front. The Huddersfield Festival and the National at Peterborough will, because of the press date, be featured in the next Issue, rather than submit a rushed effort here.

The Wife's Tale moves on, and a kind comment on the improved quality of the photograph - in fairness, we have the advantage of modern laser scanning technology and if contributors take the trouble to supply photos, we should make every effort to do them justice. A bit of a change for Keith Gibson's restoration report, opting for a photo-essay this time. I shall resist the obvious reference about 'a picture being worth etc.' but the visual roundup gives you a good idea of what's being achieved on the Narrow, both West and East side.

Some fine archive photos in 'A Chance Meeting' - it is always fascinating to see old, and not so old, pictures of the Canal. I'd like to appeal to anyone who may have, or knows of, any old photos, to consider letting us use them in future Issues. It would be great to have a regular 'looking back' page. Content is far more important than quality and as we make copies for publication, your pictures would be in safe hands.

The Society and members can take great pride in Pennine Link being a joint winner of the IWA Tom Rolt Award for the Best Canal Society Magazine (our congratulations to the Manchester, Bolton and Bury Canal Society with whom we share the honours) and the Canal Society sharing first place for the IWA Ken Goodwin Trophy (a full report in the Winter Issue 108). It is flattering to receive official recognition of everyone's efforts and we will continue to keep you informed of restoration, events and developments on the Narrow. Read on ...

Bob Gough



One of the pleasures in taking part in the restoration of a piece of our heritage is seeing the transformation of a derelict valley bottom into a well-visited amenity. The Tame Valley revitalisation, begun in the late sixties by the Civic Trust and continued by the Tame Valley Joint Committee, is now bearing fruit. The area known as 'Roaches' in Mossley is now well wooded and the old railway - the relief route constructed to enable coal and passenger trains to ply the LNWR Huddersfield to Manchester route - makes a super round trip using the canal towpath.

Our restoration team has completed the dredging, lock restoration and towpath repairs between Locks 13W and 17W using Derelict Land Grant monies. We are to open this stretch officially in October as a first event for the Tame Valley Initiative. Tameside have recognised that the regeneration of the Valley depends upon a restored Canal as well as reinstated industry. We welcome these partnership schemes and we look forward to meeting our Local Authority friends on October 5th. Please come along and see these five Locks opened. You may bump into us at the friendly Tollemache Arms on Manchester Road over lunch.

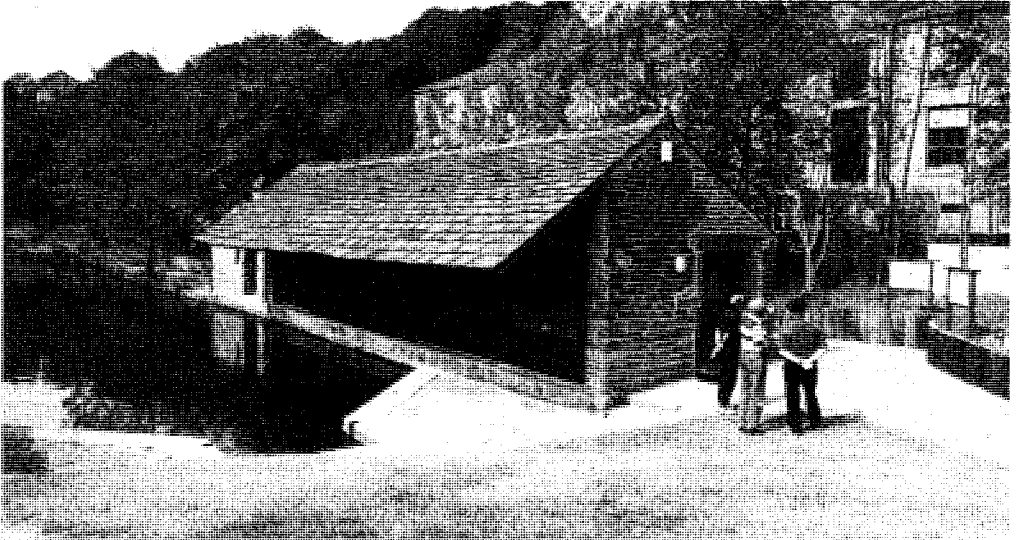
Another event this Autumn will be the opening of the Wool Road Warehouse in Saddleworth. This building - one of the few relics left on the Huddersfield Narrow - has been restored by our Company with financial support from Oldham MBC and charitable trusts, but mainly with EC funds via the European Regional Development Fund (ERDF). This structure, now nearly 200 years old, was saved by the Saddleworth Historical Society and now is a country classroom to be used by the Tame Valley Wardens and the Society. I hope you will visit this building and note the quality of this sensitively restored old warehouse.

European funds come to the Canal through the Mersey Basin Campaign offices of the Department of the Environment (DoE) in Manchester. Whilst the *de minimus* limit for grant aiding voluntary societies has been abolished, funds are very scarce, but the Society has laid claim to aid from Europe for many schemes. Some time ago we enquired of the DoE if two grants could be used and combined. Through the good offices of Glynn Ford MEP and our riparian MPs, we have secured an agreement in principle for ERDF to supplement Derelict Land Grant (DLG) on West side schemes. If successful, we should see a hitherto slowed DLG restoration programme helped by monies from Europe, and with close co-operation between the two Councils, the Canal will benefit.

The Tunnel scheme will take another step forward in September when the Society, led by Mike Thompson, meets the Councils, British Waterways, Ove Arup and the Department of the Environment (Manchester & Leeds). Our initiative is to explore all the options now that the full costs of restoration and recommendations are known. An integral part of the scheme is the Standedge Experience, and the meeting will discuss all aspects of the project and plan the way forward. It is a vital meeting, and with Kirklees wishing to see the Tunnel under restoration before Slaithwaite, we hope to make real progress whilst still in 1993.

So, from Valley bottom to moor top, progress is still being made despite threatened public sector cutbacks and the Society will ensure that physical restoration for the benefit of all continues as fast as funds allow.

David Sumner



Looking back over my recent Restoration Reports, I have become aware that there is much which may seem repetitious. It is the nature of major funding applications for restoration work that ERDF, DoE, DLG, URA, BW, EA, CAP etc become old friends.

So, for a change, let's see the restoration work that is being achieved!

Keith Gibson

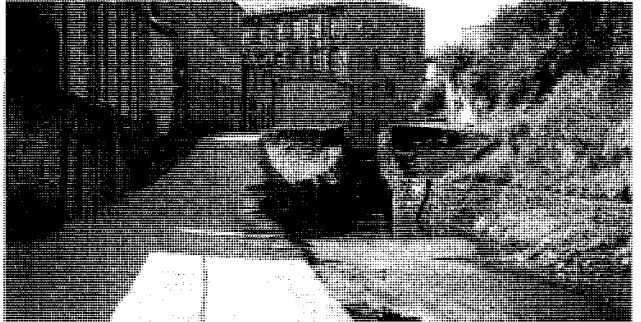
Wool Road Transshipment Warehouse:

Work is very nearly completed, save furnishing and 'kitchen' fittings. The interpretive boards (above) have been provided by the Rochdale Groundwork Trust



Towpath work, Locks 1 to 2E

The old towpath is excavated (above) before layers of sandstone chippings are laid and finished with a fine top layer (right, view to Lock 2E). Below left is the view to Commercial Street bridge whose steel work is being blasted prior to repainting (below right) - the access ramp has yet to be removed.



RESTORATION VIEWS

Lock 24E, Slaithwaite

Right: The lock chamber walls have been rebuilt and backfilled. Note the recess for the lock ladder in the nearside wall.

Below: General Foreman, Malcolm Braddock drilling into the stonework to secure the oak cill lying nearby. Note the freshly cut vertical channel behind Malcolm. The oak lining piece lying on the scaffold boards will act as a watertight frame for the headgate to close against.

The arched cavity to the left is the head chamber where a small sluice gate or ground paddle is operated from surface gearing to allow water to flow from the pound above and fill an empty lock.



Mann's Wharf Bridge, Greenfield

Top right: Excavation of Wellihole Road begins; the view is eastward towards Greenfield.



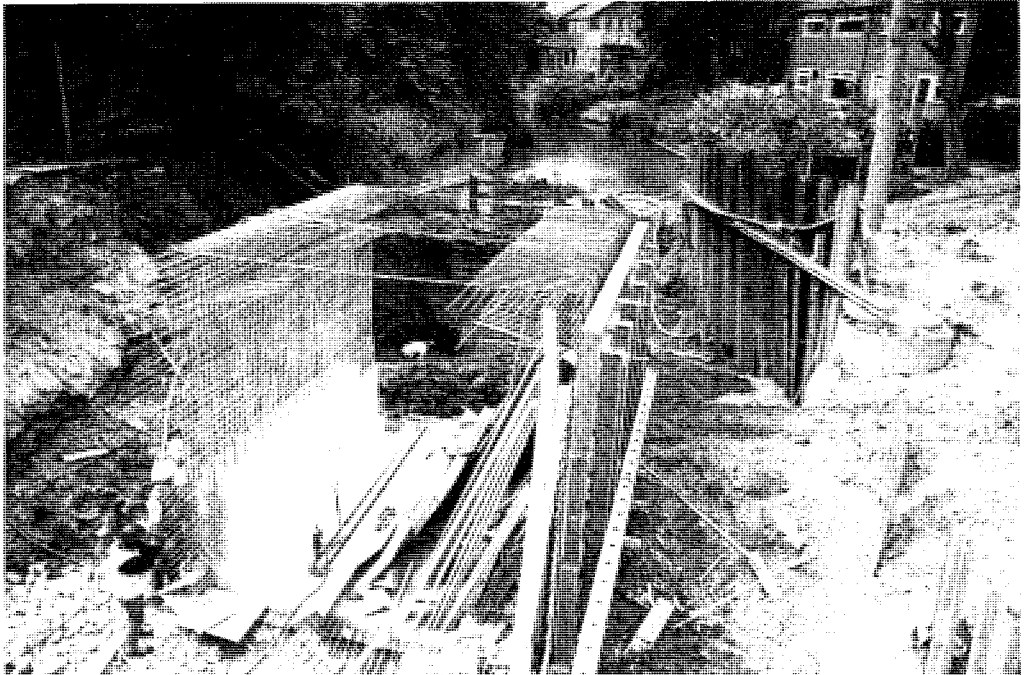
Middle Right: Groundwater is always a problem and as the workings get deeper the Canal adds to the 'instant navigation'! However, sheet piling and pumping make for more comfortable workings.

Bottom: The view is westward back along the Canal. The engineers have decided to use in situ casting rather than

pre-cast box sections to make the bridge culvert.

The reinforcing bars give a good impression of the structure will have an integral towpath - a great relief to walkers previously diverted across the road.

Pedestrian access along Wellihole Road provides a grandstand view of the works - well worth a visit!

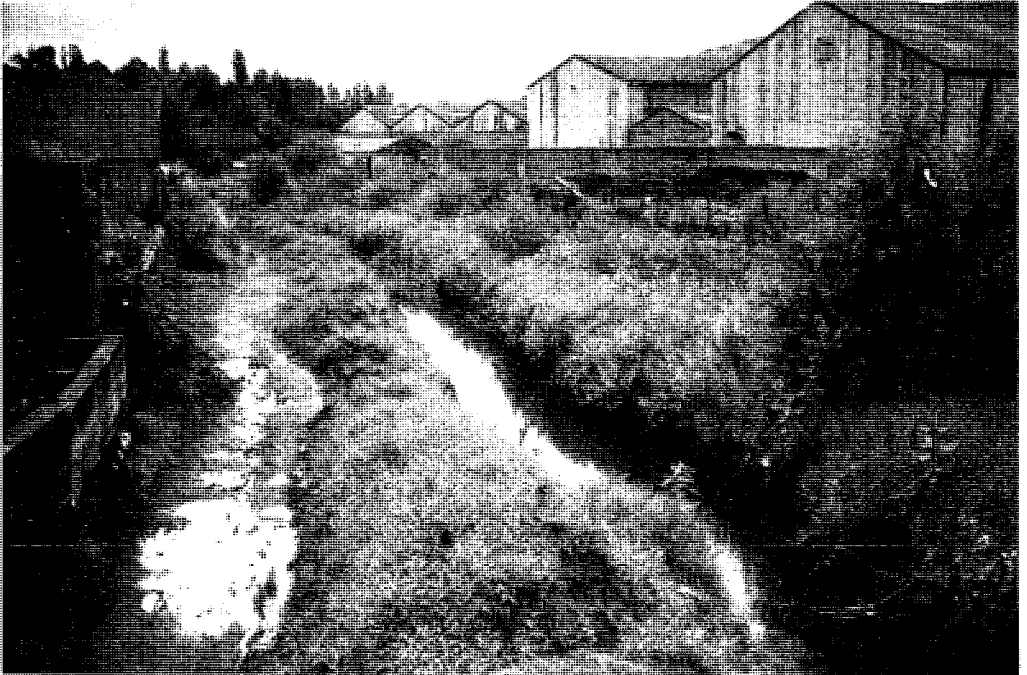
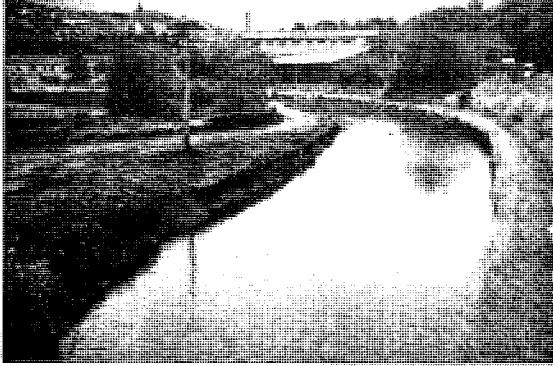
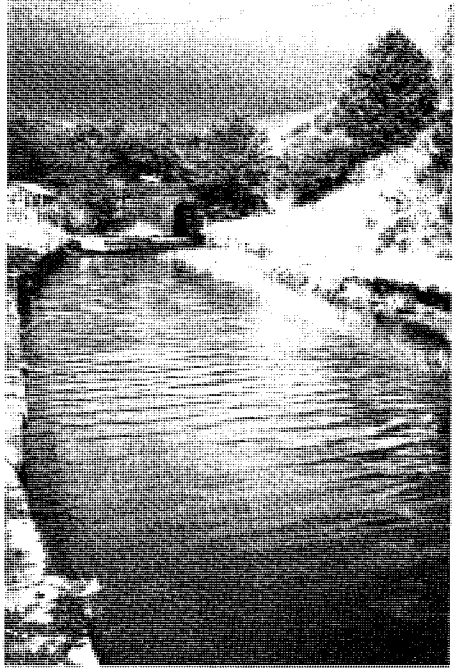


RESTORATION REPORT

Dredging - Lock 13W to 12W, Mossley

Right and Middle: The Canal from 13W to Waggon Road benefits from an adjacent access road which has enabled efficient land-based dredging to take place.

Bottom: The view westward from Waggon Road toward Egmont Street. A narrow channel has been cut into this heavily silted section to facilitate water flow. Dramatic changes will be seen here soon; certainly a site to watch!



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1794 SADDLEWORTH 1994 Canal 200

To celebrate the passing of the Parliamentary Act that gave the formal existence to the Huddersfield Canal Company on April 4th 1794; several events are planned for the 1994 bicentenary.

One of these events to note in your diary will take place during the May Day weekend, Saturday April 30th, Sunday and Monday the 1st and 2nd of May, 1994. On the restored stretch of the Huddersfield Narrow Canal at Uppermill, a Trail Boat Rally will be held, using the new slipway at Wool Road. Also a canal-orientated Festival sited on the King George V playing fields, adjacent to the river and Canal in the village centre, will offer entertainment, stalls, refreshments, etc., during the whole three days.

Special displays will be exhibited in the Saddleworth Museum commencing April 1st, 1994, for six weeks. A very special invitation is extended to all Trail Boaters and their Trail Boating friends to attend this event. The more boaters there are the better.

An update will be given in the next issue of Pennine Link, meanwhile, make a note of the dates. An event not to be missed!

John Young, Publicity Officer
Saddleworth 200 Festival

For the benefit of Crossword enthusiasts ... the old Lock names:

West Side

- 1 - Ashton Lock
- 2 - Plantation Lock
- 3 - Tame Lock
- (4) (5) (6) (7)
- 8 - Bywith Lock
- 9 - Black Rock Lock
- 10 - Avenue Lock
- 11 - Terrace Lock
- 12 - Whitehead's Lock
- 13 - Wharf Cottage Lock
- 14 - Woodend Lock
- 15 - Roaches Lock
- 16 - Gas Works Lock
- 17 - Division Lock
- 18 - Keith Jackson Lock
- 19 - Royal George Lock
- 20 - Hall Lock
- 21 - Wade Lock
- 22 - Dungebooth Lock
- 23 - Lime Kiln Lock
- 24 - Wool Road Lock
- 25 - Navigation Lock
- 26 - 12 Mile Lock

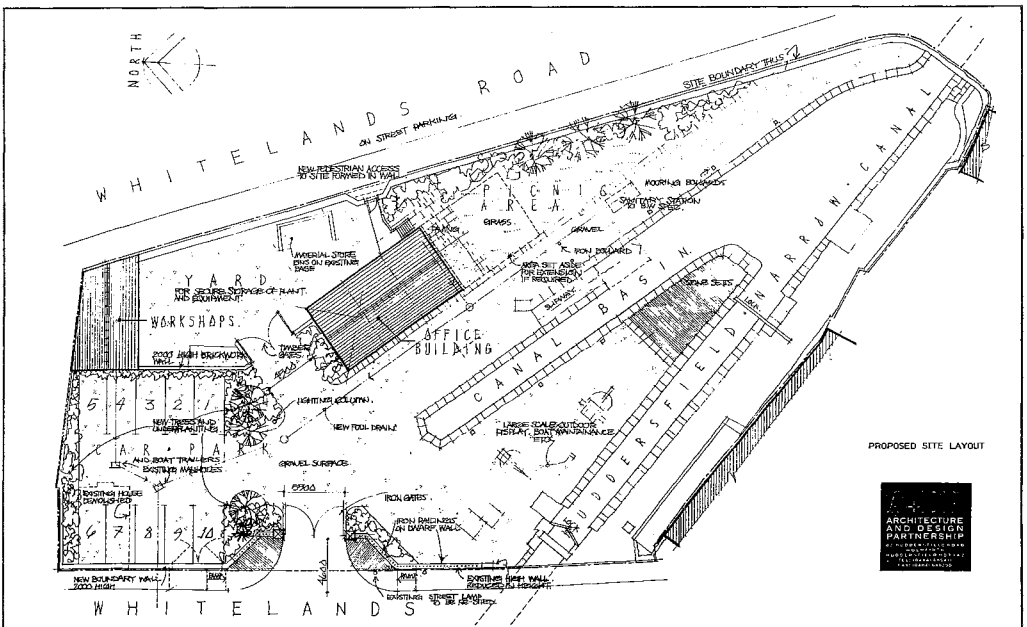
- 27 - Coffin Lock
- 28 - Embankment Lock
- 29 - Cast Iron Lock
- 30 - Dobecross Lock
- 31 - Ward Lane Lock
- 32 - Summit Lock

East Side

- 1 - Stanley Dawson Lock
- 2 - Coal Wharf Lock
- (3)
- 4 - Longroyd Bridge Lock
- 5 - Paddock Foot Lock
- 6 - Mark Bottom Lock
- 7 - Fountain Lock
- 8 - Roller Lock
- 9 - Isis Lock
- 10 - Spring Garden Lock
- 11 - Library Lock
- 12 - Rough Holme Lock
- 13/14 - Ramsdens Locks
- 15 - Golcar Brook Lock
- 16/17 - Westwood Locks
- 18 - Can Lock

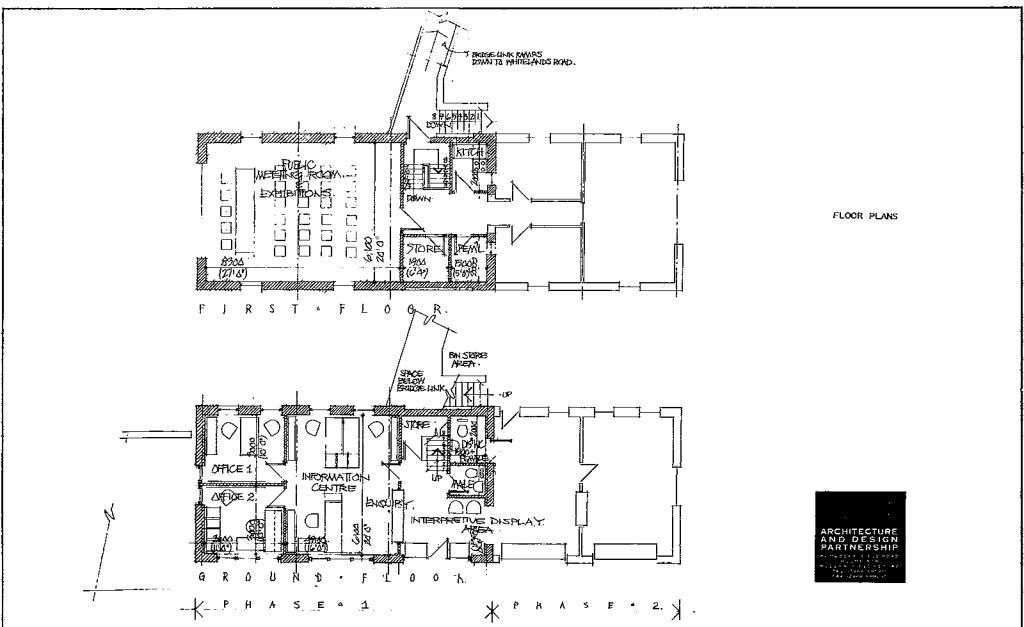
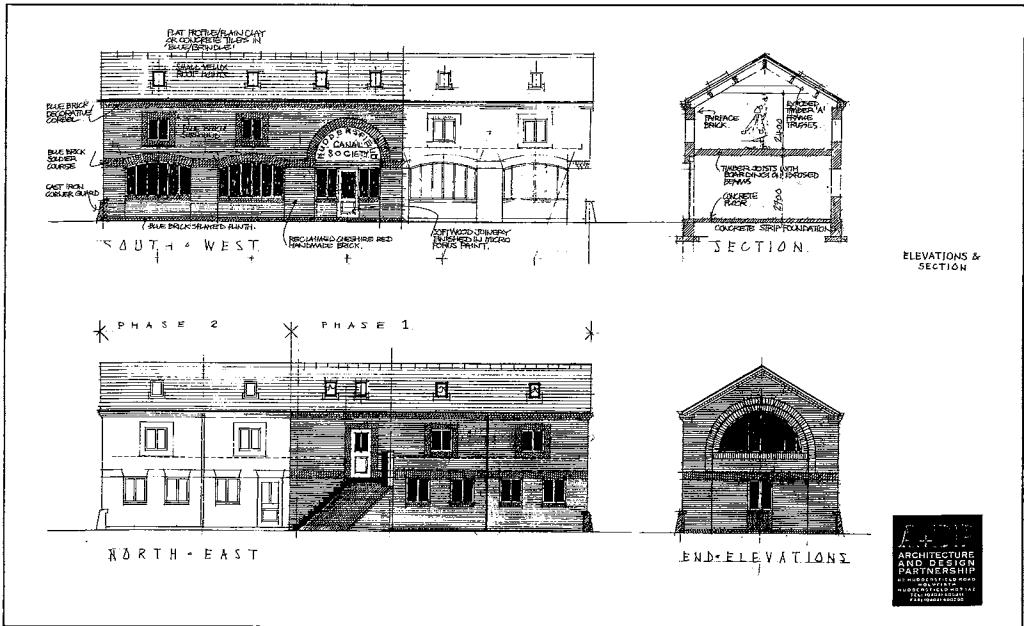
- 19 - Holme Lock
- 20 - Spot Lock
- 21 - Waterside Lock
- 22 - Pickle Lock
- 23 - Dartmouth Lock
- 24 - Shuttle Lock
- 25 - Shaker Wood Lock
- 26 - Skew Bridge Lock
- 27 - Mill Pond Lock
- 28 - Waring Bottom Lock
- 29 - White Hill Lock
- 30 - Bank Nook Lock
- 31 - Booth Lock
- 32 - Pig Tail Lock
- 33 - Sparth Lock
- 34 - Cellars Lock
- 35 - Moorvale Lock
- 36 - White Syke Lock
- 37 - Smudgers Lock
- 38 - Colne Lock
- 39 - Warehouse Hill Lock
- 40 - Hopper Lock
- 41 - Dirker Lock
- 42 - Railway Lock

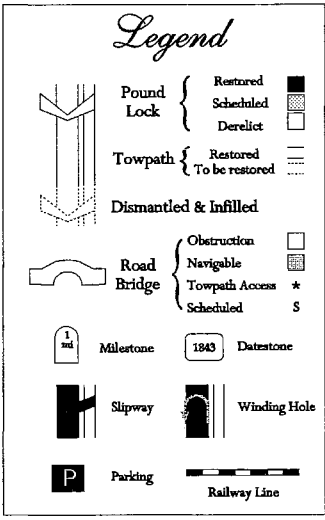
The proposed new Canal Centre at Whitelands, Ashton-u-Lyne is at the drawing stage and courtesy of the architects A+DP we have reproduced their initial designs. No doubt there will be many modifications, but the benefits of a canalside facility are obvious.



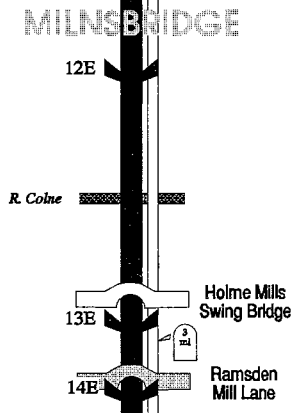
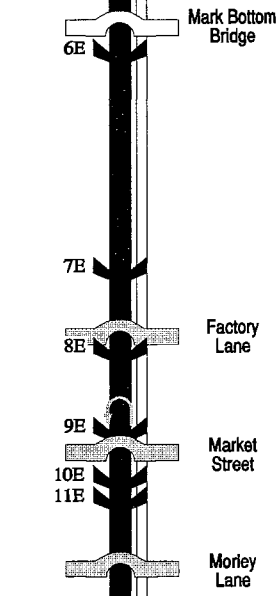
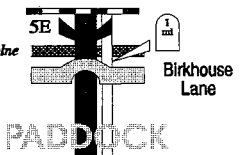
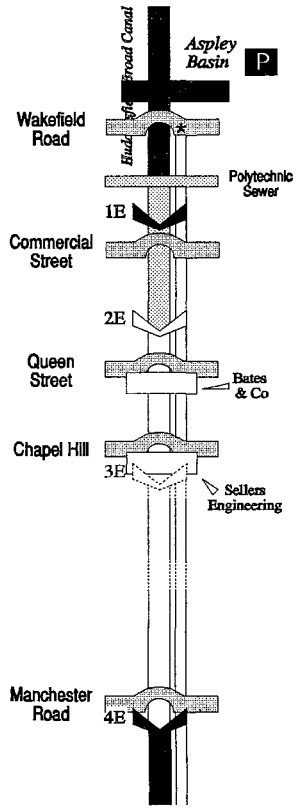
Proposed Canal Centre at Whitelands

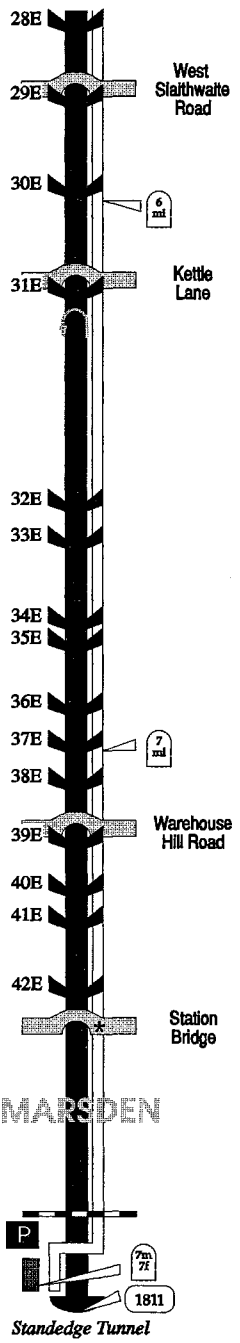
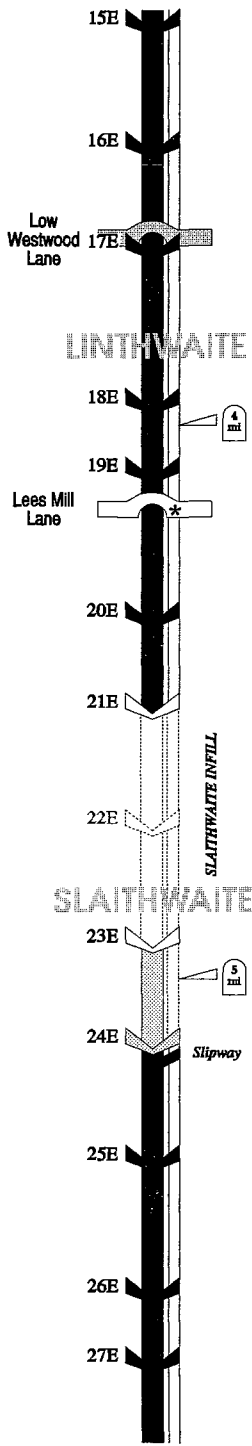
Construction is proposed in two phases, the second phase being an optional extension to the main office building. Tameside Festival Committee have already proposed £8,000 to pay for the meeting room - a worthy project for their accumulated Festival successes.





HUDDERSFIELD





Pennine

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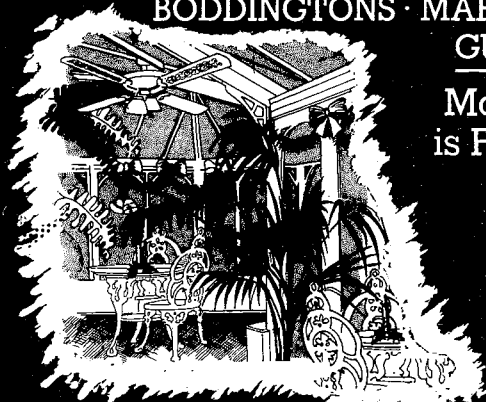
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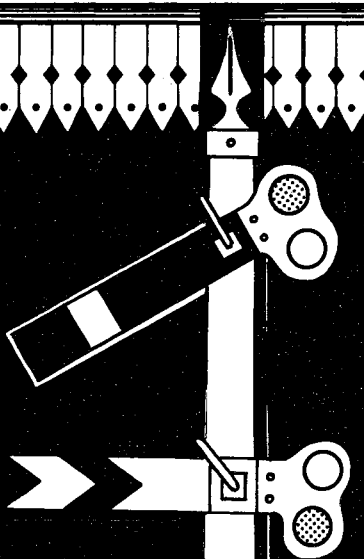
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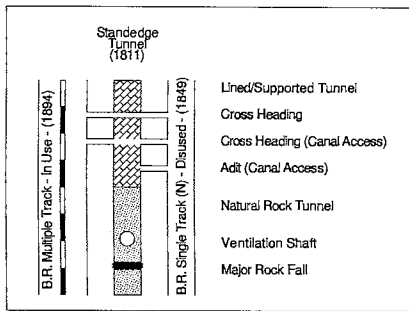
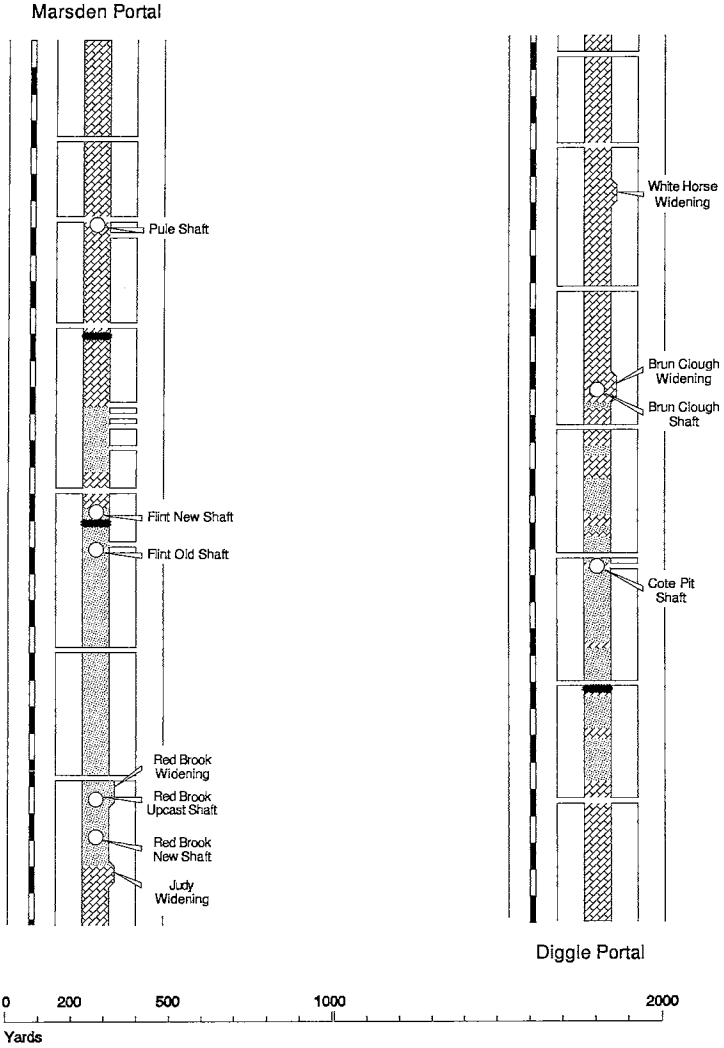
Ask for Menus.

ASHTON'S PREMIER FREEHOUSE

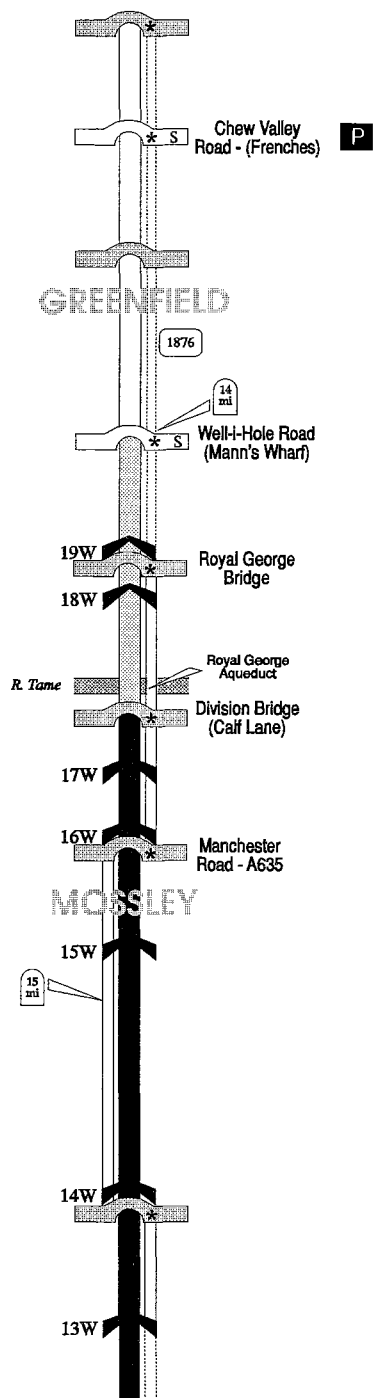
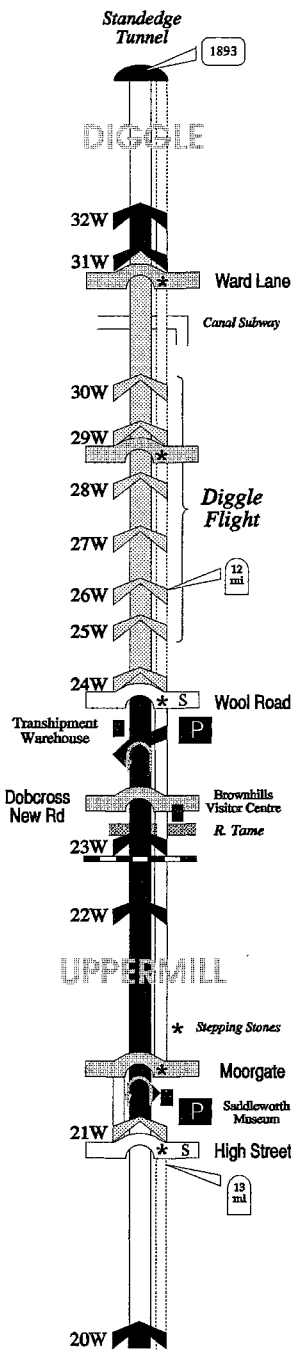


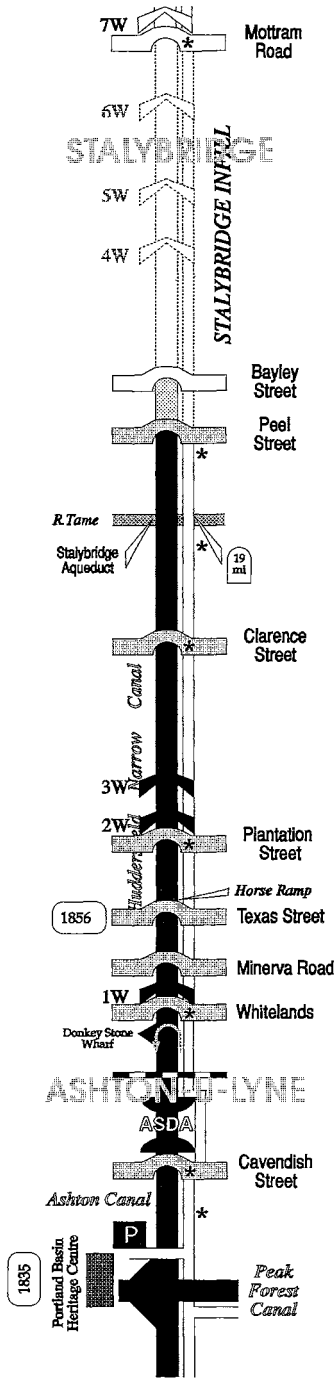
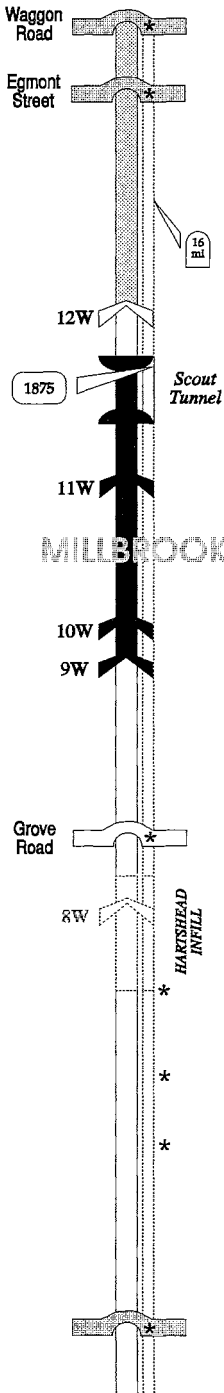
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Standedge Tunnel



Huddersfield Narrow Canal - West Side - Restoration Progress - October 1993



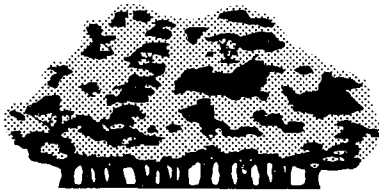


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 HD7 6NQ

Tel: (0484) 846062

Summer (April - October) Opening

Monday	CLOSED	
Tuesday	CLOSED	2.00-4.00pm
Wednesday	10.00-1.00	2.00-4.00pm
Thursday	10.00-1.00	2.00-4.00pm
Friday	10.00-1.00	2.00-4.00pm
Saturday	10.30-5.00pm	
Sunday	10.30-5.00pm	

Winter (November - March) Opening

Monday	CLOSED	
Tuesday	CLOSED	2.00-4.00pm
Wednesday	11.00-1.00	2.00-4.00pm
Thursday	11.00-1.00	2.00-4.00pm
Friday	CLOSED	
Saturday	10.30-4.00pm	
Sunday	10.30-4.00pm	

Pennine

A few months ago, whilst sitting, lost in thought, in the Old Fleece, Stalybridge, I overheard two people talking about canals. Turning my head I saw that one of the gentlemen was showing the other some old faded photos. The other gentlemen, knowing me and that I was involved in canals, said I should look at the photos and then introduced me to his friend. That was how I met 78 years old, Mr Arthur Cooke (with an E!)



Bugsworth Basin, 1921/22. The building behind the railway wagons was a grocers, adjacent to The Navigation public house. The boat belonged to the Great Central Railway Company.

Arthur, as a young lad, lived with his parents, Harold and Matilda, in Stalybridge. They had a house, but they were boaters, working for Buckley and Newton, flour millers.

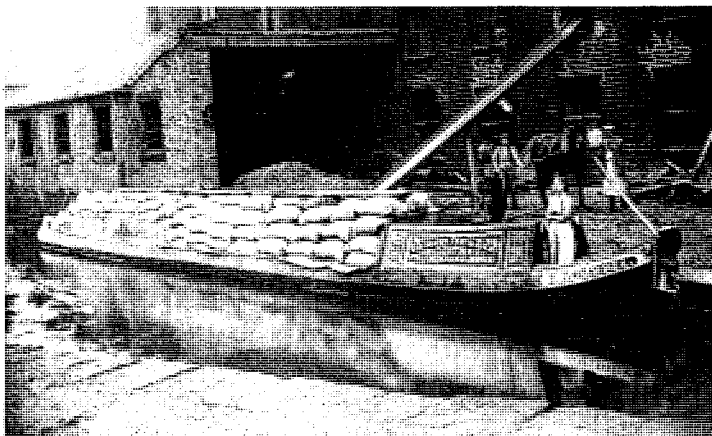
Although Arthur only worked the boats from the ages of 9 until 11, he had a good memory of life afloat and some humorous tales to tell; such as the time they rescued a parrot in the canal at Liverpool whence it became part of the boat crew. It seemed the parrot could talk.

Arthur told me how when going through Fairfield locks with a horse-drawn boat and butty, the horse went too far and the rope got jammed in the gates of the lock. Arthur, being too short to pull the rope free, called his father to try. With the tension too tight, the paddle broke and his father fell in the cut. Arthur, being a young lad, laughed.

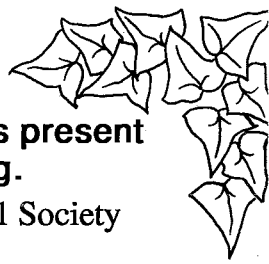
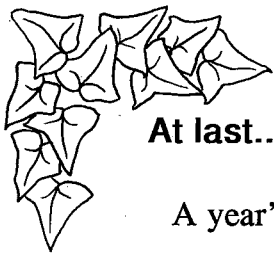
As he was doing so, the parrot started squarking 'bloody fool, bloody fool you....' Consequently, when his father pulled himself out soaking wet, Arthur got a good hiding!

When they arrived in Liverpool, the parrot would always get a bag of nuts. On the approach to Liverpool it would scream 'Where's my nuts?'

On the way home young Arthur would pinch some



Loading wheat at Buckley and Newton's mill, Huddersfield Narrow Canal, Stalybridge, mid-1920's. Arthur's father, holding horse, left, mother on boat. Buckley & Newton had two boats, Ceres and Newton. The Umbria, pictured, was owned by Thomas Hardy and on hire whilst one of their boats was under repair.



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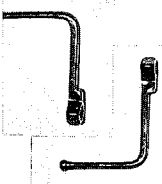
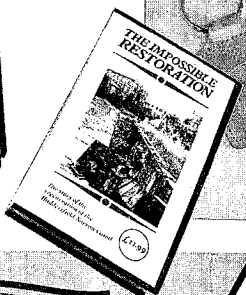
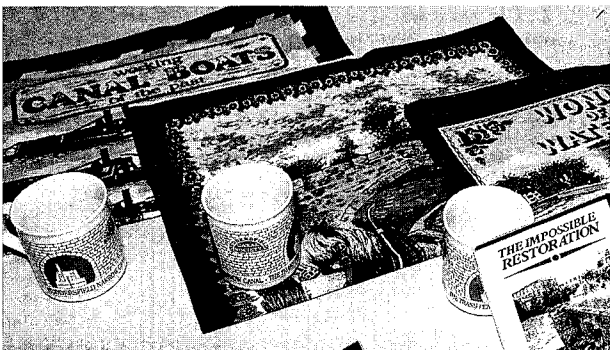
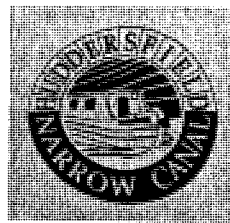
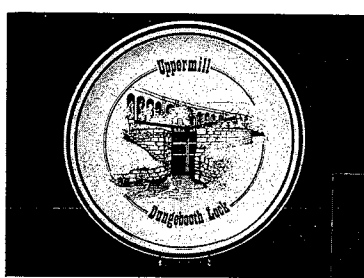
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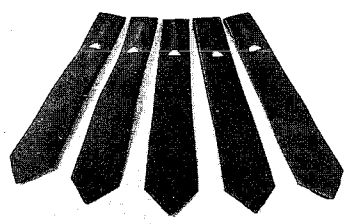
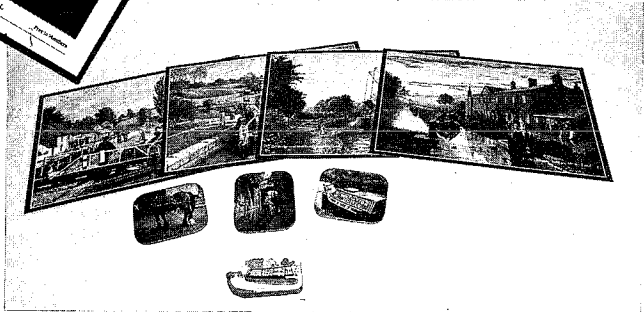
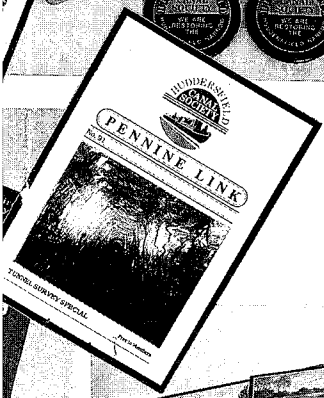
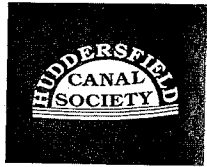
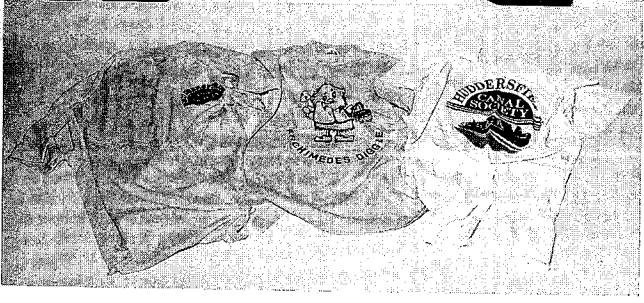
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A CHANCE MEETING

of the nuts. The parrot would then yell 'He's pinching my nuts.'

Arthur told me many stories about the boating parrot, however, space does not allow me to dwell too much on the subject.

Although, Arthur only worked the boats for a short period as a lad, he had a very responsible job. His father would walk the horse, his mother would take the butty, but young Arthur would be at the tiller of the lead boat.



Arthur's father, Harold, on a young Shire horse with grandfather, Ambrose, sporting traditional rodent protection below the knee!

I asked Arthur about the journeys he took and how far he travelled. He told me that most of their journeys were from Stalybridge to Manchester or Liverpool Docks, as well as trips up the Fairfield Arm. Often they would leave Stalybridge at 11.00 at night for a trip to Preston Brook, arriving at 8.00 next morning, travelling all through the night in the dark. Their trips would also involve calling at Whaley Bridge and Bugsworth Basin where Arthur's grandparents lived.

Arthur would spend a lot of time with his grandfather at Bugsworth helping him at the lime kilns, where he was once paid the princely sum of 6d by the foreman for helping his grandfather.



Outside the Rose & Crown, Bugsworth. Ambrose Cooke (2nd Right), Harold Cooke (3rd Right), Amrose's brother, Charlie (6th Right) and Ambrose's wife, Anne (7th Right)

Arthur has allowed the Huddersfield Canal Society to reproduce his photos, not all canal-related, but of historical interest. I am hoping to bring Arthur to the Saddleworth Canal 200 Festival next year, where he will be able to chat to canal enthusiasts. He is a very sincere and genuine person and someone whom I am proud to have met.

Steve Quilter

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Wasn't it nice to be welcomed back by Sir Editor? In fact he wasn't the only one to say nice things; it's a relief to know somebody is going to read this!

And the photograph! Better than the original. In earlier 'Tales' only the occasional small photo was allowed and the reproduction quality left a little to be desired. How times change!

For those of you just climbing aboard for this particular journey I am one day out on the Stratford Ring, anti-clockwise from Alvechurch Boats on their "Kestrel", in the company of husband Ken (HIM upstairs), son Simon (23), and dog William (11).

It is day 2, a Monday in April, 1988.

DAY 2 - MONDAY

Sailing time - 8am - 4pm.

Weather - Cloudy, turning to drizzle, turning to torrential rain!

Destination - Worcester, 12 miles.

Locks - 21.

We set off at 8am, Ken with a cuppa in hand. We had spent a very comfortable night, on our genuine interior sprung mattress, though the duvet was far too hot and I had awakened in the middle of the night bathed in perspiration (or is it "glow" for ladies?). We are still on old-fashioned blankets at home where the heat is more controllable! We certainly didn't need the central heating.

Canalside is very beautiful and there aren't many boats, two all day in the opposite direction and three our way at various stages. He tells me they should really be driving on the left on this canal (all others are righthand drive) as the Worcester and Birmingham was unique in this respect. End of aside, carry on with diary.

Two boats were working in convoy - a school party - who had incurred the boatman's wrath the previous day - we let them get ahead after two locks as they were so much quicker than us, setting locks really far in advance. The teachers in charge were grateful for letting them through and offered us 6 of the kids at £1 each, or 50p if we would take them immediately! Strange statistic: there must have been 20 kids with at least one ghetto-blaster between each two and all tuned to different stations! or so it seemed - the one thing they had in common was VOLUME. (In 1934 Arthur Ransome invented the collective noun "Hullabaloo" for noisy people on boats - we met the 1988 version!)

We went past the old saltings which go back to Roman times - not much to see these days, although nearby Droitwich is a famous salt town with salty spa water you can stand a spoon up in - if it doesn't melt! Our first stop was at Tibberton, but the pubs weren't very inviting so we lunched aboard after doing a bit of shopping in the village. The friendly lady shopkeeper was still in a state of shock - she had been visited by the school party - and wasn't certain whether to call the police or bank her takings! (You don't have to believe everything I write).

We passed some beautiful property with lawns and gardens down to the water; ancient farm buildings, renovated old property and new lock houses built on old foundations. We reached Worcester very early (for us, we often do a 10 - 12 hour day on the canal) and decided to moor above lock 3, look around and possibly move onto the big River Severn. Lock 3 is at The Commandery, a magnificent restored 15th Century almshouse, famous as a headquarters in the Civil War, and now a museum and visitor centre. All the area around here is expensively "hard landscaped", but I would hate to have to manoeuvre pram, pushchair,

wheelchair or even bicycle over some of the "features" in the paving!

Ken and I went shopping, Simon and William being flat out, and found a Sainsbury's (still very much a novelty to Northerners in 1988) and spent far too much! I wouldn't even let Ken look for an old theatrical colleague at the Swan Theatre, pot-hunting (in its original meaning) was far more important!



The Commandery, Worcester (left) Almshouses, Civil War HQ & Museum

Found what I wanted in easy walking distance of boat and cathedral. First visit to the shop and what I wanted - 8 ramikins - given an unlimited cheque book I could have gone mad. But on to the museum instead - oh, what a delight! - such a marvellous collection from the earliest beginnings to the very latest designs. I have always been a sucker for Worcester in all its forms and this was an experience to treasure. The museum was set up as a Trust by C.W. Dyson-Perrins (who also had a lot to do with, even if he didn't invent, Worcester Sauce!) a previous owner of the Worcester Royal Porcelain Co. If only I had had more time to linger and really take in all that was there but we always say we can come back "land-based" to do the tourist bit - we never do. I bought a couple of gifts in the museum shop and then back to the boat.

It is on such occasions, although only April, that I am seized with the need to take opportunities, as they arise, to start getting meaningful, bargain Christmas presents - I rarely do that, either!

Decided to stay put as by this time the rain was bucketing down! An early start will compensate - we are within sight and sound of the cathedral clock so we should have no problem knowing what time it is! Dinner cold chicken and salad, veggy pizza and salad for Simon. After dinner Ken and I walked William along the tow path (equally disastrous for dachsy dogs with little legs) to reconnoitre Diglis locks, the big wide locks down onto the river. Their size enables largish coasters to come into Diglis Basin at the end of the canal and these boats, mixed up with narrow-boats etc., make a strange combination. The lock-keeper told us the locks would be open at 8am and he would have them set for us.

Back to the boat, stopping to talk to the leader of the school party - yes, they were there, too, but amazingly well-behaved! - in fact he was a "teacher-boatman" from Coventry Education Dept. who took school parties out as a regular job - and he was really quite sane! One of their

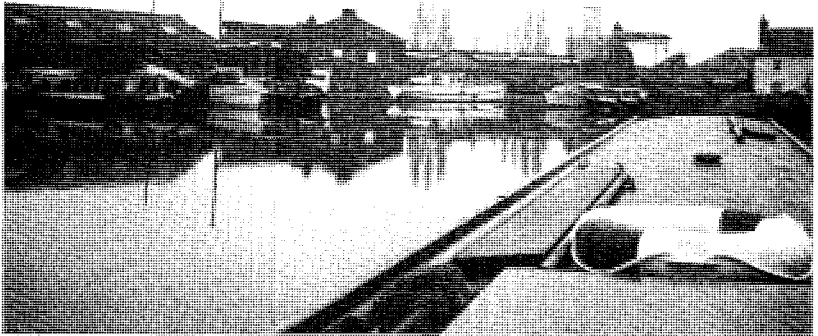


Left:
Diglis Locks,
Worcester
The only two wide
locks on the
Worcester &
Birmingham Canal

Below:
Diglis Basin,
Worcester

Photos: A & K Wright

boats was a dormitory and the other a classroom/dining room. We talked canals and brought him up to date with the Huddersfield Narrow, creating quite a deal of interest, especially about re-opening Standedge Tunnel.



Back to the boat, again, picked up Simon and walked to the Anchor pub in the boatyard, grotty looking but very friendly. I went back to the boat to do some learning for a play whilst Ken and Simon went on to the Kings Head (another pub you won't find in Pearson's Guide!). They rolled back at 11pm with hilarious tales of mass betting at the skittle alley and a raffle involving a bacon joint and a whole cheese! Memories have faded as to why it was quite so hilarious!

The fridge had turned off again - electrics far from right due, He suspects, to a faulty alternator. Will ring the yard tomorrow and ask them to meet us at Upton-on-Severn (a town about which He has very mixed memories - see next edition). Hey ho, all is not perfect. Bed at 12 midnight, according to the cathedral clock! Must visit Worcester again with more time to spare (famous last words!).

Next time - down to Tewkesbury and meeting with the original Severn Bore?

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Despite the inclement weather, the 16th Canal Festival at Portland Basin chalked up another success. Over 12 months ago it was decided that we should try to expand the festival on to land the Hyde side of the railway bridge. Following discussions with Tameside Leisure and Publicity departments, a Festival of Dance was organised. Under the direction of Alison Dean & John Squirrel, a variety of dance styles kept crowds enthralled for hours. Along with several interpretations of the tradition Morris Dancing, there was Ukrainian, Bangladeshi, and a team who travelled from Armentiers, in France, especially for the event.

On the main site the order of the day was the well proven formula of Craft & Trade stalls, entertainment for all ages and, of course, 'the largest CAMRA beer tent in the North'.

Now for the icing on the cake. We are delighted to have received substantial sponsorship from NORWEB the Manchester based electricity company. This came about by what I have come to think of as 'The P.H. Partnership'. Paul Henley from NORWEB, and Peter Hawley from our Committee. Because of begging letters sent out by Peter, contact was made between the two and the whole deal masterminded. So all you out there in the NORWEB area, give their shops a smile and a wave, and consider your next electrical purchases from them. Not only did we receive financial assistance in return for publicity, the Festival received publicity in NORWEB News, and access to an extensive series of excellent photographs taken by their photographer.



Opening Ceremony. At the back, the Mayors and wives of Tameside, Oldham and Kirklees. At the microphone, the Rev. Denis Thomas, President. In boatman's garb, Alwyn Ogborn, Chairman.



'TINKERBELL' - All dressed up, and a Festival to go to!

All who braved the rain to attend were well rewarded for the effort. About 80 boat crews and over 40 caravans spent the full weekend, and hopefully some cash, on site. Prizes were awarded to Sadie Dean of Straw Bear for the most remote home mooring. Sadie is from March on the Anglian waterways Middle Level & received a watercolour painting by Sylvia Whittall. To John Taylor of Gimli for the best dressed boat, Traditional Style. John received a framed photo of his boat and a trophy. To Glyn Clitheroe of Leander for the best dressed boat, Novelty Style. Glyn similarly received a framed photo and trophy. To Sadie & Mike Dean for the Quiz, and to Mr & Mrs Byrne of N.B. Leone for the prize draw. The prize draw was a Champagne meal for two on the Four Seasons Restaurant Boat, run by Malcolm & Alison Alcard at Marple Top Lock. Unfortunately for the Byrnes, they moor too far away to take advantage of the prize & redonated it to raise money. Most generous!

A good turnout of decorated boats made the Civic Cruise a colourful sight. Guests were transported by bus to the lift bridge, onto the boats and to the main site for the Official Opening. This was followed by a buffet in the Museum across the Basin.

I will take this opportunity to publicly thank all the Committee members for the hard work and dedication put into organising this Festival. A magnificent team effort.

Alwyn Ogborn
Festival Chairman



NORWEB presented each dance team with a specially cast medallion.
Paul Henley from NORWEB presenting to the French team leader.



Above: The crowds came back for more!
Below: The Bangladesh dance team. Photos courtesy of NORWEB

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Tameside Canals Festival '93

Ashton Round Table provided towpath entertainment for local children on board 'Greater Manchester' during their sponsored boat pull on the Ashton Canal.

A team of men bow-hauled the boat from Fairfield Junction, Droydsden to Portland Basin, Ashton to raise money for several local worthy causes.

Members from the Society's boat crew gave up their spare time to assist the Round Table in their fundraising endeavours.

To those long serving members of the crew, the photographs will probably stir up 'happy' memories of 'Benjamin Outram'. For the

uninitiated, this method of propulsion was a usual sight at Tunnel End a few years ago, due to the unreliable engine on the Society's former trip boat.

Frank Smith



Left:
Not quite the Volga
Below:
Dozy David entertains
Photos: A. Watson



The vital importance of continued government funding for canal restoration schemes was stressed by Kirklees councillor George Speight, when he took over as Chairman of the Narrow Canal Joint Committee.

Councillor Speight, who has a long association with HCS in other civic roles, took over from Tameside councillor, Jeff Brierley, as head of the Joint Committee - the organisation responsible for superintending the restoration drive and which includes representatives from Tameside, Oldham and Kirklees Councils, HCS and British Waterways.

Councillor Speight said that a major breakthrough in the last year had been the allocation of funds under the Government's Derelict Land Grant scheme for restoration work on the Narrow Canal and other waterways. The DLG scheme has been administered by the Department of the Environment - and as HCS members know there have been major benefits in the form of DLG funded projects on both sides of the Pennines.

"There is no doubt that the DLG allocations for work along the length of the Canal have been the major factor in a speeding up of the restoration programme, said Councillor Speight. Experts had presented sound and solid cases for DLG cash to be made available, and the grant aid had been, and would continue to be used judiciously for the benefits of communities along the line of the Canal".

Responsibility for supervising the DLG scheme is likely to be passed onto a new Urban Regeneration Agency and Councillor Speight said it was hoped that the new supervising body would take the same enlightened view towards restoration of the Narrow Canal which was shown by officials at the Department of the Environment.

Reporting on the year he said that there had been steady and sustained progress. To date 54 out of the original 74 Locks had been restored, 11 miles of Canal had been dredged to navigable standards, the historic Standedge Tunnel had been surveyed and costed for repair work. The first bridge blockage removal scheme on the Western side of the Pennines was under way and there were developments on the line of the Canal.

Three public trip boats were now operating at Tunnel End, Ashton and Uppermill, plus a cafe boat at Slaithwaite. And with the improvement of towpaths and canalside amenities, more and more people were taking advantage of restored parts of the Canal.

"There are, of course, major problems still to be tackled on both sides of the Pennines. However the point of no-return was passed a long time ago, and if things go according to plan re-opening of the Canal will be a notable contribution to celebrations bringing in the new century in the year 2000".

Alec Ramsden

White Cliffs to Satanic Hills

Society member Raymond Crane presented himself at the Sales Trailer at the Tameside Canals Festival. He had travelled to the event from Dover. Is this a record?!

A new marketing group to give the Narrow Canal restoration scheme a higher profile has been set up by the Narrow Canal Joint Committee - and HCS will be playing a major part.

In addition to representatives from Tameside, Oldham and Kirklees Councils, British Waterways and HCS, the new group includes nominees from the National Trust, Colne Valley Trust, North West Tourist Board, Yorkshire and Humberside Tourist Board and Saddleworth Tourist Association.

Frank Smith will be Secretary of the new group and Alec Ramsden Chairman, and there will be regular meetings of the group to hear reports of developments in the restoration drive and think up ways and means of publicising the Canal and surrounding facilities.

A start has already been made - the updating of the Towpath Guide, now, of course, very much out of date and in need of being given a new look. HCS Vice-chairman, Trevor Ellis, has made a start on re-writing and Brian Minor was the first volunteer to carry out a vital piece of research - into public houses and their facilities along the route of the Canal (or within easy reach).

It is rumoured that this could be quite a lengthy operation, if the time taken by Brian in the early stages is anything to go by. As he pointed out, however, in-depth investigation into such a crucial factor could not be rushed.

Also under discussion are a community newsletter. Probably produced twice yearly and giving news and information from all three council areas, leaflets highlighting attractions, a What's On calendar and Tourist Information Dispenser information cards.

The idea of the marketing group was first suggested by Tameside, but the main intention is to emphasize the fact that the Narrow Canal is a common, and, hopefully, unifying factor. No Wars of the Roses here.

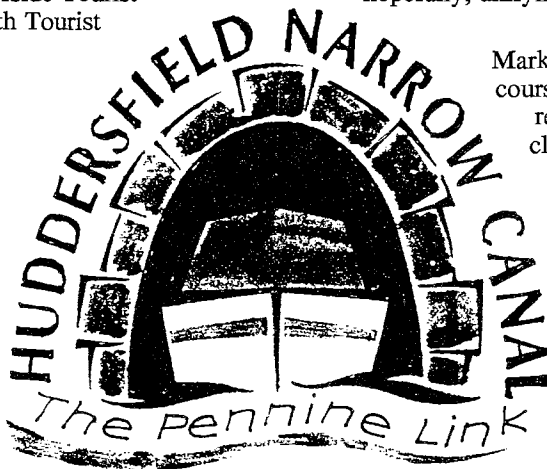
Marketing opportunities, of course, will increase as the restoration scheme gets closer and closer to that magical time when it can be announced that the Huddersfield Narrow Canal is now navigable from Ashton to Aspley.

Already the Narrow Canal project is being seen as a major environmental improvement scheme and creator of jobs, full and part-time, temporary and permanent.

HCS is keen that the marketing project should get off to a good start. So if you have any ideas about what should be 'sold' to the public, views on creating a higher profile, offers of help, suggestions of how amenities can be improved, then a letter to HCS offices at Ashton would be welcomed.

We do have a logo (reproduced in draft form), which was the product of consensus of opinion by a small, representative team of "experts"

Alec Ramsden



For those who have not yet heard, and knowing the HCS grapevine, that cannot be many, I have taken over from Alwyn Ogborn as Chairman of the Promotions Group. I can hear the groans already from many members who have been with us a while!

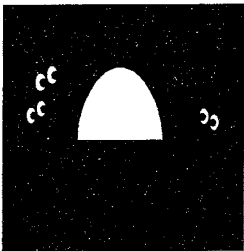
I see the promotion of HCS and the Canal being almost as important as its restoration and, although restoration is making great progress, I personally feel we have tremendous progress to make in spreading our message about our 'unique waterway'. Do not get me wrong, I am not being critical of what has gone on in the past, but we must now look to the future and all do whatever we can to ensure that the Canal and the Society are at the forefront of everyone's minds, especially those who hold the purse strings, making sure that complete through restoration becomes a reality.

The Promotions Group have drawn up a list of possible projects for the next twelve months which we feel are achievable; but if you have any thoughts on what we could be doing, or if you would like to become involved, please do not hesitate to contact us, through Frank Smith, at the Ashton Office.

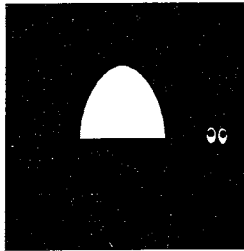
Finally, thanks to Alwyn and Brian Minor for keeping the 'seat warm'!

Dave Finnis

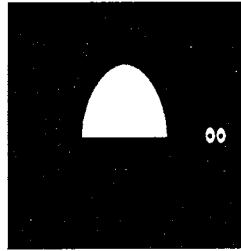
In Standedge Tunnel ...



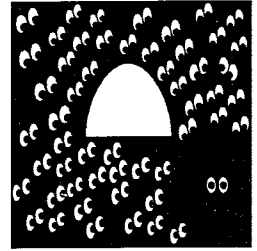
Congratulations! ...



Yippee ...



Oh dear ...



That's the trouble with winning the Pools!

An enduring project for Tameside Festival funds...

Some years ago, with the blessing of HCS Council, it was decided to accumulate funds from each Festival as a float for the following year and to 'save up' for a specific restoration project which would be an enduring, tangible tribute to all the many hard working volunteers who have made profit possible.

In the past, several schemes had been identified, but funding from some other source had come along and taken over. At a special meeting of the Festival Committee and members of HCS Council in December '92, full consent was given to continue to accumulate monies with the intention of paying for a meeting room at the proposed Whitelands Centre. It was suggested to call it 'The Festival Room', or similar, in recognition. This project now looks to be coming to fruition.

Alwyn Ogborn, Festival Chairman

TUNNEL END CANAL & COUNTRYSIDE CENTRE CELEBRATES 10 YEARS

September 10th 1993 saw the tenth anniversary of the opening of Tunnel End.

For those around in 1983 at the official opening of the Centre by City Councillor William Sykes, you will remember that the weather on the day was atrocious. It's funny how some things do not change!

However, since then many things have changed. The Centre was refurbished under an MSC scheme organised by West Yorkshire MCC. Their Countryside Rangers were to share the building with HCS. Can anyone remember West Yorkshire MCC, or the other Metropolitan County, GMC, who did so much, not only for this Canal, but the countryside in general.

In the early days, Tunnel End was attracting about 25 to 30,000 visitors each year. We now understand that this is in the region of

50,000 visitors a year. Well, that is actually

going through the Centre, a more realistic

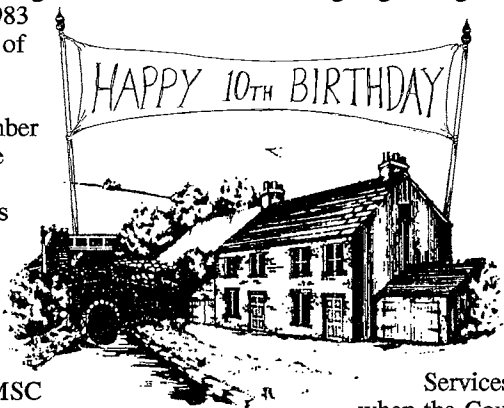
figure for Tunnel End area I feel, would be about 100,000. If this is correct, it probably means, that since 1983 there have been at least 750,000 to 1 million visitors to Tunnel End. Think what it will be like when the Tunnel is open?

Congratulations to Kirklees Leisure

Services for taking on the Centre when the County was abolished. Long may Tunnel End prosper.

A birthday celebration, consisting of a barbecue, was held at Tunnel End on the Friday evening. I think the weather surprised us all (!), and a well stocked barbecue with plenty to drink for those attending made for a memorable celebration!

David Finnis

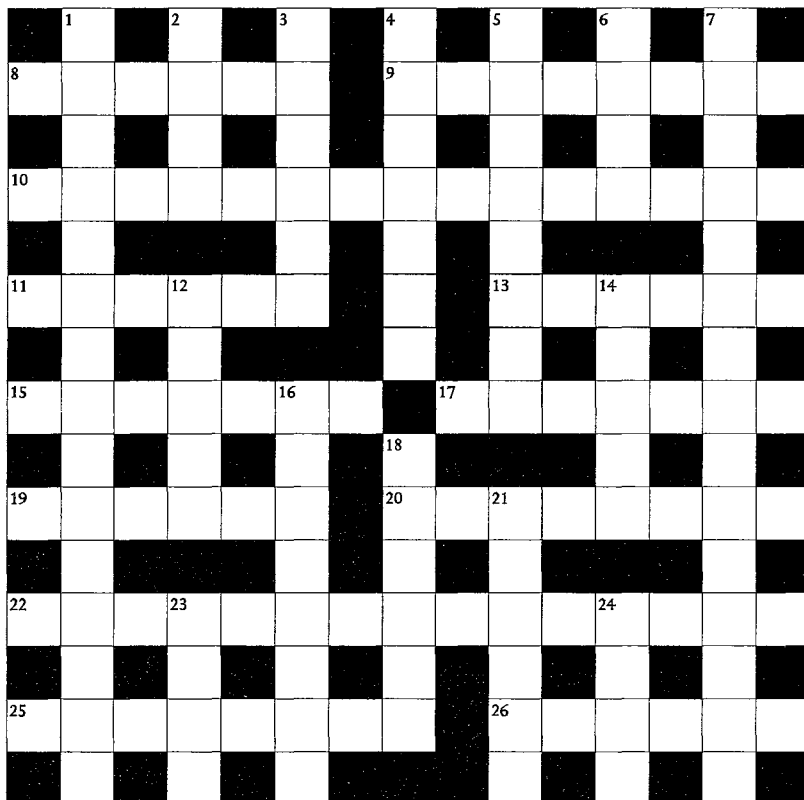


HUDDERSFIELD NARROW CANAL BI-CENTENARY

The 4th April 1994 will see the bi-centenary of the when the Act of Parliament was passed authorising the Huddersfield Canal Company to commence work on the Huddersfield Narrow Canal and it has been decided that we will not let 1994 pass unnoticed.

A small sub-committee has been established to co-ordinate events during the bi-centennial year. All I can say at the moment is watch this space; (and read the piece on Saddleworth Canal 200 by John Young in this Issue).

David Finnis



16. Communist unemployment benefits payable at HBC lock? (3-5)
 18. Strips of wood at the front of yachts? (7)
 21. Total HNC locks + 16 (6)
 23. On Yorkshire side find seat giving directions (4)
 24. A door in a jampot - only when it's partly open (4)

QUICK CLUES

ACROSS

8. River once navigable to Melton Mowbray and Oakham (6)
 9. Goods and (8)
 10. Person who mends the motor on your boat (6-6-3)
 11. Proud owner of all 1 (6)
 13. A flowing in of water - as into a lock (6)
 15. Borrow a book from an HNC Lock? (7)
 17. Posh car or a disused BCN canal (7)
 19. Away from the coast (6)
 20. Abandoned BCN canal joining Dudley No 1 canal at Parkhead (8)
 22. Scottish waterway through the Highlands (10-5)
 25. Locks 13 and 14E (8)
 26. London's river (6)

CRYPTIC CLUES

ACROSS

8. Cause havoc on Leicester line river? (6)
 9. Goes with goods - but not by boat (8)
 10. Green pain in mare - get motor specialist (6-6-3)
 11. Get one done before you buy a boat or house (6)
 13. I deduce the Queen is lost when using soap flakes (6)
 15. Borrow a book at 11E? (7)
 17. Drive a grand limousine down a disused BCN canal? (7)
 19. Waterways away from the coast (6)
 20. Writing implements used to sign for wages (not gross) on former BCN branch (8)
 22. Monster waterway? (10-5)
 25. Company Secretary buys fish and chips at East side Locks? (8)
 26. Adult Isis (6)

DOWN

1. A wonderful partnership unites England's two major cities by water (5-5-5)
 2. Hackneyed expression when you need a lift - even by water in London we hear (4)
 3. Opinions contrary to orthodoxy (6)
 4. Stresses the vowels in dialects? (7)
 5. Spar idea - heaven is a boating holiday (8)
 6. Rats! A navigation aid (4)
 7. T'please measurer, take a trip on an old fashioned boat (8-7)
 12. Raves against the argument (5)
 14. Nipponese duvet (5)

DOWN

1. Waterway from England's first to second city (5-5-5)
 2. Hackney carriage (4)
 3. Historically, ideas contrary to established thought (6)
 4. Local dialects (7)
 5. Heaven (8)
 6. Lead TV or film part (4)
 7. Coal fired boat making tourist trips (8-7)
 12. Vice (5)
 14. Japanese replacement for a duvet? (5)
 16. Lock 9 HBC (3-5)
 18. Bow - projections at the front of yachts (7)
 21. Number of HNC locks + 16 (6)
 23. Not West (4)
 24. A door is not a door when it's partly open (4)

Old Lock names are listed in this Issue.

Solution in the Autumn Issue: 108



Members of the Clarence Household battle it out at the Summer Fair. Photo: Valley News Pictures.

A fantastic weekend, apart from the weather! How many times have we heard that this year? Yes, but it is true. Saturday, which included the official opening, by the Mayor & Mayoress of Kirklees was almost a wash out! Even the members from 'Clarence Household' who were staging a replay of 'The Wars of the Roses' looked rusty!

Seriously though, a tremendous amount of hard work was put into the weekend by members of Marsden Community Association, HCS and Kirklees Countryside Unit to arrange this now annual event. Fortunately, the weather improved on the Sunday with thousands flocking to Tunnel End to watch and participate in a wide range of activities and events.

The Huddersfield Examiner reported on the cheque presentation:

Fair return ... Kirklees countryside officer Mike O'Rourke distributes proceeds from the Tunnel End summer fair at Marsden to local causes. David Finnis collects £785 on behalf of Huddersfield Canal Society which will go towards the restoration of the canal in the Colne Valley. Diana Jones, Chairman of Marsden Community Association, collects the same amount to promote the group's local activities. The fair, in June, was organised jointly by the Canal Society, Community Association and Kirklees Countryside Service.

If you want to help next years event please contact Tunnel End on 0484 846062 or ring Frank Smith at the HCS Office. Your help will be greatly appreciated.

Dave Finnis

It was a wild, wet, windy morning when Sarah Tuxford took her driving test. But seventeen-year-old Sarah passed with flying colours - on a section of the Narrow Canal between Tunnel End and Lock 42E at Marsden. Sarah, a Society member, was at the tiller of the trip boat, Marsden Shuttle, being superintended by HCS 'captains' Bob Maycock and Allan Knott.

Sarah, of Quick View, Mossley, decided to do something different for the skills part of her Duke of Edinburgh Award project. "I wanted to do something a little out of the ordinary - and this certainly beats stamp collecting" said rain-soaked Sarah, who took time off from her A-level studies at Ashton Sixth Form College to take the test.

Sarah lives near the Narrow Canal and became interested in waterways when, as a member of a Morris dancing team, she attended an HCS organised festival.

She joined the Society and the Marsden-based trip boat was made available for her test. Naturally, with such expert tuition from Bob and Allan, Sarah sailed through the examination. She was presented with a special HCS

certificate and was added to the list of volunteers to help operate the Marsden Shuttle and the Greater Manchester at Ashton.



Sarah Tuxford takes the tiller on the Marsden Shuttle

Photo: Huddersfield Daily Examiner



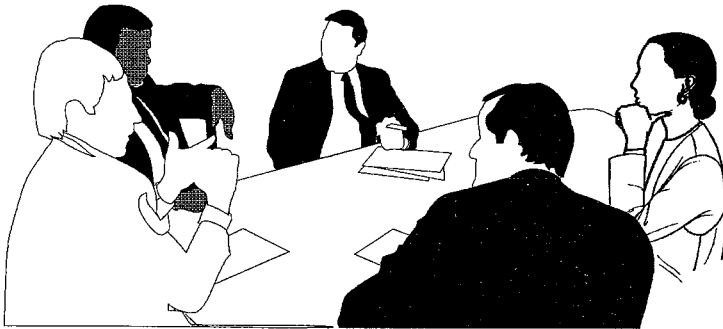
Are You lonely?

Work On Your Own?

**Hate Having to
Make Decisions?**

Then Hold a Meeting

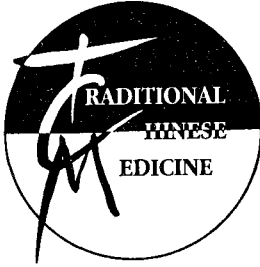
You Can Get to See Other People,
Sleep in Peace, Off-load Decisions,
Feel Important and
Impress Your Colleagues.



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NEXT PRESS DATE

Articles, letters, etc., for the
Winter 1993 issue of Pennine Link
should reach the Editor
by the 1st November 1993

THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

- 2091 Mr & Mrs Moors,
- 2092 Mr Bedford,
- 2093 Mr Carlill,
- 2094 Mr & Mrs Freeman,
- 2095 Mr Wright,
- 2097 Mr Thorpe,
- 2098 Mrs Bowell & Family,
- 2099 Dr Mitchell,
- 2100 Mr Rose,
- 2101 Mr & Mrs Kevens,
- 2102 Mr & Mrs Shaw & Family,
- 2103 Mr Archer,
- 2104 Mr & Mrs Hirst,
- 2105 Mr & Mrs Winters,
- 2106 Mr & Mrs Pottage,
- 2107 Mr Bence,
- 2108 Mr & Mrs Riley & Family,
- 2109 Mr Bentley,
- 2110 Mr Turner,
- 2111 Mr Andrews,
- 2112 Mr & Mrs Hannible,
- 2113 Mrs Pritchard & Family,
- 2114 Mr & Mrs Carroll,
- 2115 Mr Crowther & Family,
- 2116 Mr & Mrs Stack & Family,
- 2117 Mr Willey,
- 2118 Mrs Schofield,
- 2119 Mr & Mrs Wilson & Family,
- 2120 Mr & Mrs Kershaw & Family,
- 2121 Mr & Mrs Strand,
- 2122 Mr Innes & Family,
- 2123 Mr Cottrell,
- 2124 Mr & Mrs Franklin,
- 2125 Mr Hack,

SOLUTION TO CROSSWORD NO. 5

ACROSS

1. Black Rock Lock 10. Hanwell 11. Utensil 12. Tool 13. Jeans 14. Once 17. Handles 18. Transom
19. Luddite 22. Starter 24. Logs 25. Spout 26. Wasp 29. Crevice 30. Tractor 31. Thomas Telford

DOWN

2. Lincoln 3. Chet 4. Rollers 5. Churnet 6. Leek 7. Casings 8. White Hill Lock 9. Ellesmere Port
15. Plait 16. Kayak 20. Digbeth 21. Express 22. Shuttle 23. Toaster 27. Film 28. Calf

WEST SIDE

- Tue., October 5th Grand Re-opening of Locks 13 to 17W, Mossley.
Sun., October 10th Mersey Basin Weekend. Celebrating 5 years of Voluntary Environmental Action. HCS Volunteers undertaking landscaping work at Diggle Locks.
Wed., October 13th Social Meeting.
Wed., November 3rd Opening of Wool Road Transhipment Warehouse by Patron Prof. David Bellamy (to be confirmed).
Wed., November 10th Social Meeting.
Wed., December 8th Social Meeting.

EAST SIDE

- Thur., October 14th Social Meeting.
Thur., November 11th Social Meeting, venue to be decided.
Thur., December 9th Christmas Social, open to all, The Wheel Inn, Golcar, 8.00pm.

BACK NUMBERS

THE FOLLOWING BACK NUMBERS ARE AVAILABLE FREE FROM:
John Maynard, 29 Thick Hollins Drive, Meltham, Yorkshire
Please send an A5 size stamped, addressed envelope (28p)

22, 23, 24, 25, 26, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39,
41, 42, 47, 48, 49, 52, 54, 56, 58, 59, 64, 65, 66, 67, 68,
74, 75, 77, 79, 80, 81/82, 83, 84, 85, 86, 87, 88, 89,
90, 92, 93, 94, 95, 96, 97, 98, 99, 101, 103, 104, 105, 106

*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
East Side meetings take place at The Wheel, Golcar, Huddersfield
West Side meetings take place at the Tollemache Arms, Mossley

**HUDDERSFIELD
CANAL
SOCIETY**