



PennineK

No. 108

Winter 1993



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Front Cover: Boats at the Huddersfield Canals Festival taking advantage of Festival sponsor J. Sainsbury's mooring facilities at Shorehead on the Broad



Hi! I'm back, but you probably didn't notice any difference anyway. Thanks to Bob for his usual highly competent input.

Since the last Issue we have seen the official opening of the Wool Road Transhipment Warehouse and five restored locks in Mossley. Both these events were attended by local civic dignitaries who voiced their support for the work already done and enthusiasm to achieve full restoration of the Narrow Canal. Praise from high places! That's what we want. Reports and pictures of these events are in the following pages.

That's history. High hopes for the future abound. I won't bore you with repetition - just read on. The lengthy piece by the Chairman of HCS

Restoration, Keith Gibson, sets out the up-to-the-minute situation and is very informative. Our Press Officer, Alec Ramsden also has a good input and I hope you find the whole Issue of great interest.

A note for the future. 1994 is the bicentenary year of the Act of Parliament to build our Canal. The Promotions Group, under Chairman Dave Finnis, is planning suitable celebrations along the canal corridor to mark the 200 year history. **If readers have any ideas for these celebrations let us have them. Contact David direct or through Frank Smith at the office.** (Telephone numbers and addresses opposite). **Also we are planning Pennine Link No. 109 which is intended to have some colour pages. This is in conjunction with the bicentenary theme, and we are looking for colour photographs of the Canal going as far back in time as possible. If anyone has, or knows of, any such pictures going back to very early colour photographic technology, please contact myself or Bob Gough. We will take great care of any loaned material and return it as soon as we have finished with it.**

On a sad note, I learned recently of the death of Bob Isherwood, a leading campaigner for the reopening of the Peak Forest Canal, and a stalwart inland waterway enthusiast. Without people like Bob, the canals would be non-existent by now. Our condolences to his widow and family.

As you will see from page 17 we were joint winners of the Tom Rolt award for the best canal society magazine. Congratulations to the Manchester Bolton & Bury Canal Society for giving us a run for our money. *Thinks! Must try harder.*

The pressure is on to get this Issue out before Christmas, so if we do, Merry Christmas and a Happy New Year to you all. If we don't, we hope you were merry and happy anyway. That's all for this year.

Alwyn Ogborn



Encouraged by the Department of Environment under the aegis of the Joint Committee, we submitted a report entitled *"Completing the Restoration of the Huddersfield Narrow Canal - A Bid for Resources"* to the

Department in October. This is the first time we have set down a financial bid for the completion of the Canal under the Joint Committee's banner. The official press release by Alec Ramsden succinctly sums up the main thrust of the report in its second paragraph:

"Communities on the line of the 20 miles long canal would benefit, hundreds of jobs would be created, environmental improvements would mean more and better amenities and a vital part of the country's heritage would be preserved The rolling programme bid totals £23m phased over the next nine years and the backing of local MPs, MEPs, businesses, voluntary organisations and the national waterways movement has been enlisted."

Councillor George Speight - Chairman of the Joint Committee stated:

"I should like to give my unreserved support to the applications for funding projects, major and minor, in the scheme to restore and reopen the Huddersfield Narrow Canal". He continued *"We believe that the 'point of no return' in the restoration programme has long since been passed ..."*

Ian Selby of British Waterways concluded that the *"best vehicle for restoration is a partnership between public and private organisations and that the success of the Huddersfield Canal Consortium over the past years demonstrates this principle in action"*.

You will read elsewhere in this Issue of the start of the restoration of the Diggle Flight of Locks. We reopened the Transshipment Warehouse earlier this month and in October, Tameside Council officially opened the Mossley Locks followed by a splendidly informal 'get together' in the Tollemache Arms by Lock 16W.

We received a letter from The Rt. Hon. Robert Sheldon MP following this momentous occasion and I quote:

"The opening of the new locks is a wonderful achievement. Certainly we are rightly proud of the work of the Society in alerting us to the beauty in our midst".

Thank you, Robert. With your continued support and help in the corridors of Whitehall, we will complete the job.

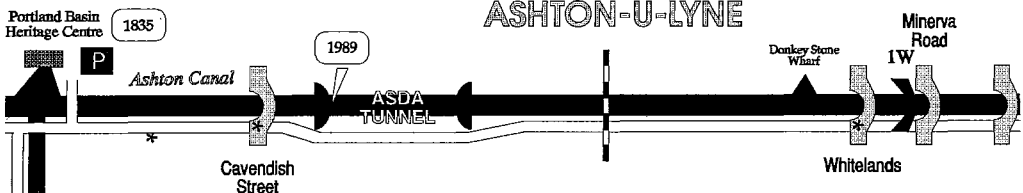
The combined bid for resources encourages the Derelict Land Grant and the European Regional Development Fund sections in the Department to combine their programmes and support major regional initiatives like ours. When we meet the new Urban Regeneration Agency (now renamed 'English Partnerships') later this month, I shall be questioning the Department's attitude to this and listen to their new strategy. Our bid document is already lodged with their offices.

David Sumner

Bicentenary Festival, Uppermill 30th April, 1st & 2nd May 1994

To coincide with the Festival, Uppermill Museum would like to put on an exhibition of Huddersfield Narrow Canal memorabilia. The exhibition will be held one week before, to one week after the Festival, and they are looking for the loan of paintings, artefacts, and anything relating to the Canal and working boats. If you have any such articles please contact:

Tony Wolstenholme on (061 652 2160)





It has been some time since anything appeared in Pennine Link, but the remaining jobs on our site at Diggle, such as the laying of paths around the two locks, 31W and 32W, and the fitting of lock ladders, have been continuing.

Our final task is to finish Lock 31W adjacent to Ward Lane by completing the cutting of the ladder recess there. We recently drained the chamber as we have reached the stage of needing to cut the last two stones below water level and it is clear that this lock has silted up to some extent due to material brought down when we drained the pound above. Hopefully we should be able to complete this work and move on to a new site by the end of the year.

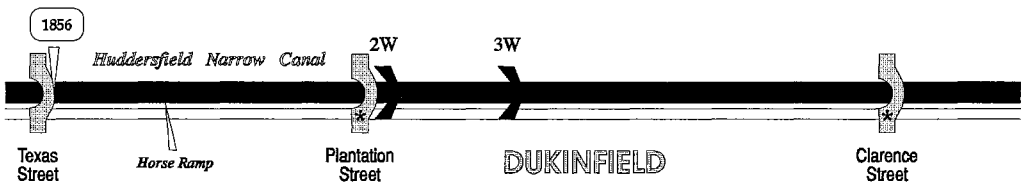
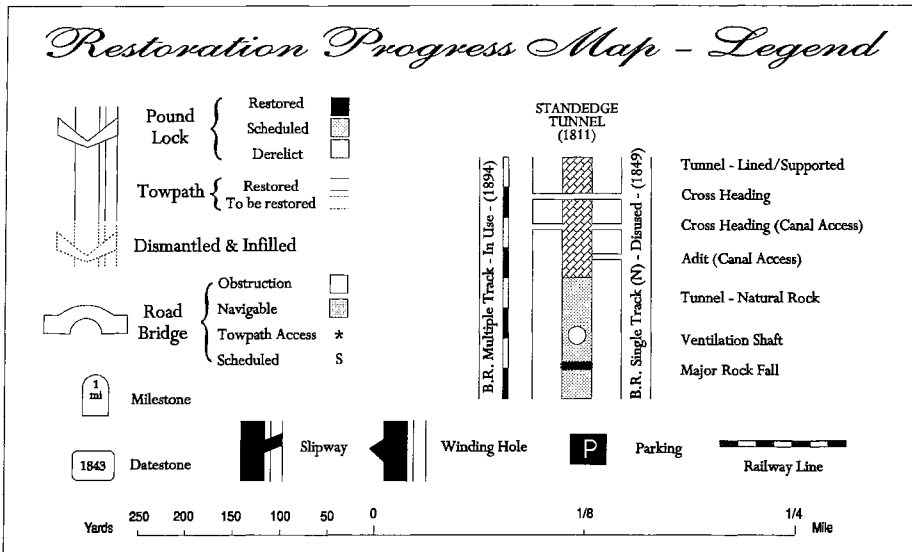
Trevor Ellis

Since the last article, we have completed the towpath as far as the head of Lock 32W, where it will stop until the summit level is dredged. We have removed from the lock chamber at Lock 32W the material which had accumulated since we first cleared it, and generally landscaped the surroundings. The local council are now cutting the grass along with the rest of the field, so hopefully we can call Lock 32W complete.

Our future working party dates are:-

- | | | |
|---------|----------|--------|
| Jan 9 | Jan 23 | |
| Feb 6 | Feb 20 | |
| March 6 | March 20 | |
| Apr 3 | Apr 20 | |
| May 1 | May 15 | May 29 |

Enquiries to Trevor Ellis on (0484) 534666.





I had been thinking that my articles had become so long as to be seriously damaging to readers' health - hence the photo feature last time! But you complained of being out of touch - so here goes for another magnum opus!

The rate of progress is now simply incredible compared to anything we have achieved before - mainly because of the availability of Derelict Land Grant (DLG) and the enthusiasm of the Department of the Environment (DoE) for restoration as a catalyst for economic and environmental regeneration. So, rather than give a chronological account of the last few months, I think it might be clearer if we take an imaginary trip along the Canal.

Join me, please, alongside Lock 1W at Ashton. Here the old lock keeper's cottage, now sadly vandalised, lies alongside a short arm of the Canal. A pledge of £8,000 from the Ashton Festival Committee has persuaded HCS Council to give the 'go ahead' to build the Whitelands Canal Centre here, and to seek out all sources of funding and grants. Russell Earnshaw of Architecture and Design Partnership has designed a simple but attractive brick building taking design cues from the original cottage and from canal warehouses to provide Tameside with a new interpretive centre, including a large meeting room and office potential for the Society. His drawings were reproduced in the last Issue (107).

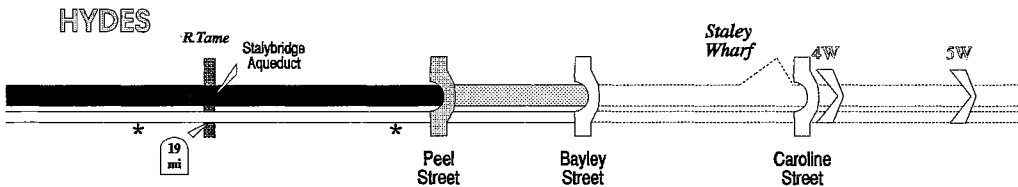
Planning permission has been obtained, final discussions with British Waterways regarding details of the lease are to take place, and we are commissioning structural engineers to advise on the foundations. A test to ensure the site is not subject to methane gas emissions from a nearby tipped site is also required. Although the current

round of European Regional Development Funding (ERDF - known as Mersey Basin Phase IIA) is heavily oversubscribed, we have submitted an application for grant aid. 239 Mossley Road is up for sale - hence the 'For Sale' boards!

After three restored locks we come to the site of the Staley Wharf project in Stalybridge. This includes rebuilding the bridge at Bayley Street, restoring an infilled section of canal and constructing a small basin to act as a temporary turning point until the canal is restored through Stalybridge. Spoil will be taken to fill in a disused quarry nearby at Quarry Street. Although we believed no more DLG approvals would be forthcoming until the Urban Regeneration Agency took over from the DoE, the Department have reallocated unspent funds from the current programme. They have approved a grant to allow Tameside Council to buy back the lease on the land held by IMI Range, Stalybridge, which is required to re-excavate the infilled canal - so, surely committing a future decision to grant aid the actual construction work. There are also outstanding ERDF bids for funding towards this flagship Tameside project, although as I've said before, the current round of ERDF bids is heavily oversubscribed.

Further west beyond Stalybridge, DLG funded site investigation work of the infilled section alongside the former Hartshead Power Station site at Grove Road and at Lock 12W, has been completed by Tameside Council Engineers, leading, we hope, to a successful bid in the future for funding for the restoration work.

After the completion of our first DLG funded scheme, dredging the Canal between Lock 13W and Division Bridge, work is now well underway by HCS Restoration Ltd on a second DLG contract to Tameside Council, worth over £200,000, to dredge the Canal between Locks



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12W and 13W. Initially a channel was cut through the heavily silted pound to allow water to drain off, following the approval of English Nature (required because the Canal is a Site of Special Scientific Interest in Tameside). The Canal had first been 'de-fished' under the supervision of British Waterways. Tests on the silt have revealed no heavy metals or other noxious substances. Using a large land based

Wharf Bridge has been accepted by Oldham Council, and approved for DLG by the DoE. This work is likely to be extended to include repairs to the Royal George Aqueduct and Lock 18W. British Waterways are preparing specifications, and when these are approved, work will begin using the same water based dredging fleet we used between Lock 13W and Division Bridge.

British Waterways have decided that this equipment is surplus to their requirements, and so rather than continue paying hire charges, we have purchased the equipment. HCS Restoration Ltd is now the proud owner of spud leg dredger "Pollard", tug "Ashton", two 50ft mud hoppers and a discharge crane (a bargain at £21,000). Although they will not pay for themselves on

this first contract with their new owners, the total cost should soon be less than hire charges. A temporary silt disposal site alongside Division Bridge off Calf Lane, in the ownership of Oldham Council, will be used for off loading dredgings.

Hopefully, after some delays, the rebuilt Mann's Wharf Bridge will be completed by the time our dredging fleet has dug its way back to there!

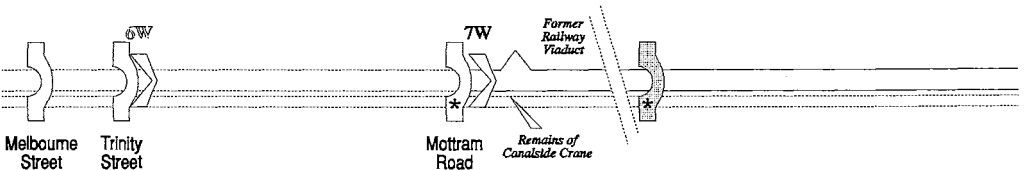


A recent view westward from Waggon Road toward Egmont Street which makes an interesting comparison to the pre-dredging view in Issue 107, page 9. The area to the right conceals a winding hole. Photo: R. Gough

excavator, 3,060yd³ of silt have been removed from between Lock 13W and Waggon Road with another 6,540yd³ to shift (that's a lot!) before we can commence on wash wall repairs, reinstate the towpath and rewater the canal.

The continuation of this massive dredging programme through Mossley across the District boundary into Greenfield is now certain. A £65,500 tender by HCS Restoration Ltd to dredge from Division Bridge to the new Manns

STALYBRIDGE

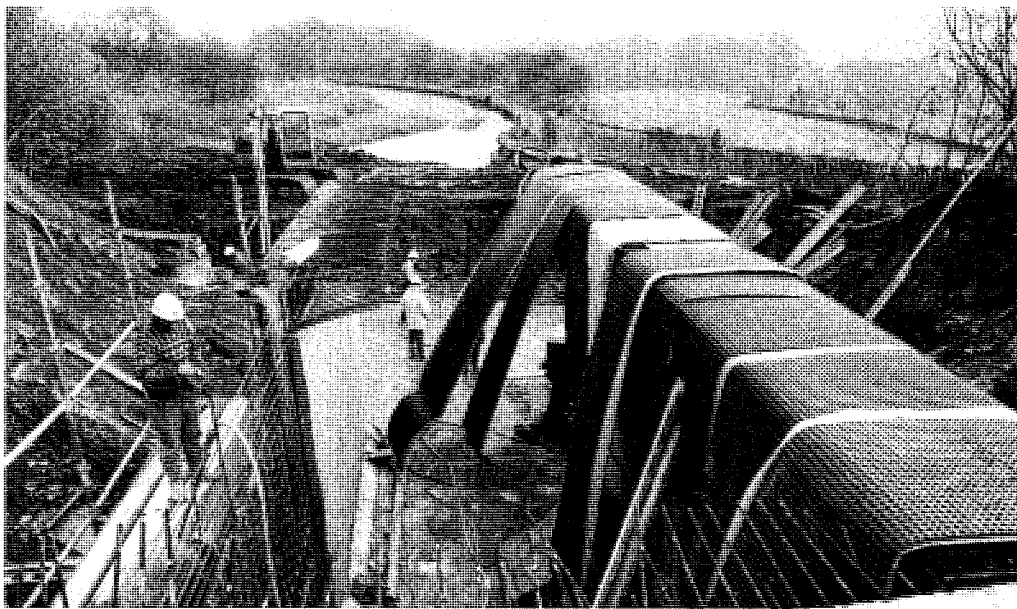


Moving on through Greenfield and Uppermill, the Wool Road Transshipment Warehouse, built for unloading boats for the transshipment of goods to pack horses before Standedge Tunnel was completed, has now been finished by HCS Restoration Ltd including a fully fitted out kitchen, tables and chairs etc. We have entered the project for a Civic Trust Award. For information on the use of the Warehouse please ring Frank Smith or Ken Wright, who painted it all single handed! *(We have now approved funding to buy him a brush. Ed.)*

Despite the excellent finish and attention to detail, I can tell you that as a result of the welcome ERDF grant, a large grant from Oldham Council and money from charitable trusts;

(Garfield Weston, Esmée Fairbairn and Manifold), the total cost of the scheme to the Society is no more than our original budget, and is money very well spent in promoting the recreational use and restoration of the Canal.

Across Wool Road is the start of the largest single contract ever awarded to the Society; to restore the Diggle Flight of locks up to Locks 31 and 32W which Trevor Ellis and his volunteer crew are now near to completing. HCS Restoration Ltd have received a £720,000 DLG funded contract from Oldham Council to restore the Diggle locks (+ 10% supervision fees and a contingency allowance making a total of over £800,000 grant paid to Oldham Council). Shaw Pallets, based at the old Dobcross Loom Works,

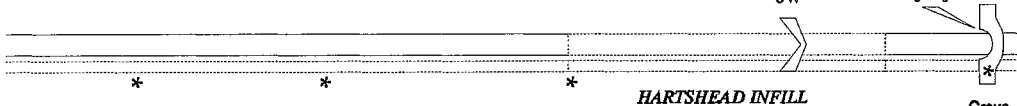


Mann's Wharf Bridge, the view eastwards towards Greenfield. The in situ casting of the culvert progresses and shows that the resulting roadway will be far wider than the original stone bridge. Photo: R. Gough

MILLBROOK

3W

Remains of Swingbridge



RESTORATION REPORT

have kindly agreed to accommodate our site cabins, plant and equipment and vehicular access during the three years of this contract. Work has to start soon (22/11/93) and a site meeting to agree detailed methods of working has been arranged. We have been discussing with the DoE the possibility of an ERDF grant towards this work, which could release DLG for other work on the canal. Although the benefits of "mixing and matching" grants are obvious, we cannot be too optimistic because of the demand for ERDF funding.

On Friday 3rd September a presentation was given at the Tunnel End Canal and Countryside Centre by Alan Turner and Keith Sego of consulting engineers Ove Arup. They described the results of their DLG funded work on the ventilation of Standedge Tunnel which has followed on from their earlier study of the structure of the Tunnel. This was a fairly high powered meeting attended by the following officials of the various bodies involved in the project to reopen the Tunnel:-

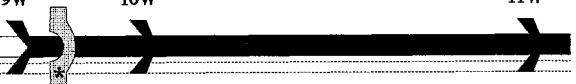
Derek Cochrane, Ian Selby, Brian Haskins, Ken Baker and Neil Maxwell (British Waterways); Nick Holmes, Lillian Rastigar, Ian Brook and John Riley (Department of the Environment); John Miller, Geoff Farnell and Roger Griffiths (Kirklees); Nick Andrews (Oldham - who chaired the meeting); Mike Thomson, Steve Whitby and myself (HCS).

The state of the existing ventilation shafts and the options for repair were discussed - luckily the shafts are in a fair condition considering their age. Research into airflows within the Tunnel was described. This has shown that, even though the Tunnel is subject to diesel fumes from trains in the interconnected railway tunnel, these clear fairly readily. Air currents in the Tunnel are such however that a diesel powered boat would grossly pollute the area immediately around it and directly behind it - the fumes would

effectively stay with the boat throughout the length of the Tunnel, becoming increasingly poisonous. Fans could be installed to purge the air but would be very expensive (at least £1.8m), could be subject to potentially dangerous breakdowns, and would have to move such large volumes of air that the Tunnel would be an unacceptably noisy, windy and dusty place - so destroying the character of the place and making it unsuitable for any but the most ardent Tunnel enthusiast. It was agreed, therefore that an electric tug service will be necessary. This has the added benefit of being capable of control to dovetail with the timing of electric tripboats into the Tunnel.

You may recall that the original Ove Arup costings for repairs to the Tunnel were pruned by British Waterways to omit non-essential items. Adding the cost of repairs to ventilation shafts, and safety measures to accord with the current British Waterways Tunnel Safety Policy, to the repair costs of the Tunnel itself, gives a total cost of around £3.4m to re-open the Tunnel - a small part of which will have to be met by British Waterways anyway to keep the Tunnel open for water transfer to feed the Canal (and the Peak Forest and Ashton Canals). Had DLG remained within the orbit of the DoE, grants would almost certainly have followed this presentation. Instead, it was agreed that a presentation on this key project should be offered to the Urban Regeneration Agency (URA - now known as English Partnerships), and that the DoE would give their support. Work cannot commence immediately in any case, because the complexity of the work required is such that the preparation of tender documents is likely to take British Waterways and the local authorities many months.

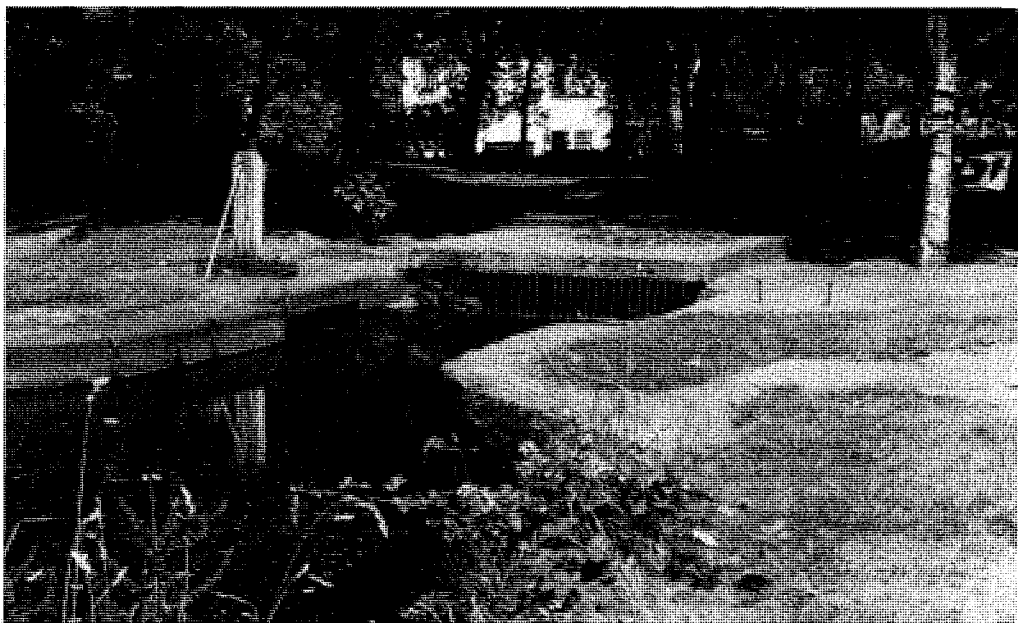
Meanwhile, the Society is taking the lead in preparing for the Standedge Experience envisaged in the L & R Leisure Consultants



report prepared concurrently with Ove Arup's original Tunnel survey. Although it is our intention to develop visitor attractions as they recommend at both Diggle and Marsden, it is inevitable that the first part of this venture will have to be based on the existing centre in the cottages at Tunnel End, Marsden, and the adjoining British Waterways Warehouse. The Society has commissioned Ellam Surveys to produce measured drawings of the Warehouse and with help from Bob Maycock, have looked at its structural condition. They show that it will be a costly exercise just to make the building sound, not to mention the cost of conversion work, and the provision of a new, full size, Marsden Shuttle and an electric powered Tunnel trip boat.

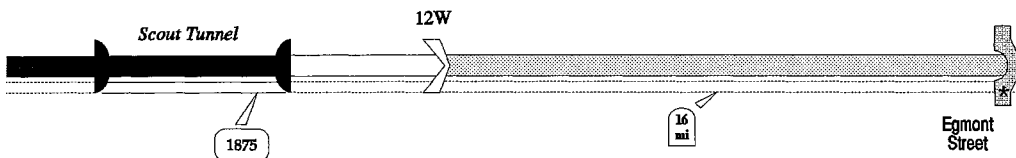
Although we will look at all ways of obtaining grants and sponsorship and consider partners in this venture, it seems to me that we may have to fund raise on a scale we have never achieved before.

Eighteen locks from Tunnel End, the Society is in receipt of an 80% DLG for work to Lock 24E (80% because this grant was, for various reasons, applied for by the Society directly, whereas all of the other grants have been made to the local authorities who receive 100% grant). The Lock chamber has been rebuilt and a new headgate, by Concrete and Timber Services of Linthwaite, fitted. You may recall that to accommodate a tailgate without reducing the width of the widened road bridge below the Lock, we agreed



Lock 23E, Slaithwaite. The infilled chamber extends into the trees and has been landscaped with the addition of picnic tables! Its restoration will bring the Narrow even closer to Slaithwaite town centre. Photo: R. Gough

SCOUT GREEN



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to investigate the fitting of a guillotine (or vertical lifting) gate. After long deliberations into the design of this, the National Rivers Authority (Anglian Region) kindly gave us detailed drawings of the similar River Nene lockgates. Wilde and Partners, consulting engineers, have now designed a guillotine gate based on the Nene model and will advise on the choice of manufacturer. The DoE have approved an increase in project costs to £91,000 to allow for the cost of this lockgate.

Two additional DLG approvals are expected by Kirklees directly below this Lock, and the contracts for the works are expected to be offered to HCS Restoration Ltd. These involve a contract to dredge the Canal between Locks 23 and 24E, and a contract to restore Lock 23E and a short section of canal below it to connect into the culvert through the Slaithwaite infilled section. The dredging will be carried out by land-based excavator, and the silt will be taken to the existing silt disposal site at Marsden. Val Todd's café boat which is moored above Lock 23E will, hopefully, be temporarily sited in the chamber of Lock 24E whilst dredging is carried out.

The significance of restoring this Lock close to the Church and the Manor House in the centre of Slaithwaite is obvious. Further down the Canal in Huddersfield an opportunity for an equally significant piece in the restoration jigsaw may exist. A developer is interested in the site formerly occupied by Harold Haigh's mill at Manchester Road, immediately above the blockage at Sellers Engineers. It was reported at a recent progress meeting that DLG of £300,000 is available to fund the reconstruction of the currently infilled canal through this site, provided a complete package for the whole of the site is involved. Whether the current developer can put a package together and obtain Planning Permission within the window of opportunity for

obtaining this grant from the DoE remains to be seen. The timescale is very tight, and the site presents significant development issues - access to a very busy road, difficult levels below road level, the relationship to the important listed St. Thomas Church opposite etc.

Meanwhile, we are continuing with work under contract to Kirklees in the Lock 1/2E area, with DLG funding of nearly £70,000. When you read this, a bywash will have been built for Lock 2E, and Lock 1E (the Stanley Dawson Lock, named after the late Councillor Dawson, a keen supporter of the Canal) will be an operating lock with new paddle gear. Commercial Street bridge will be painted, and the Canal dredged between there and Lock 1E. Part of the towpath has already been resurfaced, but the section alongside Lock 1E and Larchfield Mill will have to wait. The two large mills here are being converted to teaching and student accommodation as part of the major expansion of Huddersfield University.

Talking of the University, it is good to see them join the partnership involved in restoring the Canal, by their ready agreement to join with Kirklees in a scheme to remove the temporary causeway which has prevented access to the canal since the Central Services block was built 20 or so years ago. A grant has been approved to remove the causeway and install a new pumped sewer outfall to the main University campus. Work should start early in the new year.

So that's it! A not-so-brief trip along the Huddersfield Narrow looking at current and proposed restoration work. It will not have escaped your notice that DLG is now the major source of funds, with around £2,000,000 paid or approved. I have previously explained that the DLG scheme is to be transferred from the DoE to English Partnerships (EP). Lord Walker is Chairman of EP and a Chief Executive, David Taylor, has been appointed from the private

MOSSLEY



sector with considerable experience of urban regeneration. As a first step towards grants being made by the new EP, the DoE have invited local authorities to submit bids to them for next year which will be passed on to EP. On the advice of their officers, and the two DoE regional offices, the Huddersfield Narrow Canal Joint Committee decided that the three local authorities should submit a combined bid document for the Canal setting out all the work required and a timetable for complete restoration. Bob Gough and Steve Whitby have produced this in the Society's office with text provided by the local authorities, British Waterways and the Society. It stresses the partnerships involved in restoring the Canal and the economic and environmental benefits, and is a very competent and suitably 'glossy' document. If the new EP accept the principle of continuing DLG funding, there will no doubt be a great deal of discussion of details of costings, alternative solutions and timing, so the cost and time figures must be treated with a great deal of caution. Everyone, however, asks "how much" and "when"? The bid document, in its present condition, says £23m and 2003.

The key question now is will EP continue to support restoration of the Canal? We can point to the considerable public investment so far (over £10m), to the fact that 53 out of 74 locks are restored and 12.4 miles dredged, with road bridges and infilled sections restored. We can show the environmental benefits already derived particularly from the restored canal acting as a catalyst for the development of nearby or adjacent sites, and the 1,800 local unemployed people for whom the Society has provided employment and training opportunities. We can point to the precedent set by DoE approvals of DLG, and the commitment to future approvals. We can show the benefits likely to be derived from complete restoration and potential development sites. We can also show the benefits to users - walkers, anglers, naturalists,

photographers etc. as well as boaters! A pointer to our likely success may be that the Society has been invited to represent the voluntary sector at a meeting with EP's Chief Executive in the North West.

To turn from perhaps the most important issue for the future of restoration to other matters, HCS Restoration Ltd have been asked to carry out repairs and repointing of the listed Redbrook Engine House on Standedge Moor at a cost of around £38,000. This is significant in that it shows British Waterways (BW) are willing to invest in their stock of historic structures (with grant aid from Kirklees Council). Significant too in that it is the first contract we have had directly from BW, which could be very relevant to the long term future of our workforce, with the prospects of maintenance work being effectively 'privatised'.

We had been thinking that we might submit a tender for this work to include a future role for 'Trevor's Volunteers' when they had completed work at Diggle. It is obvious now that we cannot pursue that idea, and we are looking again at the future role for volunteer work which has been a central element of our campaign for restoration.

Over the years we have taken advantage of the various government funded job creation and training schemes because of their value in achieving work and because of the value to participants in doing useful work and improving their job prospects. The latest manifestation of this is the Community Action Programme which is administered directly by the Employment Service, rather than through the local Training and Enterprise Councils. We have agreed to act as a subcontractor for up to 50 places to Jarvis Employment Training Ltd who have been awarded the contract for the Oldham and Rochdale areas. The participants are expected to work 18 hours per week and be provided with 3 hours job search training. For this, the

WOODEND

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17W

RESTORATION REPORT

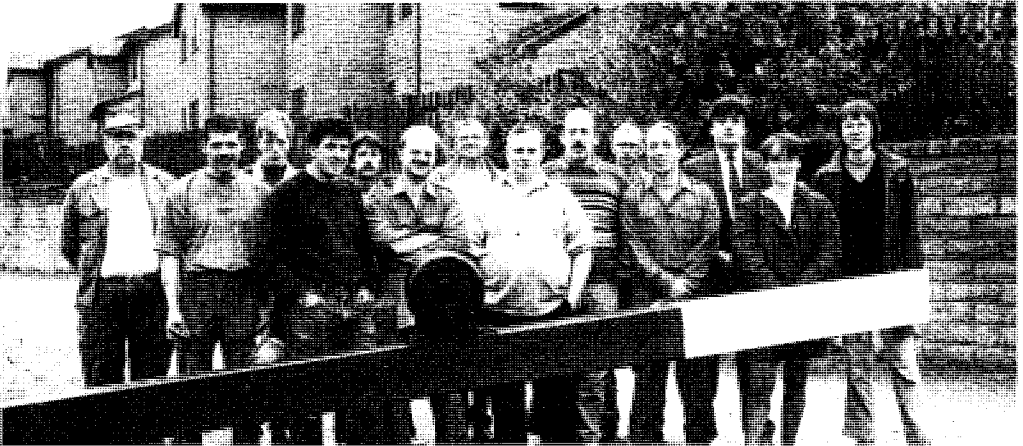
Employment Service pays £40 per person per week, from which Jarvis will take a 10% supervision fee. You may remember that we have subcontracted to Jarvis before in the early days of the Employment Training scheme.

We have also been taking a serious look at our existing full time staff, and have appointed an additional mason bringing total HCS Restoration Ltd staff to 13. Two other members of staff, Paula McLoughlin in the office and Ken Williams have been regraded because of extra responsibilities. To meet the deadlines for various projects we may need to take on more people. As a part of this general review, we have considered the increasingly complex field of Health and Safety legislation and concluded that we were not competent in this field on our own. Hinton & Higgs have therefore been appointed as Health and Safety consultants to HCS Restoration Ltd to review our current Health and

Safety policy and provide a monthly review and advice.

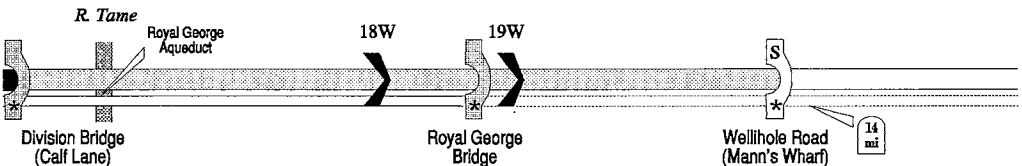
Finally, you may have seen it reported that the Society was joint winner, together with the Chesterfield Canal Society, of the Inland Waterways Association's Ken Goodwin Award for restoration progress. I found this somewhat embarrassing as the judges were Michael Handforth, Chairman of the IWA Restoration Committee, Robin Higgs, Chairman of the Southern Canals Association and myself, as Chairman of the Northern Canals Association! It is, however, very gratifying to receive the congratulations of our peers in this manner. It is also rather sad as Ken Goodwin himself is seriously ill after a recent stroke. His humour is missed at Restoration Director's meetings.

Keith Gibson



HCS Restoration staff. Left to right: John Harrison (Driver), Chris Sharp (Mason), Billy Smith (Volunteer), Andy Sharp (Mason), Trevor Coady (Volunteer), Barry McDonald (Assistant Craftsman), John McLoughlin (General Manager), Oliver White (Volunteer), John Francis (Supervisor), Ken Williams (Plant Operator), Brian Hartley (Assistant Craftsman), Steve Whitby (Managing Director), Paula McLoughlin (Administration Secretary), Bob Gough (Technical).
Not present: Malcolm Braddock (General Foreman) and Colin Fletcher (Supervisor).

13



After 10 years of begging, cajoling, creeping and just plain making a nuisance of myself in the right places, I have succeeded in going boldly where not many have gone before - at least not in the last 40 years! I've actually been into Standedge Tunnel. Not a long way in admittedly, but at last I can say I've been there.

It happened that British Rail Engineers wanted to have a look at the bit in from Diggle where the rail track actually crosses the Tunnel line. Steve Whitby heard about this from British Waterways who were supplying the boat and operator and that they could squeeze a couple of passengers aboard. So, Ken Wright and I were contacted at short notice and dashed to the Diggle portal for 9.30 on a Wednesday morning. I pulled into the Diggle car park ten minutes late, but found that the British Rail people had only just arrived.

Ken and I sat at the front end of the inspection craft to take full advantage of the view afforded by the twin spotlights. Four BR Engineers and the BW Boatman made up the party and we were off into the darkness.

The first 100yds are brick-lined and could easily be opened up, making a canyon rather like Whitelands above Lock 1W, without the towpath. Frankly, I don't understand why this section was roofed over at all, but one of the BR men reckoned it was probably to give some privacy to the people living near the portal.

The next section reached was the bit to be inspected. The roof is composed of a series of what appear to be half-boilers curving upwards resting on steel girders. This part appeared to be in good order, although there is an amount of pitting in the steel. This carries the main line and it was noticeable how much vibration was caused by trains going overhead.

The third section is going to be a troublesome one for BR. This is where the earliest railworks

crossed over. One hundred and fifty year old wrought iron beams supported by curved brickwork are showing their age. The metal parts are very badly corroded and need replacement. The Tunnel walls seem to be in good condition, though in one or two places an encrustation of lime scale covers them completely.

After this, we left the metal work and went through a series of arches in very quick succession. Why they are different is not obvious. This is followed by a long section of brick lining that looks in good condition, although I know from the Ove Arup survey that there is a fault line around about here.

This was the furthest point reached. The BR people wanted to go back and look at the badly corroded section. Knocking off chunks of rust, one of them gave his opinion that this was going to be a difficult section to privatise!

On the way home I called in at the Society office in Ashton and looked up what Ove Arup had to say about this part I had just seen. I quote from Section 7.2.6 of the final recommendations:

'The steelwork is corroded and the bearing plates almost non-existent. Observations indicate that if major remedial work is not carried out, the steelwork will, within the next few years, corrode to a point where it would be unsafe for trains to pass over the canal.'

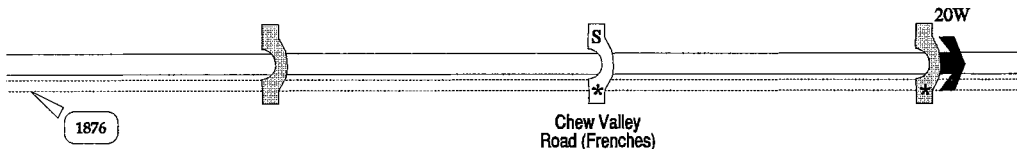
As a non-technical person, I must say I agree entirely with the report. On a more cheerful note, I found the trip fascinating and eagerly await the chance to go further in and see the rest of the underground wonders of Standedge.

My thanks to Danny Stead of BW and Steve Whitby for making the trip possible. Maybe, in a short time, I can describe the delights to be found further along this magnificent structure.

Brian Minor

SHAW HALL BANK

GREENFIELD



Dear Alwyn,

Two comments on the maps in Issue 107.

First, the new restoration map is a great improvement on the old one (which I use as an example of awful cartography for my students!). But there is still one basic thing wrong - the map is reversed, Huddersfield is at the left, which by convention should be West. I suggest that the eight columns be put in reverse order, so that Ashton (West) is at the extreme left, and Huddersfield (East) at the extreme right.

Second, I am amazed to see that your map of Society membership shows no members in Greater Manchester, even though that county is shown on the map. Is this due to your bizarre practice of placing Oldham (for example) in Lancashire? It hasn't been in Lancashire since 1974. If you keep to the old counties, then you'd

better remember that Saddleworth, Grasscroft and Diggle, etc., were in the West Riding of Yorkshire!

Yours sincerely,

Paul Hindle, University of Salford

Thanks for your observations on the restoration map Paul, they have been noted; see below!

Your second comment I disagree with quite strongly. I am an Oldhamer born and bred, and all the boundary changes will never move us out of Lancashire. People of Saddleworth feel just as strongly that they are still West Riding, and indeed, noises are being made to return the area to such. The Post Office are in the process of destroying area names such as Lees, Springhead, Austerlands etc., with a code number. If this is allowed to continue, even towns will lose their identities and be reduced to an area code. Ed.

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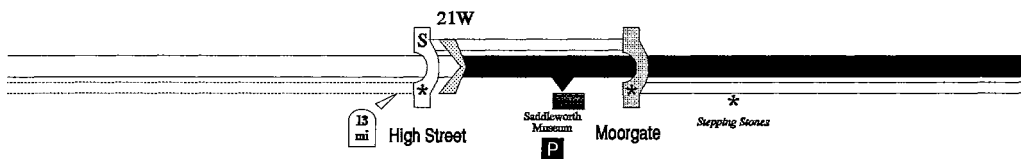
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1993 Joint Winner

PENNINE LINK

Huddersfield Canal Society

Editor:

Alwyn Ogborn

The Huddersfield Canal Society's magazine 'Pennine Link' has come out tops in a National competition for the second year in succession. The magazine, sent out to the Society's 2,000 plus members and a wide range of organisations involved in the country's inland

'Plink' editor, Alwyn Ogborn, said that the aim was to maintain a consistently high quality. There was a lot happening in the long-running campaign to restore and re-open the 20 miles long waterway running from Huddersfield to Ashton-under-Lyne, and this was reported in the magazine.

"But there is more - much more. Our members on both sides of the Pennines have strong views about waterways topics, and are not afraid to express them. Variety is the way to success and we hope that our formula will continue to be a winner," he said.

'Plink' was developed from a photocopied, occasional newsletter which marked the setting up of the Society, which in turn acted as a catalyst in getting Councils, British Waterways and other organisations working together to restore this Trans-Pennine waterway.

Alec Ramsden

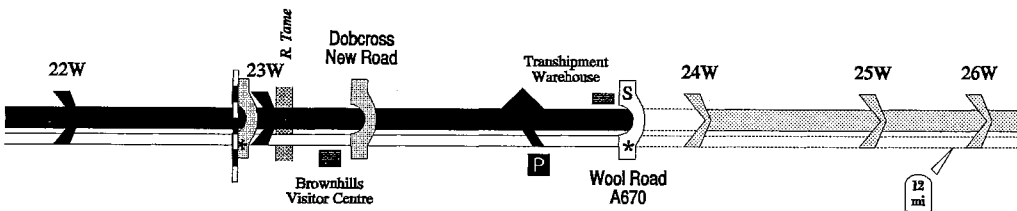
waterways, has been declared joint 'top of the pile' with the Manchester, Bolton and Bury Canal Society, in a competition looking for the best periodical, produced by a canal society.

The Tom Rolt Award - named after an early canal restoration pioneer, and sponsored by the Canal & Riverboat magazine - was presented to Bob Gough, who, as the Society's graphics expert is responsible for a major part of the layout of the winning entry.

Affectionately known as 'Plink' by HCS members, the magazine is packed with news, views, pictures and useful information about the Huddersfield Narrow Canal restoration project - the country's top canal re-opening scheme.



'Canal & Riverboat' Editor Norman Alborough (far left) with Tom Rolt Awards winners - Society's Bob Gough far right. Photo: M. Gough





Another important piece in the restoration jigsaw was slotted into place in October when the leader of Tameside Council, Councillor Roy Oldham, cut a ribbon to ceremonially open the restored Mossley flight of five locks.

He was joined on the VIP cruise boat (HCS tug 'Ashton' given a wash and brush up), by representatives of other organisations involved in the restoration scheme including, of course, HCS chairman, David Sumner, who recalled that it was a visit to the

then derelict Mossley locks which had sparked off his interest in the Narrow Canal project.

From Councillor Oldham there was a big verbal pat on the back for HCS, whose vision and energy, he said, had gained the support of others. Tameside Council, he pledged, would be continuing to work with the Society as part of the Tame Valley Initiative scheme.

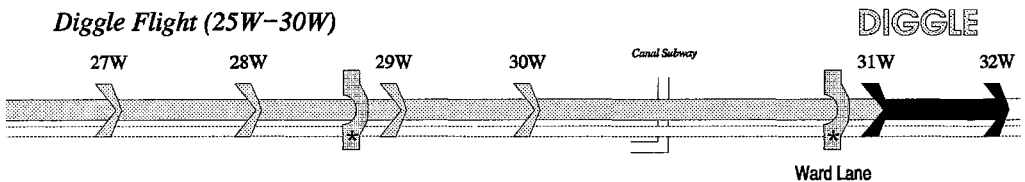
"This is a key step in restoring the Narrow Canal as a trans-pennine waterways link. The tourism potential is enormous and will help in efforts to regenerate the whole of the Tame Valley."

Tame Valley project leader Elaine Maclean (who was rather hesitant in joining the bigwigs on the short cruise into the lock) also stressed the value



Councillor Roy Oldham 'does the honours' by cutting the ribbon at Lock 16W. On board (left to right): David Sumner (HCS), Councillor George Speight (Chairman, Joint Committee), Councillor Roy Oldham (Leader, TMBC), Elaine MacLean (Leader, Tame Valley Project) and Michael Greenwood (Chief Executive, TMBC). Photo: R. Gough

Diggle Flight (25W-30W)



of a restored canal in creating jobs and bringing about a big improvement in the environment.

The Mossley project has taken about three years to complete, with work being carried out by the Restoration arm of HCS, supported by participants on a government employment scheme.

The £290,000 project has been funded from a variety of sources, including grant aid from Europe, following a successful bid by Tameside Council, the Government and HCS.

Although the main aim was to reconstruct the five locks other important improvement work was included. Over a mile of canal had to be dredged, with more than 4,000 tons of silt removed. A mile-plus of towpath has been restored and in excess of 330 yards of boundary walling and fencing were repaired.

Because most of the Canal in the area is classed as a Site of Special Scientific Interest, (SSSI) the dredging operation had to be painstakingly carried out, according to strict guidelines agreed between British Waterways and English Nature.

There have been spin-off benefits, including re-stocking of the Canal with fish on a section used by Medlock Bridge AC and Micklehurst



Full diesel ahead - The tug 'Ashton' successfully descends through Lock 16W to take its VIPs on a short cruise along the newly restored Narrow in Mossley. Photo: R. Gough

Liberal Club, and there is the possibility of a trip boat operating on the stretch of canal between Greenfield and Mossley. The opening of the Mossley five locks means that the area now has the longest navigable stretch of canal on the Western side of the Pennines.

Local people with long memories will recall that a decade ago the canal through Mossley was being described as "little more than a sewer," and there were unkind comparisons with Uppermill, where, of course, the canal restoration campaign metaphorically got

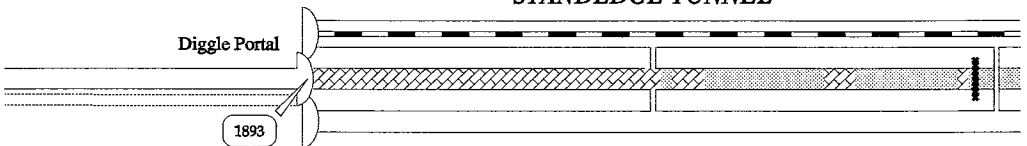
off the ground with the restoration of two locks by HCS navvies.

At the time one far sighted Mossley resident observed "Mossley is a dumping ground when it could be a scenic route for walkers," and another commented cryptically "compared to Uppermill our own waterway resembles a sewer."

Ten years on, a transformation has taken place. The Canal through Mossley is an amenity to be proud of - and enjoyed by all - proving the truth of the old adage "Everything come to he (or she) who waits."

Alec Ramsden

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YOU'LL BE IN GOOD COMPANY

Tributes to the dedication, hard work and initiative of enthusiasts who rescued the historic Transhipment Warehouse at Uppermill from ruin and dereliction were paid at a unique event in November.

Councillor Brian Mather, Mayor of Oldham, formally opened the warehouse by cutting a ribbon on a commemorative notice designed by HCS graphics expert Bob Gough, and looked forward to the day when restoration of the Narrow Canal would be complete.

"We want to see this Canal go all the way through and the sooner the better," said the

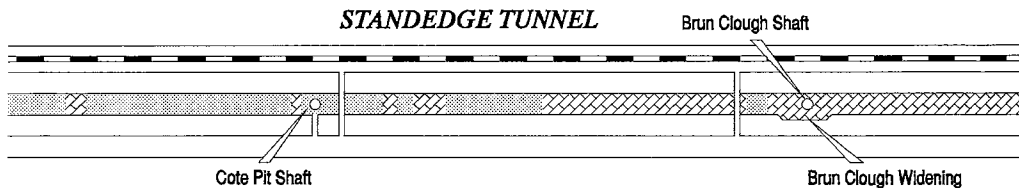
Mayor, who was particularly pleased to be carrying out an official civic engagement on his 'home' patch.

He praised the work of all the organisations and individuals who had been connected with the restoration scheme and said that the standard of workmanship had been absolutely superb. *"It is a fine addition to the facilities in the area and another important step in the restoration programme,"* said the Mayor.

HCS Executive Council member Ken Wright, 'caretaker' of the renovated warehouse, recalled, briefly, how the restoration scheme had started,



Cutting the Ribbon - Councillor Brian Mather, Mayor of Oldham officially opens the Wool Road Transhipment Warehouse in the company of: (left to right) Ken Wright (HCS), Councillor Freda Crowther, Lady Mayoress Joyce Mather, Mayor Brian Mather and David Sumner (Chairman, HCS). Photo: R. Gough



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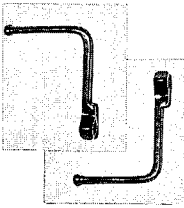
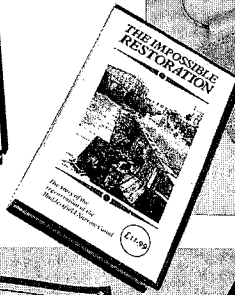
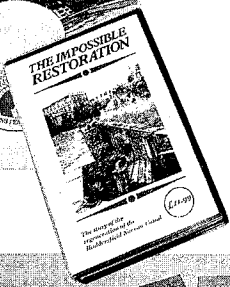
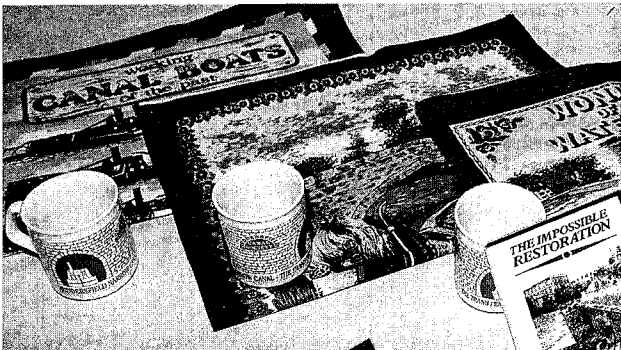
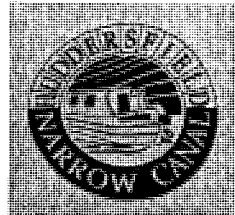
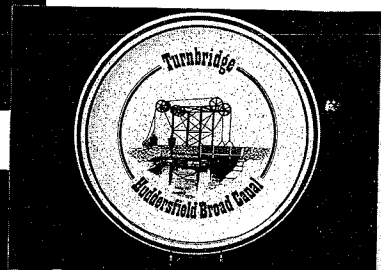
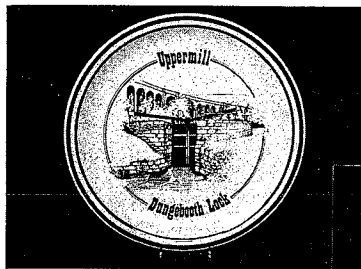
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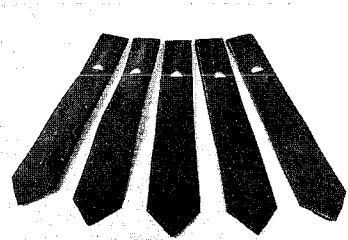
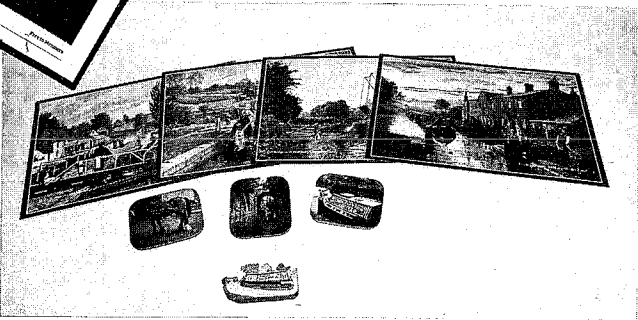
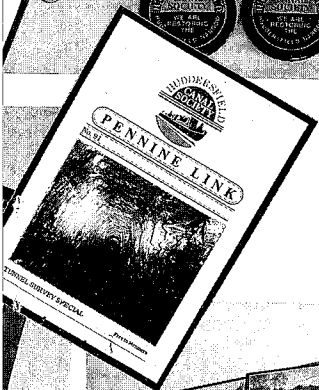
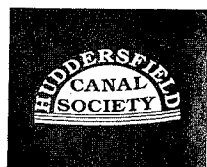
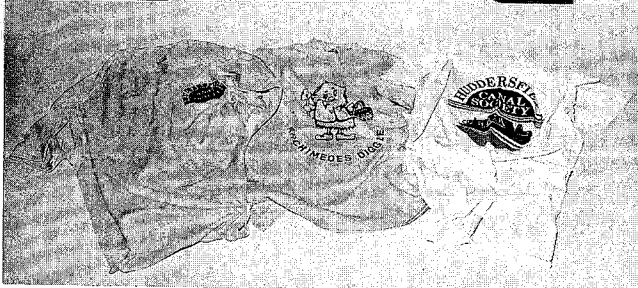
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Historical Society spokesman, Stanley Broadbent, recalled that the main work of re-roofing the building had taken an estimated four years, and many of the stone slates came from the disused Greenfield Co-operative Society at Lydgate.

"It was a long, arduous job, but it has certainly been very worthwhile. We have been thrilled by the completion of the restoration scheme and the way in which this historic building is really coming to life again," said Mr Broadbent.

Originally the building was leased from British Waterways by the Historical Society, and control has now passed to the Canal Society, which has been helped with contributions from a wide range of sources.

Fund raising has included local collections and sponsorship, a Shell Inland Waterways Restoration Award, the Inland Waterways Association, Oldham Council, the European Regional Development Fund, Canal Society, Tame Valley Wardens and Charitable Trusts. The Oldham and Rochdale Groundwork Trust, through the Waterline Project, which includes British Telecom and British Waterways, has also chipped in paying for special interpretive boards, which were also officially unveiled.

HUDDERSFIELD NARROW CANAL JOINT COMMITTEE

NOTICE

Of the Appreciation of Construction and due regard to the Funding of the Wool Road Transhipment Warehouse Renovations at Uppermill, Saddleworth.

By location within that Region specified in the Treaty of Rome, due recognition is given to the Fund of European Regional Development, and because of the Canal Waters being supplant to the Basin of the River Mersey.

To the Council of the Metropolitan Borough, Oldham in Lancashire, in Head of the Direction of Restoration matters.

To the Officers of the Society of the Huddersfield Canal for the provision of Finance and Staffed Craft through the Subsidiary of the said Society.

For Appreciation and in Consideration of preservation works undertaken by the Saddleworth Historical Society.

That the Wardens of the Tame Valley did assist with defrayment of ADP's Architect Fees for the said Refurbishment.

To the Trusts Charitable, via. Emma Fairbairn, Manfield and Garfield Weston, the Society of the Huddersfield Canal is grateful.

For Materials Interpretive and Informative, the Groundwork Trust.

For the Opening Ceremony by

Councillor B. Mather, Mayor of Oldham.

Officers of the Committee
3rd November 1999

Representatives of the many organisations which had been involved, were at the re-opening ceremony of the magnificently restored Warehouse, which, forecast Ken Wright, would *"grow in popularity and profitable use."*

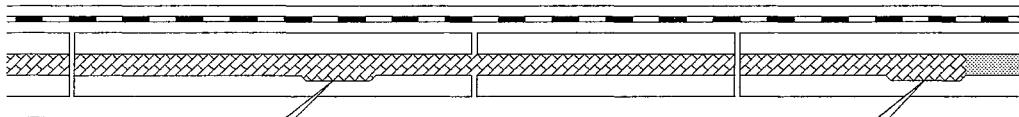
"Tributes must be paid to the foresight of the Historical Society, which took that vital decision to carry out protective and preservation work. Many other organisations have been involved, and I think the Canal Society's contribution in turning the building into a multi-use community asset has been superb," he said.

Already the warehouse, which has toilet and kitchen facilities, has been used for a variety of community events, including a brass band get-together and barbecue, which, from all accounts, was a booming success - and likely to be repeated.

The 56 ft long building, fronting onto the Canal, is used regularly by the Tame Valley Wardens. There have been evening classes, social get-togethers, and there have been inquiries about its use by the Saddleworth Festival of Arts Committee in 1995. Ken Wright stressed that the more inquiries the merrier. *"We want this building to be used. It is a vivid illustration of one of the spin-off benefits of restoring our historical Canal and how restoration brings benefits to so many"* he said. *"The Historical Society saved it from ruin; now we are saving it for posterity"*.

Alec Ramsden

STANDEGE TUNNEL



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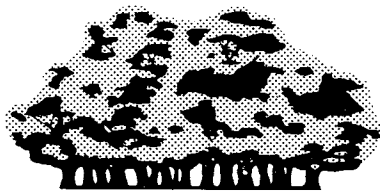
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Summer (April - October) Opening

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	



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Members of the Society's boat crew achieved another resounding success in October when eight skippers passed with flying colours the Department of Transport (DoT) test and were issued with their Boatmasters Licence.

Due to legislative changes in October, it became mandatory for persons in charge of a trip boat carrying over twelve people to hold a current DoT Licence. For the Society's crews, this has meant many additional hours of studying, boat handling and, as a pre-requisite to the test, a medical examination.

The following crew members are to be congratulated on achieving a very high standard

of competence: Ralph Barton, Gerald Edinburgh, Peter Fairhead, Mike Gallagher, Cliff Leech, Mike Levy, John Young and John Wilson.

The Society is always on the lookout for members to help crew its two trip boats, 'Marsden Shuttle' at Tunnel End and 'Greater Manchester' at Portland Basin, not just as potential skippers, but cabin staff as well. No experience is needed as full training will be given.

For further information, contact Frank Smith at the Society's office.

Frank Smith

THE BOATMASTER'S TALE (or How to get wet without falling in the canal)

I beg your forgiveness, but be uping shut, While I recite you a tale of some men and a cut.

It may not be known by all but the best, To carry people for money you must pass a test.
Now this may be silly, what's the use you may think, But how would you feel if the the boat was to sink?

So it was one midweek in October at nine, That eight people started hoping the weather was fine.
They arrived two by two, about an hour apart, Loaded with advice and praying the engine would start.

They were questioned on safety and man overboard, On fires and flooding and how boats were moored.
With questions on boating and First Aid A.B.C, Then locking and bridging and a hot mug of tea.

Now you all may think that enough is enough, But theory is fine, it's the practice that's tough,
Their challenge now came in steering the boat, Could they turn it and stop it and keep it afloat.

Could they signal and sail in a professional style, Pass other boats in safety and make fisherman smile.
Would the examiner be happy with how they progressed, And did it really matter just how they were dressed.

They knew all the rules they'd studied for ages, They'd practiced and sweated and toiled without wages.
They knew what to do, it was like falling of a log, And then the examiner said, "What do you do in a fog".

Set aback for a moment they thought of the talk, Then each answered confidently "Moor up and walk".

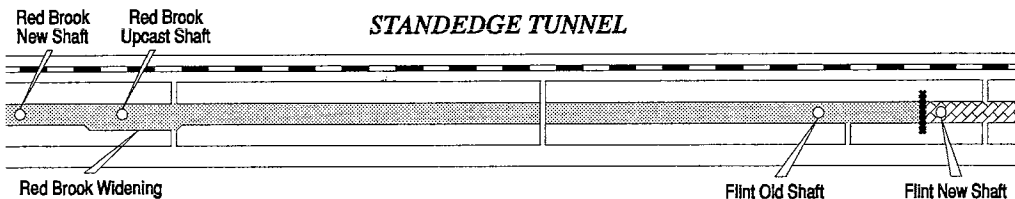
It started at nine on a cold Wednesday morn, With eight would be skippers nerves tattered and torn.
By four of the clock it was over at last, Eight qualified Boat Masters, Yes all had passed.

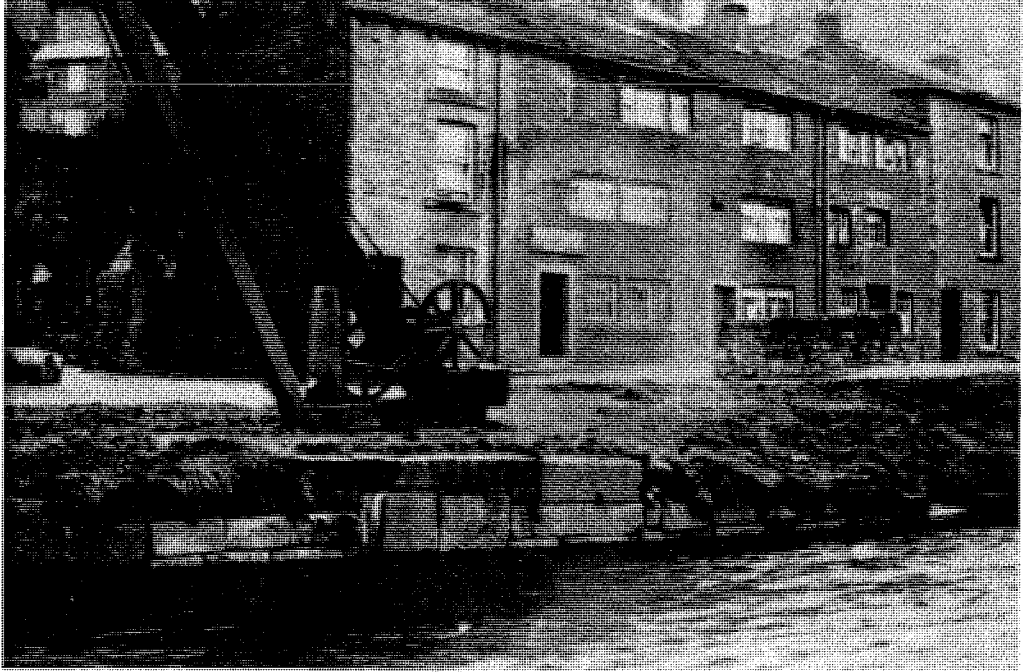
However our tale is not yet quite done, Even though the battle may seem to be won.
Without the help of people who taught them and aided, Their hopes of passing would very soon have faded.

So lend us a hand and help us thank, The skippers and test crew of Allan, Bob and Frank,
Thanks also to Captain Owen from Liverpool's D.O.T, For conducting the test and supping Franks' tea.

John Wilson

STANDEDGE TUNNEL





Our thanks to Peter Fox, Museum's Officer at Oldham Local Interest Library, for allowing us to reproduce this turn of the century view of the Narrow from his personal collection. But where is it? You don't have to wait until the next Issue to find out! The answer is below, on reflection.

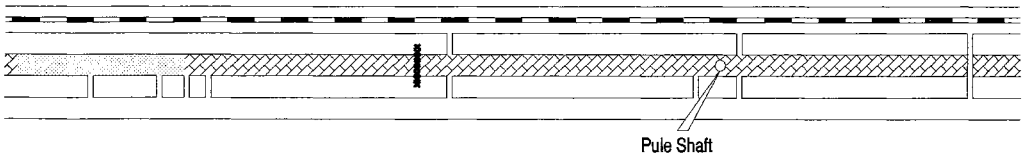
HUDDERSFIELD CANAL SOCIETY LTD

ADVANCED NOTICE OF THE FOURTEENTH ANNUAL GENERAL MEETING OF THE ABOVE NAMED COMPANY

Full details of the meeting, due to take place on Sunday 22nd May 1994, together with the proposed transactions will be given in the Spring Issue (109) of Pennine Link.

Trees now obscure the view and the crane is reduced to a derelict base.
The view is of Fences Canal Wharf, Greenfield - the Mechanics Arms pub is second in the row.

STANDEGE TUNNEL





Lord Healey and HCS Public Relations Officer, David Finnis, get their backs into it! Photo: Huddersfield Examiner.

The Narrow Canal Restoration scheme has been given the seal of approval by a leading member of the House of Lords.

Lord Healey of Riddlesden, better known, as Dennis Healey, ex-deputy leader of the Labour party, and Yorkshire's Man of the year 1993, was at Marsden to officially open a new base and warehouse for the National Trust, whose Marsden Moor warden, of course, is HCS Public Relations Officer, David Finnis.

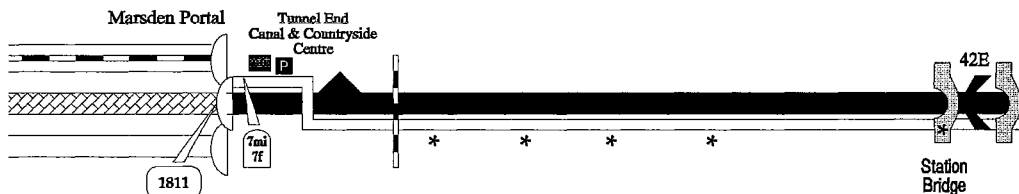
Naturally David's main priority was to explain his work as a National Trust official, but, egged on by Alec Ramsden, HCS Press Officer, also there in an official capacity, he had to take the former Cabinet minister on a quick tour of inspection.

And after having work on the country's number one waterways restoration scheme explained to him, and seeing for himself a little of what had been achieved, Lord Healey was happy to add his backing to the project.

He is a canal enthusiast and was in recollective mood about his childhood when he lived at East Riddlesden which, of course, is close to the Leeds and Liverpool Canal, one of those other Trans-Pennine Waterways.

"I can vividly remember cycling along the towpath - and up and down coal heaps" recalled Lord Healey. *"I think the Narrow Canal restoration project should be commended."*

Alec Ramsden



Pennine

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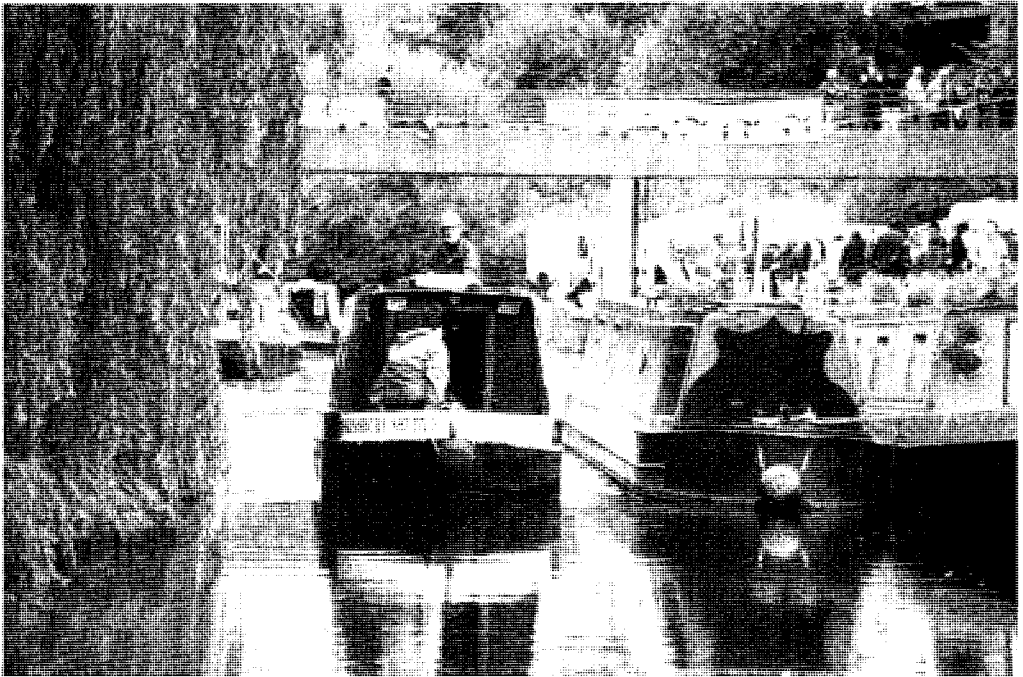
The "Back of the Moon", "Debbie", "Ladybird" and "Annapurna" were there so was "Silver Lady"; "Alpheus" and "Selena Wood" along with 35 other boats of all shapes and sizes. This was a part of Dennis Kilcommons report in the Huddersfield Examiner on the 1993 Festival. He went on to say, "today, we are seeing the second revolution of the Cut where the value of canals has been rediscovered as a major leisure facility", Great stuff, that's what its all about, thanks Dennis.

This was the seventh Festival to be held on the Huddersfield University site at Aspley (and congratulations to the Poly for attaining

University status - long overdue) but there were also several 'firsts'. It was the first time a Real Ale marquee had been tried and our thanks for that, go to Clarks Brewery of Wakefield. It was also the first time that the Marsden Shuttle, renamed the Sainsbury Shuttle for the weekend, had been brought down to town from its home at Tunnel End.

J. Sainsbury of Shorehead, gave tremendous support to the Festival and in addition to sponsoring the Shuttle, they provided a magnificent lunch for the 45 VIPs.

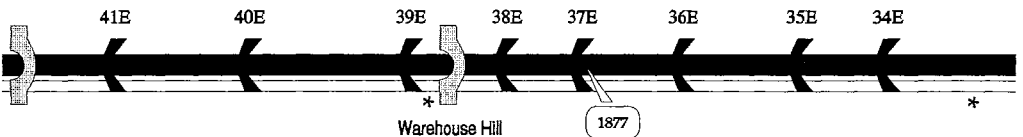
For the younger visitors there was a miniature



The 'Marsden', renamed 'Sainsbury' for the Festival, Shuttle plys its trade on the Broad. Bob Maycock at the helm. Photo: S. Quilter

30

MARSDEN



Huddersfield Canals Festival



David Sumner (Left) and Keith Gibson (Right) enjoying some serious restoration business outside the beer tent.
Photo: F. Smith

railway and the most enormous Bouncy Castle I have ever seen. This was provided by the Halifax Building Society and it never stopped throughout the two days, I did, in fact, say it was for the children but I have to add that late on Sunday it was pumped up a bit and the adults were let loose, if this had happened earlier in the Festival we could have charged a fiver each to watch because there were some 20 adults, some big, some bigger, and a few smaller ones, along with buckets of water, all bouncing in the range of a few inches to about 12 ft. Our patron, Viscount Lewisham, came back on the Sunday to see the adults at play and, very fortunately, he was not spotted until all the revellers were absolutely bushed and too weak to do anything about it. Personally, I'm relieved since we could have been looking for a new Patron.

The Huddersfield Examiner, in another article

(we really did extremely well by way of good publicity) reported on the Festival as a Quality event with Quality entertainment and Quality sponsors. We certainly had the latter with KPMG Peat Marwick sponsoring the Souvenir Programme which was a sell out by Saturday night - we had to reprint for the Sunday - and from AE Autoparts of Bradford who gave generously to the Festival.

As usual, the Huddersfield Sea Cadets were there in strength to provide a Guard of Honour at the Opening Ceremony and to give a splendid drill display. Following the ever popular Duck Race the Sea Cadets had a fine time rounding up the stray ducks which, apart from being propelled by a fire hose, were invaded by what appeared to be a real duck. The real duck didn't turn out to be James Bond's helmet but it was a radio controlled version which kept the crowd guessing until it refused to eat some bread thrown to it by a spectator.

The Festival was a financial success and raised considerable money, a part of which resulted from a Find the Treasure event and the donation of gold and silver treasure and the Treasure Chest by JPB Jewellers. The ever faithful HCS membership team were there as was the HCS sales caravan which, I'm told had record takings on the Saturday only to beat them on the Sunday. Similarly the Marsden Shuttle - also had record receipts for the two days, well done everyone.

The only set back, that I am aware of, was the reopening of Lock 1E. Unfortunately the essential work necessary to demonstrate a working lock, and to reopen Lock 1E for the first time since 1956, could not be finished in time. Hey ho; it gives us an opportunity to get some more publicity at a later stage.

Over 10,000 people attended the Festival along with Brass and Steel Bands, Dancers and Dance teams, the Kirklees Canoe Association, a Tai Chi demonstration, Model boats and a miniature





A lot of interest at the Sales Trailer.
Jack Patterson (far right) keeps busy with the Tombola.

railway along with dozens of trade and craft stalls.

As mentioned earlier, as a money raising event, we did well, but as a vehicle for increasing the

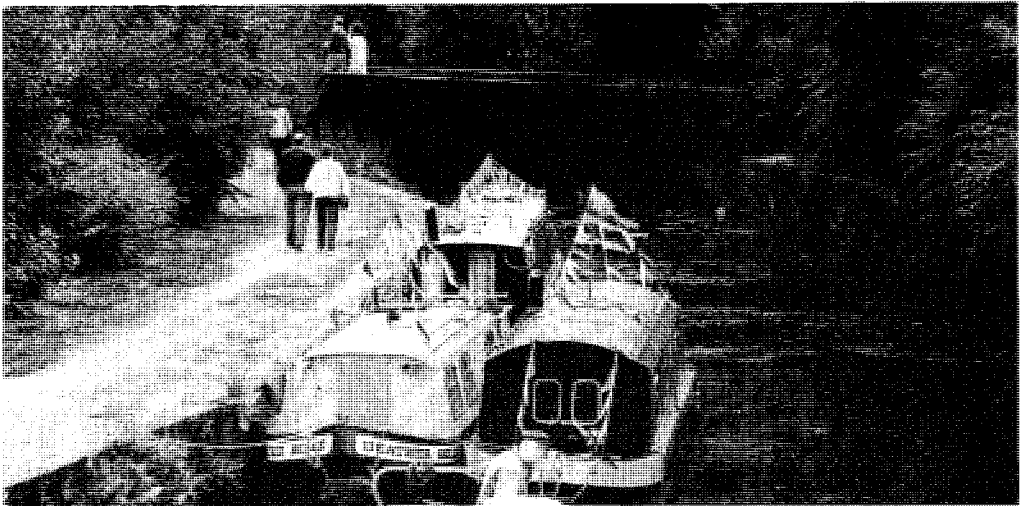
public's awareness of the Huddersfield Narrow Canal and gaining local empathy, which, in my book, is by far the most important point of the Festival, it was a clear success.

Arguably one of the best indicators of an event is to be found by simply asking people, visitors, entertainers, stall holders and boaters etc, "did you enjoy yourself and will you come back next year"; we did, and they said yes.

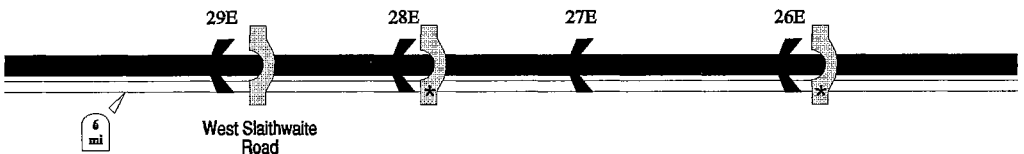
Finally I would like to thank the Festival committee, their friends and the other helpers both members and non members of HCS who, on the day, made the year's work all worth while.

Gordon Calverley
Festival Chairman

Anyone wishing to learn more about the 1994 Huddersfield Canals Festival or to help in its production should contact Gordon Calverley on 0706 812409.



A shorter queue for the Narrow this year, but the 'Causeway' blockage is to be removed in the Spring, connecting the Narrow once more to the waterway network. Photos: S. Quilter



Before I start this episode I have to tell you that our faithful cabin-boy, William the dachshund, has gone to the big kennel in the sky. He was 16 1/2 and very fit until the last few months. Those of you who are doggy people will know how we feel.

In April 1988, when we were on the Stratford Ring, he was very much alive! We rejoin the story in Worcester at the start of:

DAY 3 - TUESDAY

Sailing Time - 8am - 5.15pm

Weather - overcast but fine and warm(ish)

Destination - Twynning - 19 miles.

Locks - 5 (2 manned)

A super night's sleep and off by 8am. Through King's Head Lock and on to the big Diglis pair, already primed for us by the lock-keeper. Stopped in the pound to ring our boatyard and arrange to meet their fitter at Upton-on-Severn at 11am. PLENTY of time HE says. Talk about best laid plans.

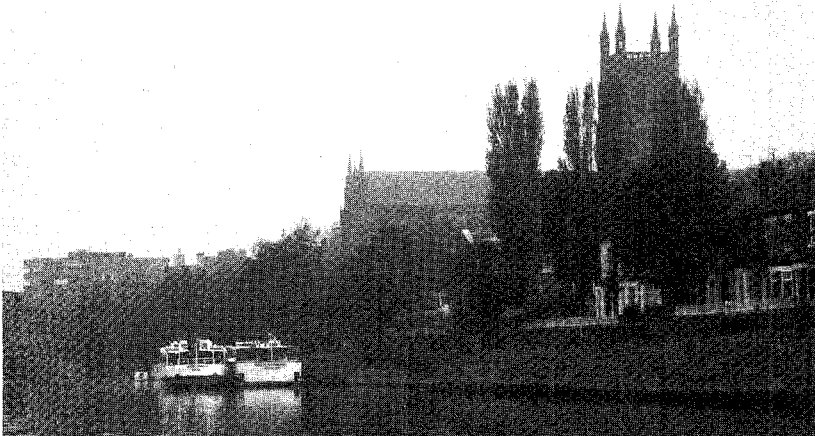
We turned up-river (on the Severn) for a short distance, past Worcester cathedral and the country cricket ground. We turned opposite the race-course (hardly called "winding" in a big river) and then shot off with the current towards River Lock. Hugh double lock, empty and waiting for us. Informative and very chatty lock-keeper. A bit too chatty in some respects (HE rudely called him the Severn Bore).

He insisted on waiting for another narrowboat that was a speck in the distance. It got within 50 yards of the lock then pulled to shore to take on water! We waited again whilst the other boat allowed two young children (7/8) to attach the hosepipe etc. It took ages.

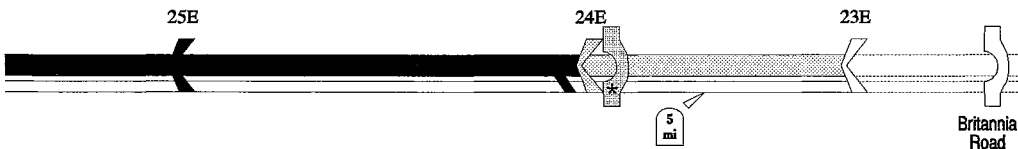
After half an hour - during which he never stopped talking - he chivvied them on a bit (he had stopped the river dredger below the lock from working ages ago, to let us get past!). Then the other boat wouldn't start! We eventually left after nearly an hour's delay (who says manned

locks are quicker) the lock-keeper phoning our boatyard to tell them we would be late for our date with the fitter.

The river is wide and deep so we fairly rattled along. I managed to 'vac', which we thought safe with the engine running even though the batteries still weren't charging properly. The river was



'Atmospheric' view of Worcester Cathedral from the River Severn



beautiful and meandering. Made Upton at 12.10 and nearly shot straight past, forgetting about coping with the current, HE passed the landing-stage at about 25mph; the waiting fitter made large arm-swings that meant *'Do a U-turn and approach against the flow'* which HE did quite successfully and made it look as though it was all intentional!

I should just say here that HE has old memories of boats and Upton-on-Severn. As a part-time soldier in the Manchester University UTC, HE spent a couple of summer months at the Royal Engineers camp at Malvern Wells and used to row in cutter races on the Severn - 14 oars in perfect unison - splash, splash - "toss oars", drenched! Not a soldier to be seen in 1988!

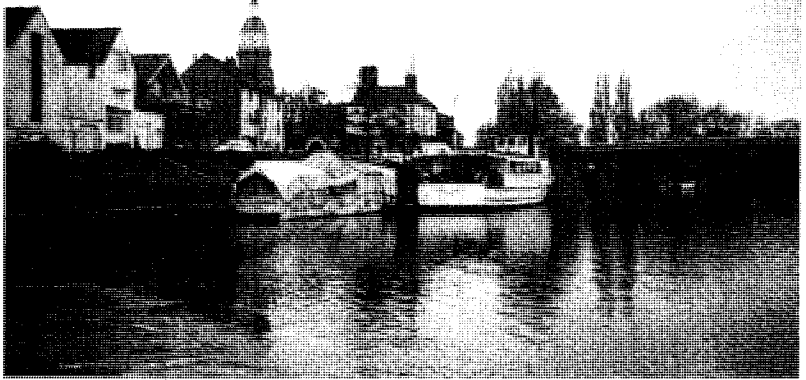
The fitter fiddled about and tested things - and came to the conclusion that the batteries were failing (I could have told him that!). Less than a year old - see how we go for another day and, if no improvement, will replace - great! Stayed at Upton for lunch; very quaint old town. Went to the Talbot for a pint and a sandwich - both very good.

Back on board and across the river to a Waterways Board (as it was then) pontoon to take on water. What a strange contraption, this huge raft with a portaloos on it. We expected Dr.

Who to appear any moment.

Lots of low-flying aircraft all the time which I was sure were part of a NATO Battle of Britain exercise - HE says they are to do with RADAR research at Malvern (one of us is probably right).

River cruising pleasant but a bit boring, no locks, no change of scenery. The banks are beautiful, though, with some fantastic houses, oozing

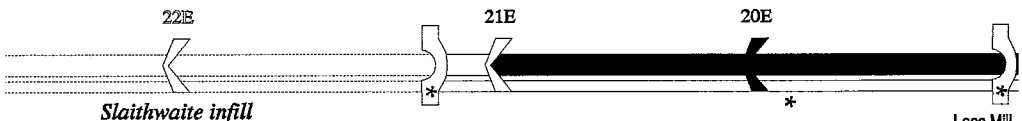


Upton-on-Severn

money. *Pity we can't see more of the countryside but the banks are far too high.*

We negotiated the narrowish link between the Severn and the Avon at Tewkesbury and went into Avon Lock, manned by volunteers from LANT (Lower Avon Navigation Trust). Had a nice long chat to lock-keeper John Balchin who told us something about the work of the volunteers (what an inspiring story the Avon restoration is). We paid our dues, £28 for the combined Lower & Upper Avon journey to

SLAITHWAITE



THE WIFE'S TALE - PART 21

Stratford. Overnight mooring £1.50 in Mill Avon, a side river near Avon Lock. Having moored we went into the town, often seen in the middle of the night in earlier years, doing the long, long drive to Cornwall from the North.

Lovely old town, quite small, as is the beautiful Abbey which we went round with our mouths open. Many beautiful half-timbered buildings and twisty alleys. Leisurely walk along the river; decided it was too early to moor (4:45) so went on to Twyning, arriving at 5:15. Moored outside the Fleet Inn, just found room amongst other long-term moorers.

The Avon is much prettier than the Severn; narrow, low banks, far more meandering, incredibly peaceful.

Went into the village which, as is not unusual, seemed completely deserted and lifeless. Large

village green with a huge chestnut tree in the middle. Strange mixture of very old and modern houses. Back to the boat and fed some swans - much to William's annoyance. (He still remembers nearly getting pecked on the Leeds & Liverpool, near Skipton).

Moorings are difficult to find on the rivers. Just where you find a nice spot you also find a "Private No Mooring" sign but you can't see why! These signs are in abundance - once the pub opens we will ask the landlord if we can moor overnight, waving a note should help! (In fact, we never moored "illegally" and we never had to pay, except at Tewkesbury where we paid but didn't stay!)

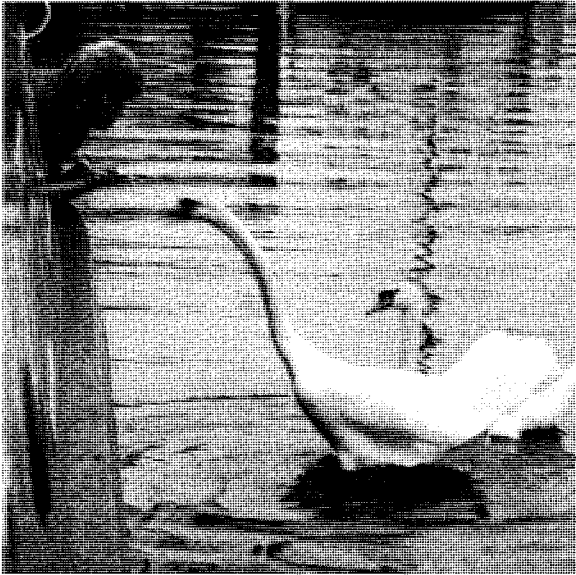
Great activity on the river after dinner. A "Beswick's Paper" van arrived (by road!) and disgorged a lot of noisy young men and a really

Heath Robinson boat which they launched and paddled up and down - not very successfully! Lots of shouting and splashing - presumably rehearsing for some regatta or charity race or similar.

Ken and Simon went to the pubs (the Fleet, with its gray old landlord and the Village Inn - very up-market and a lot more lively than in the afternoon). I felt tired so I had a bath (oh, the luxury of modern Alvechurch Boats) and had a couple of hours to myself, play learning. Watched a new nature series on the telly - which luckily lasted out.

We all went to bed quite early with the noise of the boat-paddlers having turned into rugby song singing! Can sound quite nice floating across rivers and fields.

Next time - Up the Avon (HE says going from Bard to Verse - HE would!) stopping at Bidford.



Swans - The Fleet, Twyning. Photos: A & K Wright

LINTHWAITE





Sales Stalwarts at the National. Left to Right: Unsuspecting member of the public, Angela Madle, Steve & Gay Quilter, Janet & Jack Patterson and John Young. Photo: Jo Young

When Gay and I took over the Sales for the Canal Society we had a battered old blue caravan, a few tables and a free-standing market stall that had to be erected every time we attended a venue. We've come a long way since then. We now have a purpose-built sales caravan with all mod cons, and a good stock of sales items. We carry no rubbish; only goodies which are related to canals and waterways. Most of our sales items retail at under £5.00 with the dearest costing £15.00.

A good solid Sales Team has been built up over the past three years, with many people helping on a regular basis over festival weekends. The year

before the Sales Team took over, the takings were approximately £1,100 gross. With the improved facilities and stock, this figure has risen considerably with the resulting benefit to the Society.

Of course we don't only sell at festivals; postal orders account for some of the takings. There are also four shops in Huddersfield and two in Ashton as well as the marina at Sowerby Bridge who stock Society goods. I call on all these regularly. Personal sales also account for some of the income. There are other outlets which could stock items such as Pennine Passage, The Impossible Restoration, HCS mugs, key rings or



SALES REPORT 1993

bookmarks, if I had the means to visit them all.

Venues 1993

I won't bore you with all the minute details of each festival covered, I'll just highlight this point or that of each one; though the National at Peterborough warrants some detail.

Castlefield International Festival

Brilliant. To start the season with good takings was magnificent. The atmosphere was great, the pitch good and the weather superb. AND members recruited there became helpers with the Sales Team.

Mossley Carnival

Sleet, rain and cold. A washout, but as it's in the canal corridor we'll go again.

Oldham Owls

Very poor. Perhaps the wrong type of merchandise for the venue.

North Cheshire Cruising Club

Weather wet and windy. Takings not too bad; we sold a lot of umbrellas! Hospitality excellent, site and pitch fairly good. Would go again if it was on a regular basis.

Stanley Ferry

Excellent. Weather superb (I got sunburnt!). Takings great, site good, pitch brilliant. A definite yes for next year.

Ellenroad Steam Fair

An unusual one this. The Sales Team did extremely well considering there were very few stalls on site. Would go again.

Tunnel End Summer Fair

Always good. However the Saturday was a wash-out (wet, wet, wet). It did pick up a bit in the afternoon. Sunday was a different story. Very busy as is usual at Tunnel End and takings were up on last year. We would never miss this

festival no matter what the weather.

Tameside Canals Festival

For the second year running it rained. With good sponsorship for this festival I'm sure the festival committee can do something about the weather. The takings were up on last year, just, but were still low. Let's hope that next year is drier.

Saddleworth Show

First time for HCS Sales since this has always clashed with Tameside Canals Festival. Takings were good considering we had never been before. It seems as though the people who attended knew that a canal ran through Saddleworth but had never thought a Society would be involved in restoring it. We need to attend this festival every year. Let's hope that Tameside Festival and Saddleworth Show don't clash next year.

Ribble Link Cruise

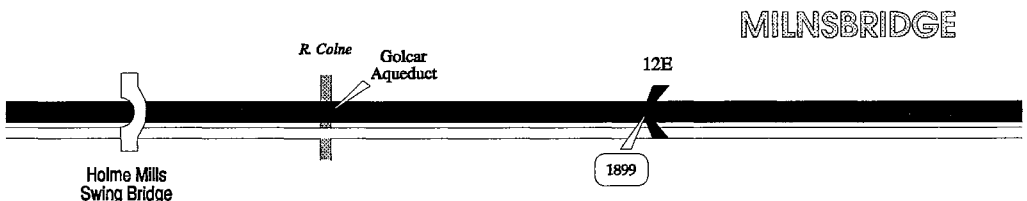
Sorry. Pass. Two days of wet, wind and no customers. Not one of our best bookings. Still they were pleased to see us and we did have good company being next to the Rochdale Canal Society.

Emley Show

An interesting event. Gay and I had visited the show last year to hand out stall booking forms for Huddersfield Festival. We found that if you applied as a charity and were selected by the committee you did not pay. Gay wrote a brilliant letter to the committee and lo and behold we got charitable status.

The show being on a Saturday we took the caravan over on the Friday afternoon so as to avoid the rush. However using the HCS mini-bus to tow the caravan on site we got stuck and had to be towed. Ah well!

The show itself was excellent and takings were very good. People were very interested in the Society. Of course, the good weather helped.



Pennine

Peterborough, The IWA National

Where to start; that is the problem!

I suppose the best way is to begin with the journey there. With no room for the kitchen sink, but just enough room for the bottle opener, we set off from Ashton at 10:30 Friday morning.

The HCS mini-bus, which doesn't pull very well when empty proved more than adequate with a full load and sailed up over the Pennines. On flat ground it was a dream to drive, enabling us to get to Peterborough in three and a half hours.

Positioning of the sales caravan only took half an hour and we were ready to find the campsite.

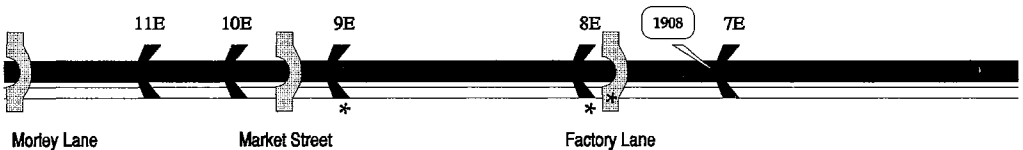
After a good meal, myself, Gay and Ian Moss, who came with us and was invaluable over the weekend, (though not a Society member - yet!) set off for the beer tent and entertainment. Unfortunately or not, we were not aware that the Cambridge CAMRA Beer Festival was also being held over the same weekend on an adjacent field. Assuming that this was the festival beer tent we went there. When we found there were no boaters around, only hundreds of students, we realised our mistake. However, with 120 different beers on offer, we decided to suffer the students and stay!

Next morning we awoke bright and early to face

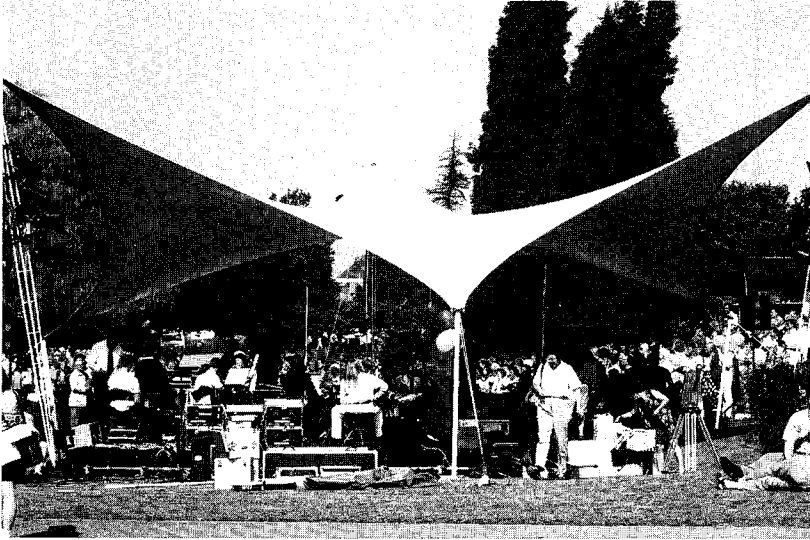


Boats on the Nene, the National, Peterborough Photo: S. Quilter

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SALES REPORT 1993



employees. If anybody did see the recording, which was on TV the week after the Festival, you could just see the roof of the sales caravan on two shots.

A really hilarious incident happened on the Sunday that had us in stitches. Jo Young had set up the membership stand just to the side of the sales stand and one of our members from near

'O, come all ye faithful' - recording Songs of Praise at Peterborough. Photo: S. Quilter

a clear blue sky. With no hangovers (must be something to do with drinking non-keg beer) we made our way to the main site to set up stall. It didn't take us long to set up, and with Saturday being a warm bright day, it proved to be our best.

During the day we had managed to locate the entertainment tent on site and set off in the evening to enjoy the folk group.

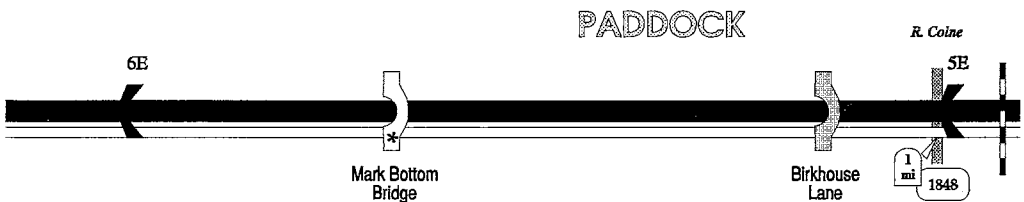
Sunday was as bright as the day before and we honestly thought we would do better, but at £4.00 per head to come on site the number of people were down on the day before.

One of the highlights of the festival was the recording of Songs of Praise on site. They had spent all Saturday rehearsing and Sunday was the real thing. Having watched Songs of Praise on television I never realised how much went into recording the programme. There must have been as many miles of cable as canal network in this country and as many crew as British Waterways

Wisbech, Steve Paul, who had come along to help with his wife Julia, was sitting handing out membership forms. Suddenly a lady with two small dogs came up and asked for *TWO* membership forms. Steve was more than pleased and handed them over straight away. To our surprise she used them as improvised origami pooper-scoopers! Other uses for membership forms on a postcard to the Editor please!

Walking back to the campsite Sunday night after the bar had shut we came across an impromptu music session. Sitting on the gunwale of a traditional narrowboat were a group of folk singers. A small crowd had gathered and seemed to be really enjoying themselves. The songs the group were singing were really hilarious, near the mark but not crude. We found out later that the musicians were made up of ex-members of the Union Band. Not one I'm familiar with but they were very good. If we had decided to watch the

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flotilla of illuminated boats we would have heard more of them. Fortunately they were to play in the bar on Monday lunch time.

This brings me on to the last day. Excluding last year at Wakefield, (which we don't talk about!) the Bank Holiday is the best attended and therefore takings are usually good. However, this year they were down on previous years. Again I put the blame on having to pay to come in, but the weather was good and we had plenty of helpers.

Of course no National Festival would be perfect without HCS winning something, and, sure enough we were there for the second year running having won the Tom Rolt award for the best produced society magazine. However it was a joint win with Manchester, Bolton and Bury. I made my way to the presentation with camera in hand, and positioned myself ready, only to find that when Bob Gough walked up to collect the award my camera jammed!

During the afternoon I decided to walk around the site for an hour and use up the last of my films (the camera had decided to work again!), I thought I would get some photos of the boats. However most of the visiting boats were a long way down the River Nene, the only ones nearby belonging to boatbuilders. Still I did manage to get a few photos.

It was now time to pack up.

After having cooked our last meal of the weekend we walked up to the bar to find the folk group we had heard the previous night had decided to play in the bar. However this was not to be. It seemed that a group called the Tornados had been booked to play in the entertainment tent next door and the noise was so loud that it drowned out the folk music. Having attempted two songs they packed up.

After a good night's sleep, we were ready to have a steady ride home, this time stopping at a

service station for a rest. Now, how many of you can say you've been passed by a narrowboat on the A1? We can! We were tooted by a lorry overtaking at about 40mph. As it passed we could see it was carrying a narrowboat. Is this a first?

All in all, it was an enjoyable weekend. The weather was good, the company was good and the site was good.

One or two catastrophes happened over the weekend, so I was told, one being the cage on the bungee jumping which fell to the ground, injuring its occupants. The other was a pit-bull terrier attacking a child. On the brighter side, a highlight of the festival was Allan Pollit's Wendy house on wheels. Amazing what can be done with a small trailer.

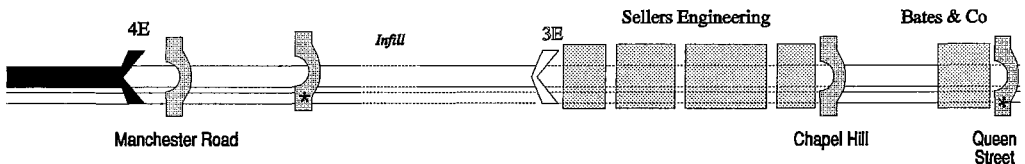
Next year it's Waltham Abbey, a long journey, but hopefully a good festival. So all you members who live nearby or within a 50 mile radius, make sure you're free next August Bank Holiday; we'll be calling on you for help.

Mottram Show

We thought it would be like Emley Show, but it was pure country. They didn't seem interested in the Canal Society. AND we got stuck in the mud! Not one we would do again.

Huddersfield Canals Festival

Our best festival of the season. We took the most money here. Although it didn't seem to have as many stalls as previous years it was well attended. We sold out of plates, all 150 of them, but a numbered plate at £1 was a bargain not to be missed. The real ale bar was an added attraction with a good selection of beers. A pity it wasn't that well attended. The boats moored outside Sainsbury's did the major sponsor proud, although a few more at the festival site would have brightened things up a bit. Still, a very enjoyable festival.



SALES REPORT 1993

Castlefield Carnival

Terrible. This year, the IWA had no say in planning the site and all the canal societies were put together outside the Dukes '92 pub away from the main site. We were bombarded with 24 speakers blasting out something they called music. The Sales Team are now expert at lip reading but rather deaf. People just kept away. The noise was unbearable. Even after complaints and a petition, nothing effective was done. Unless they mix us with the main event we won't be attending next year.

Sankey Canal 200

Our last festival of the season and a nice one to finish on. Although we nearly didn't get there due to the brakes on the caravan seizing up. It was a very pleasant site and we had a good pitch right beside the canal. The weather was good and the company was great. I even got a chance to promote the Society over the PA (*We voted unanimously that Steve should do it! - Gay*). Takings were good and if they put on another festival we will be there.



A much more tranquil scene at the Castlefield Carnival. Photo: S. Quilter

Well, that's the end of the festivals report. A lot is involved in running the sales for HCS and after three years I'm afraid it had taken its toll on Gay and myself. We haven't had a holiday for eight years and we've got a boat we never use. So we've decided to have a break. So as not to leave the Society in the lurch for next year we've decided to do one last year before packing it in. This will give anybody who wants to take over, a

year to learn the ropes. If you would like to try, then give Gay a ring.

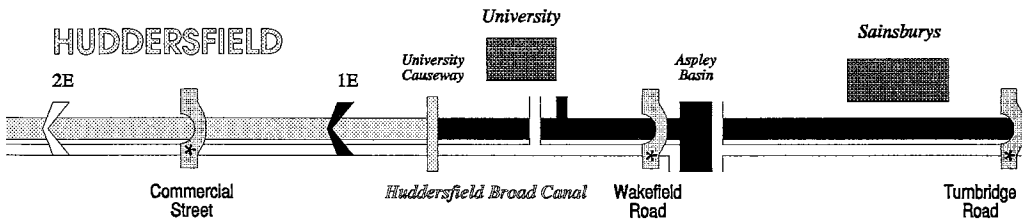
Steve Quilter.

PS Gay would like to thank all our helpers over the last year, especially those who rallied round after her illness.

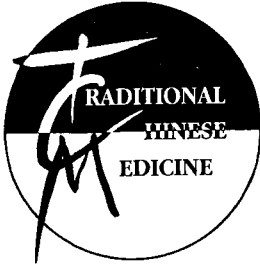
Thanks to the Sales Team:- Jack & Janet Patterson, Eve Prugar and Steve Quilter. Also, in no particular order:- George Officer, Jo & John Young, Tracey Holiday, Mark Shaw, Norman, Shirley & Rod, Michael Schofield, Sue & Rod Allen, Frances Sykes, Roger Froggatt, Ann

Crosland, Marion & Jack Carr, Jennifer Booth, Diane & Dave Calverley, Gillian & Rogar Kerfoot, Dave Leigh, Celia & John Mead, Sarah Tuxford, Ian Moss, Colin & Peggy Royle, Julia & Steve Paul, Angela Madle, Peter & Sylvia Ruffley, Helen Stack and not forgetting Alan Pollit and son Ian for dog walking. Also a special 'thank you' to Bob Gough for his help on the administration side of things.

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NEXT PRESS DATE

Articles, letters, etc., for the
Spring 1994 issue of Pennine Link
should reach the Editor
by the 18th February 1994

THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

- 2126 Mr Hood,
- 2127 Mr Chapman,
- 2128 Mr Bowden,
- 2129 Mr & Mrs Wood,
- 2130 Mr Banks,
- 2131 Mr Walsh,
- 2132 Mr Morton,
- 2133 Mr & Mrs Moorhouse,
- 2134 Mr & Mrs Newall,
- 2135 Prof Causon,
- 2136 Mr & Mrs Elphinstone,
- 2137 Mr & Mrs Richardson,
- 2138 Mr Brown, Marsh,
- 2139 Mr & Mrs Williams,
- 2140 Janet Forde & Mike Tipping,
- 2141 Mr Keith,
- 2142 Mr & Mrs Merrill,
- 2143 Mr & Mrs Twizell,
- 2144 Mr Holding,
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- 2146 Mr Gibbison,
- 2147 Mr Judge,
- 2148 Mr Davis,
- 2149 Ms Westwood,
- 2150 Mr Lee,
- 2151 Mr Johnson,
- 2152 Mr & Dr Rodgers & von Degenberg,
- 2153 Mr & Mrs Smithson,
- 2154 Mr Butler,
- 2155 Mr Kitchin,
- 2156 Mrs Duckworth & Family,
- 2157 Mr Domican,
- 2158 Mr Howell,
- 2159 Mr Dyke,
- 2160 Mr & Ms Peers & Willson,
- 2161 Ms Pfeifer,
- 2162 Miss Buckley,

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ACROSS

8. Wreake 9. Chattels 10. Engine Repair Man 11. Survey 13. Influx 15. Library 17. Bentley
19. Inland 20. Pensnett 22. Caledonian Canal 25. Ramsdens 26. Thames

DOWN

1. Grand Union Canal 2. Taxi 3. Heresy 4. Accents 5. Paradise 6. Star 7. Pleasure Steamer 12. Versa
14. Futon 16. Red Doles 18. Sprints 21. Ninety 23. East 24. Ajar

WEST SIDE

Wed., January 12th	General Meeting
Wed., February 9th	Presentation - The Whitelands Canal Centre
Wed., March 9th	Presentation - The Society's Trip Boats
Wed., April 13th	General Meeting
Wed., May 11th	Out & About on the Diggle Flight. Meet at the Wool Road turning circle, Uppermill at 7.45pm.

EAST SIDE

Venue for the East Side meetings is under review; details to follow together with events.

N.B. All meetings commence at 8.00pm, unless otherwise stated
East Side meetings: Venue and events under review
West Side meetings take place at the Tollemache Arms, Mossley

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