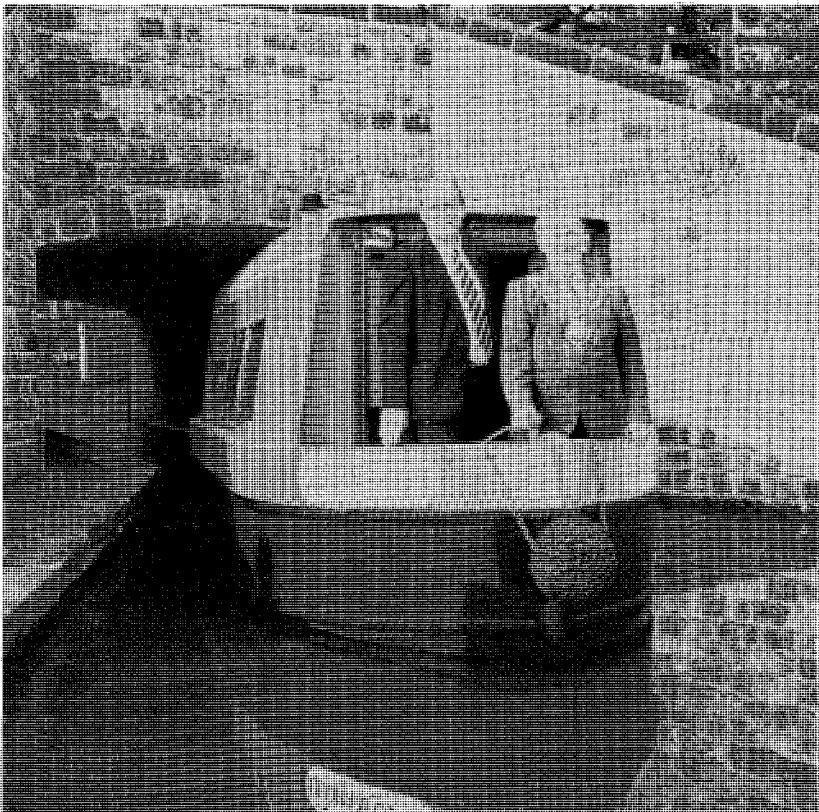




PennineK

No. 111

Autumn 1994



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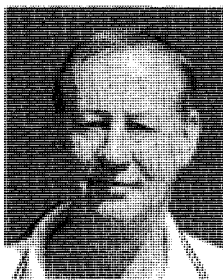
Front Cover:

The newly launched Oldham Otter emerges from Manns Wharf Bridge.

A double celebration for the Narrow Canal.

See the centre pages for a full account.

Councillor Jim Greenwood (left) and Mayor of Oldham,
Councillor Frank Heap, at the bow. Photo: R.Gough



Autumn is upon us and all over the waterway system boats are being winterised as the season of cruising and festivals comes to an end. But of course there is always next year to look forward to. This Issue contains reports of our own 'book end' festivals both of

which were highly successful and should make the looking forward process pleasurable.

The thing that does not change by season is the canal restoration progress. Pressing along on all fronts we have recently had the opening of Manns Wharf Bridge and the official launch of the Oldham Otter. Frenches Bridge re-opening is well under way as is the Diggle Flight of locks. On the East side, the University causeway blockage has been removed and work is progressing at Slaithwaite. Just a few of the

many fronts of the restoration drive. The big news is the publication of the Coopers & Lybrand report confirming what we all know deep down; ie. full restoration will bring extensive benefits. We now await the impact this report will have on the purse strings of the paymasters. Hopes are very high, and as David says in his Chairman's column, we should soon be contemplating boating holidays along the Colne and Tame valleys. Happy days ahead Martha!

Don't forget that if anyone feels like getting more involved with either restoration or the many social events including festivals, a 'phone call to the office will point you in the right direction for your chosen activity. Also that my letterbox is always open for any comments you would like to make.

Happy waterways.

Alwyn Ogborn



All those directly involved in the restoration of the Huddersfield Narrow Canal have no doubts that the project will bring economic, social and environmental benefits to the two valleys and beyond. We know that direct jobs have already

been created during restoration. We know that miles of restored towpath and better angling facilities have been created. We know that tourists flock to the various canal attractions, pubs and visitor centres in the valleys. We also know of the economic multiplier effect of investment and visitor spend. However, despite studies undertaken by the Society over the years and unanimous support for the scheme by all riparian local authorities, it became clear after discussions with officers from English Partnerships and the Department of Environment, that we would need to demonstrate that the restoration project has, and will have, a positive impact. Or in the economic jargon have a favourable leverage ratio and a low public sector cost per job.

The study, launched on 11th October by the Society in the presence of many of those involved in the project, I believe, indicates that the expenditure to date justifies the future public investment as outlined in the Bid for Resources. The Rt Hon Robert Sheldon MP hosted the lunch at the Portland Basin Heritage Centre following the opening of the Manns Wharf Bridge and launch of the 'Oldham Otter'. How appropriate.

Robert recalled how the worst part of Ashton-u-Lyne has been transformed into the best part of Ashton-u-Lyne and he commended the project to all those present. The report is detailed by Keith in this Issue, but the day's events were worth a

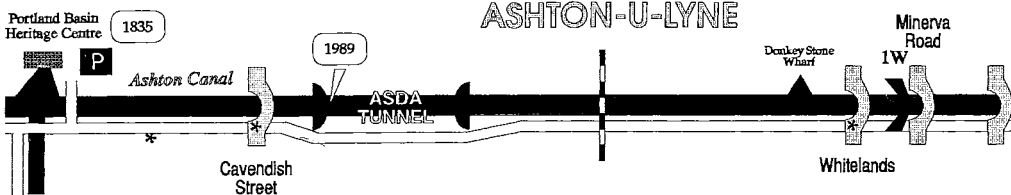
special mention as an example of co-operation or partnership as we now call it.

Earlier in the morning at Greenfield the Mayor of Oldham reopened the Manns Wharf Bridge to navigation after the Oldham Otter was officially launched. Manns Wharf Bridge you may remember was culverted and landscaped many years ago forcing pedestrians (and ducks) to cross the main road to follow the canal. This bridge repair was funded by the Government's DLG programme and sponsored by Oldham MB. The next blockage upstream is already under restoration. Oldham Otter's launch in Oldham to provide a new trip boat service on the Oldham-Tameside boundary, was made possible by financial support from Oldham MB. It will be operated by our crews of qualified boat masters and once dredging is complete between Frenches Bridge and Manns Wharf, it affords a trip on perhaps the longest unbroken stretch of canal on the West side (nearly 2.75 miles).

A week later, I attended one of the 1995 Saddleworth Canal Festival meetings at the Waggon Inn, Uppermill, to hear Chairman Steve Quilter's plans for next year's event. It was reminiscent of the early Tameside Canal Festival meetings in the late '70s and I was particularly pleased to meet many of the unsung heroes who keep the restoration drive in the forefront of the community. I also received, on behalf of the Society, a cheque to the value of £1,500 towards our fighting fund. Over 5,000 attended at the weekend and visiting boats included member Robin Witter's electric boat Gypsy, a steam boat and various dinghies, canoes and diesel powered craft.

October, then, has been quite a month.

The Coopers & Lybrand study should ensure that public funding continues. The recent winning of the Samsung Factory project in Teeside made me review our study. 3,000 jobs will eventually be created or safeguarded in the North East for a



CHAIRMAN'S REMARKS

government investment of £58m. The Coopers & Lybrand study forecasts 2,567 jobs for an investment of £23.5m. A good comparison in economic terms alone and the Nation gets an improved environment and amenity to boot, which should last another 200 years!

For the first time in nine years I am now off on a week-long canal holiday to the most recent

restoration scheme in the country - the Kennet and Avon. In nine years time, I expect to cruise nearer to home on the Huddersfield Narrow. The events of the last few days brings that dream nearer to reality.

David Sumner
Chairman

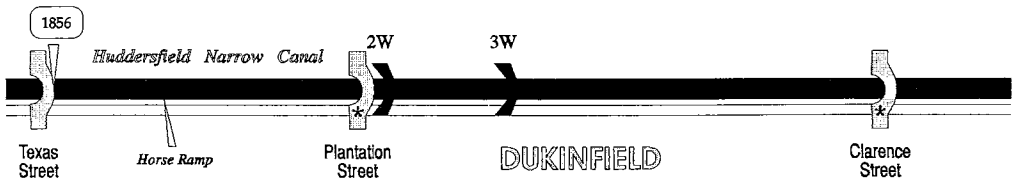


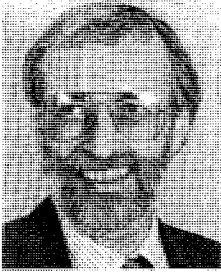
"Huddersfield Canal Society has been presented with a cheque for £1,500, to aid landscaping work between Dobcross and Diggle. The money was donated by the Saddleworth Canal 200 Festival Committee, which also donated £400 to other local charities.

Pictured (from the left) at last night's presentation are: Anthony Wood, Brian Minor (Festival Committee Treasurer), David Sumner (Canal Society Chairman), Jim Carr, Barry Jones, Steve Taylor, Steve Quilter (Festival Committee Chairman), John Young, Gay Quilter (Festival Committee Secretary)."

Picture & article: Oldham Evening Chronicle, Tuesday October 18th, 1994

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History

From the early days of HCS, it was recognised that the key to restoring the canal was to secure public sector funding on a sufficient scale. It was not possible for volunteers to restore all of the canal, or for the Society to fundraise on

the scale needed. Sometime around 1980, I attended a talk by Michael Handford, later to be Chairman of the Inland Waterways Association's Restoration Committee, at which he put forward the view that three closely related, but separate, processes were involved in a successful restoration project. These he described as Political, Financial and Physical, or getting the message across, raising the money & actually restoring the canal. This reinforced my view that the first two were the key processes. It was vital to prove that restoration was not just desirable but necessary, and that funding bodies would get value for money.

When we proposed the first job creation schemes in 1982, we produced glossy reports - but we accompanied these with a rather dry technical paper on the number of jobs restoration would create. This new viewpoint, rather than our previous concentration on the environmental benefits, was the proof the Local Authorities needed and large scale restoration began.

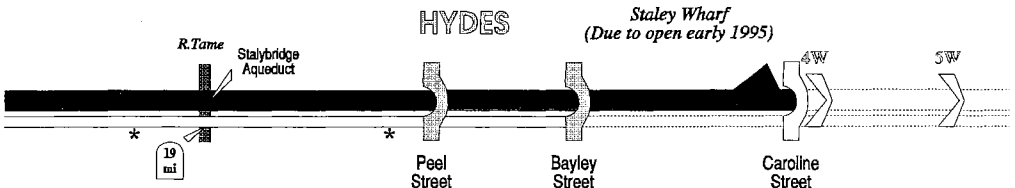
Four years later when the Local Authorities and British Waterways had come together with the Society in the Joint Committee to oversee restoration of the canal, it was appreciated that an authoritative outside view of the benefits was needed. The Society, at the request of the Joint Committee, appointed L & R Leisure Consultants, in conjunction with economic and funding consultants PIEDA, to report on the

benefits of restoring the canal. They reported that restoration would be a catalyst for changing the climate of investment in the Tame & Colne Valleys, with restoration improving the environment and the quality of life for local residents. They believed that the resulting increase in leisure & tourism activities would lead to increased expenditure in the canal corridor of £4.5m per year, of which £2m would be retained locally. This would create 230 jobs mainly in the leisure, tourism and service sectors. I was disappointed that this figure was less than our earlier study (I had calculated 310 jobs), but the report has been a huge success. Everything that has happened since, particularly Derelict Land Grant and European Regional Development funding, has been a result of being able to prove that investment in the canal would bring quantifiable returns.

The Need for a New Study

Completion of restoration of the canal is dependent on continuing grants, particularly Derelict Land Grant, and now we are asking for very large sums for very large projects. Although Central and Local Government have shown themselves to be convinced of the case for restoration, we are competing with many other desirable projects for relatively scarce funds. We have to be able to prove that grants to this canal are good value for money.

The L & R/PIEDA report is 8 years old, and only looked at some of the benefits. It was not intended to be a Cost-Benefit study because realistic costs were not then available. Now the costs of all of the remaining projects are known - indeed they form an integral element of the Joint Committee's bids for Derelict Land Grant. Also we can now look at real benefits. What has happened as a result of 10 years of large scale restoration work? How much has been invested?



THE COOPERS & LYBRAND STUDY

How many jobs have been created? Back in 1982 I suspected I was missing something by just looking at the jobs related to the leisure & tourism use of the canal. L & R and PIEDA pointed to this by referring to restoration being a catalyst for economic regeneration, but there was then no proof on the ground, and no apparent means of arriving at figures for non-canal related development. It is now evident that restoration of the canal, or the prospect of restoration, has indeed been followed by development in the canal corridor bringing investment and jobs into the area. We decided that this was the key issue to tackle now - to arrive at real figures of what has been achieved, and to deduce from that a more realistic figure of future prospects based not just on the leisure case, but centred on the apparently much larger return from other canal corridor developments.

The Coopers & Lybrand Study

In June, David Sumner, Mike Thompson, British Waterways Regional Manager Derek Cochrane and myself interviewed consultants. We decided to appoint the internationally known financial consultants Coopers & Lybrand to carry out our new study.

The principle objective of the study has been to assess how the area through which the canal passes has, and may in the future, benefit directly and indirectly from the canal restoration programme. In particular the benefits considered by Coopers & Lybrand include:

- a) waterborne visitors, tourists & visitors attracted;
- b) direct & indirect employment, income and investment effects;
- c) private sector development and the leverage ratio of public to private sector funds;

- d) physical development benefits in terms of the development and take up of vacant land and under utilised sites and the attraction of new types of private sector development to the canal corridor;
- e) improvements in business performance arising from an increase in market catchment through, for instance, increased tourism spend; and
- f) wider induced effects such as improvements to the area's image, confidence or by providing a critical mass for future sustainable development.

The study team was lead by Michael Turley and most of the leg work carried out by Hilary Bell. I have nothing but praise for their professionalism, their interest and enthusiasm, and their ability to wrinkle out facts that I knew we needed but didn't know how to get.

The Study was formally launched in October and copies presented to relevant bodies, in particular the Department of the Environment and English Partnerships.

The Impact of Restoration to Date

The total public sector cost of restoration in the period 1983-93 was £7,225,000 divided as follows:

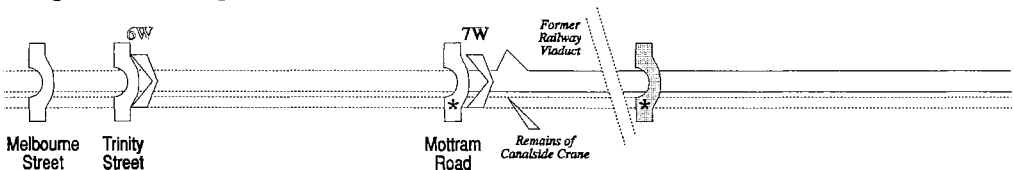
Kirklees	£3,716,000
Oldham	£1,106,000
Tameside	£2,403,000

In addition, HCS invested £3,538,854 during this period. Coopers & Lybrand summarise the benefits arising from this investment as:

- * £51.8m private sector investments;
- * 739 full time equivalent jobs;
- * 174,350 sq ft of business space;
- * 223 residential units;
- * development of 79 acres of land;

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STALYBRIDGE



- * significant improvements to the environment and community benefit;
- * a public to private sector leverage ratio of 1:7 and
- * a public sector cost per job of £9,776.

They say that this assessment of the impact of restoration was derived from interviews with relevant agencies and scheme operators.

"During this assessment we identified 38 projects that have some linkage into the canal restoration to date. These schemes include industrial, leisure, commercial, retail and residential development."

Whilst only a minority of projects are totally dependant upon the canal, Coopers & Lybrand found that there was *"consensus amongst those interviewed that canal restoration would make a significant contribution in terms of quality, intensity of use and pace of development, the canal restoration acting as a 'catalyst' to investment. In order to assess the benefits attributed to canal restoration each scheme was, therefore, weighted according to its dependency on restoration."*

Potential Benefits of Completing the Restoration Programme

The total cost of completing the restoration work is estimated at £23,392,000 in the bid to English Partnerships for continuing Derelict Land Grant support. Although about £500,000 of this is already approved or informally committed the bid document provided a sensible base line to compare future costs and likely benefits.

The study says:

"In order to appraise and quantify the benefits that may be gained through completing the restoration programme we have appraised the direct, indirect and induced effects of the following:

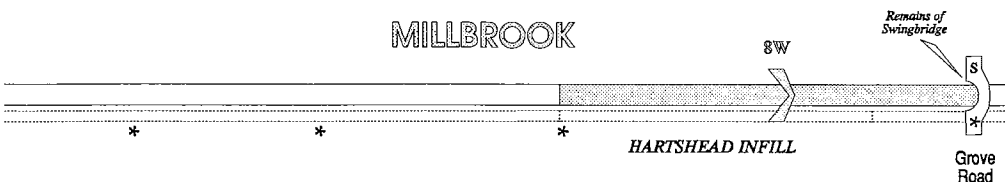
- a) *development gains - the degree to which canal improvements will directly enhance the prospects of securing new development along the corridor, or of securing more rapid, or higher value development than would otherwise occur;*
- b) *tourism and leisure benefits arising from the re-opening and enhancement of the canal;*
- c) *environmental and community gains;*
- d) *the overall benefits of canal restoration - the degree to which the canal corridor will act as a link between other projects/policies and hence increase overall impacts; and*
- e) *the ways in which the restoration programme will meet the objectives of the partnership members, in particular their strategic planning, tourism and economic development objectives."*

"Assessment of the potential impact of canal corridor restoration upon development projects was derived from interviews with partnership members, relevant agencies and potential scheme developers/operators. The same methodology was used to assess the potential for tourism and leisure development."

"We have limited the appraisal to the benefits of schemes with direct links to the canal. We have assessed the degree to which schemes are dependent or their development can be attributed to the canal..."

"In addition to the development of new leisure facilities, the potential for the development of new leisure usage of the canal itself, as a result of through navigation and short cruising lengths has also been assessed."

The potential future impact of the canal restoration programme is estimated to be:



THE COOPERS & LYBRAND STUDY

- * generation of £83m private sector investment;
- * 2,567 full time equivalent jobs;
- * 443,000 sq ft of business floorspace;
- * 614 residential units;
- * 2,000 additional boat movements per year;
- * continued enhancement of the environment;
- * new locations for tourism and increased usage of the canal itself;
- * a public to private sector leverage ratio of 1:3.5; and
- * a public sector cost per job of £9,076.

Coopers & Lybrand's conclusion is that the *"historic impact of the canal restoration has been substantial. The long term potential of the canal to encourage new activity and to act as a focus for development in all sectors is very substantial and offers significant gains to the local economy."*

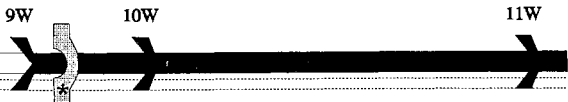
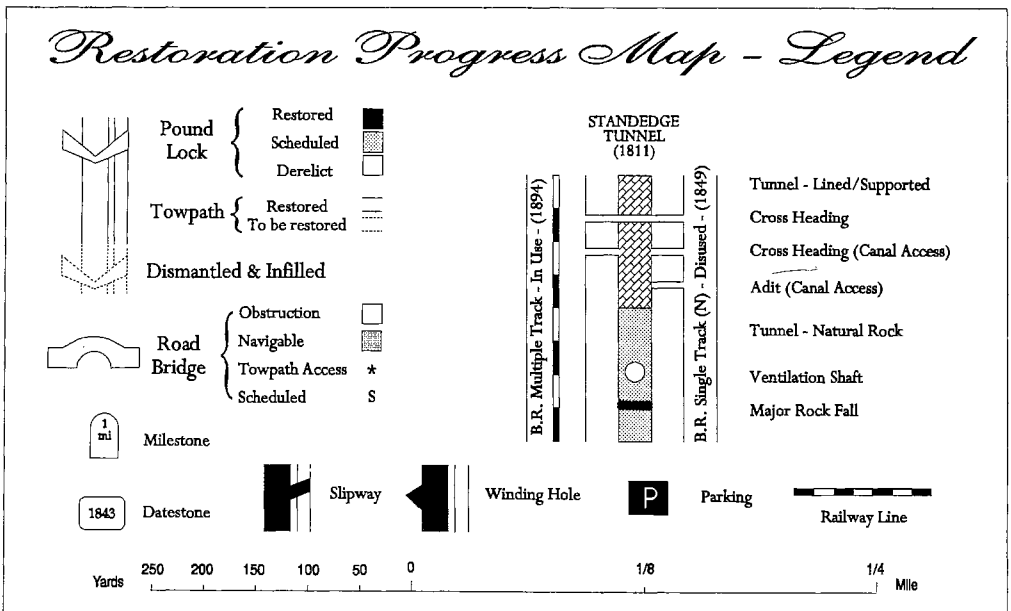
In particular the canal is likely to play a key part in the strategies of those involved in stimulating economic growth and investment providing the opportunity to widen and diversify the area's economic base."

What more can I say?

Key factors I would draw attention to are:

- * the future jobs created: 2,567
- * the total jobs created: 3,306
- * the future leverage ratio of public sector funding to consequent private sector investment: 1:3.5 and
- * the total leverage ratio of public sector funding to consequent private sector investment which I calculate to be 1:4.4

Keith Gibson.



The Society congratulates the following members of the boat crew on passing the Department of Transport test for the 'Command of Local Passenger Vessels' and on being awarded their Boatmaster's Licence.

Janet Wilson, Christine Johnstone,
Barry Edwards, Rod Moors, John Banks.

Monday 24th October saw yet another group of enthusiastic, yet slightly nervous members of the boat crew take their test at Portland Basin, Ashton. Passing with flying colours, they have now swelled the ranks of HCS qualified skippers to 25, probably the largest number in the country from any single voluntary organisation, although we do know that several other societies are slowly catching up. It is also significant in that Janet and Christine became the Society's first qualified female skippers, no doubt there will be many more to follow.

Regrettably, the day was marred when half way through the tests a car belonging to the inspector from the Department of Transport was broken into, continuing a speight of mindless vandalism pertinent to some areas along the canal. For those who have had a similar experience, you will appreciate all the hassle involved, and so with this concern, giving statements to the police, and arranging for replacement windows etc., it was to the credit and fortitude of the inspector that he continued with the tests, knowing that our members had taken a day off from work and of the inconvenience cancellation or delay may have caused.

The publicity regarding these new additions to the skippers list should not detract from the fact that all the boat crew work as a team, and that without the assistance of many other volunteers acting as cabin staff or who sail the smaller boats, the Society could not operate its boat fleet.

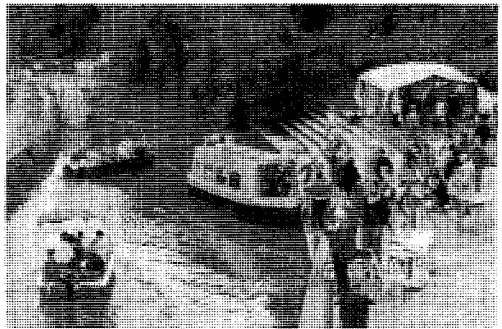
For those who are unaware of the new Marine Regulations, it is now mandatory for all

passenger vessels carrying more than 12 people to have a qualified skipper (Boatmaster) in charge.

Every one of the Society's Licenced Skippers go through a rigorous training programme and devote numerous additional hours studying and undergoing practical skills, from helmsmanship to tying knots. So far, the Society has had a 100% pass rate and are well thought of by the Marine Safety Agency in maintaining a high standard in our candidates.

The Society's boats operate throughout the week for chartered school trips and at weekends for general public trips, either at Tunnel End - Marsden or Portland Basin - Ashton. Next year the Society will operate a new service in the Greenfield/Mossley area, following the recent launch of the 12 seater 'Oldham Otter'.

Members of the Society who would like to join the boat crew will be more than welcome, no experience is necessary as full training is given. Obviously to some, being the helmsman is important, but many of our crew prefer to be cabin staff - looking after the comfort and safety of the passengers. For further information please contact the Society's office in Ashton.



The Society's boat fleet at the 1994 Huddersfield Canals Festival - Shuttle Too (foreground), Topper (far centre) and Sainsbury/Marsden Shuttle (moored right). Photo: F. Smith

SCOUT GREEN

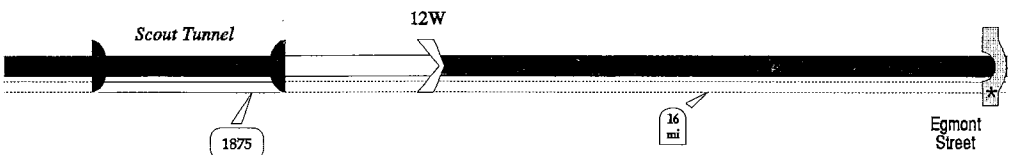




Photo: S. Quilter

The first 'end of garden' moorings on the Huddersfield Narrow Canal.

Our stalwart Sales couple, Gay & Steve Quilter, are the proud owners of the cruiser 'Lancashire Lass', which, after some tricky craning-in from the footbridge above Manns Wharf Bridge, now floats at the foot of their garden in Greenfield.

It is easy to see how a restored canal becomes a great asset to canalside properties; not only providing mooring potential, but also a high quality outlook. This reflects in property values which are generally believed to increase by up to a quarter with a restored canal at the foot of the garden.

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BOTTOMS

MOSSLEY



Pennine

In April 1988 Anne & Ken, with son Simon and cabin-dog William, are nearing the end of their "Stratford Ring" trip aboard Alvechurch Boats' "Kestrel". The boat is on the Stratford Canal at Wilmcote, pointing in the general direction of Birmingham.

DAY 6 - FRIDAY

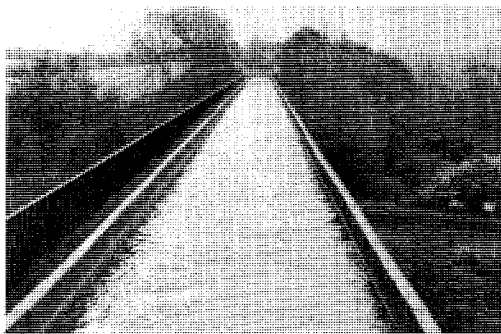
Sailing Time: 8.15am (lie-in!) -
(6.05pm) - 7.30pm

Weather: Cloudy, windy and cold.

Destination: Hockley Heath, 13 miles
(actually did 15 miles)

Locks: 38 + 2 lift bridges.

We woke up to a really grey day - with drizzle. Set off, handing regular hot drinks up to poor Ken, out in the elements. Decided to wear my new, as yet unused, thermal top as there was a really nippy fresh breeze. Snug as a bug! Went over Edstone Aqueduct (754 feet), not very high (28 feet) but far more off-putting than Pontcysyllte because the "tow-path" is level with the bottom of the tank. From the boat you can see neither the tank nor its supports - rather like flying! I was glad when we were over. Still, I did it with both eyes open, which is an improvement on the Llangollen experience.



Edstone Aqueduct

The bridge holes on the Stratford are very narrow, only an inch or two wider than the boat and, judging by the marks on the brickwork many people haven't (judged, I mean!). We sailed through the Forest of Arden "and saw the squirrel that is supposed to plague boaters". I have put that in quotes because it is copied straight from my original log - I haven't the faintest idea now what it means!

We stopped at Wooton Wawen (they do go in for curious place-names round here) where, by the moorings, there is a small cast-iron tank aqueduct across the main A34 Oxford-Stratford road! Drivers (of cars) approach the aqueduct over the crest of a hill, and, momentarily, can imagine they are heading straight for low-flying narrowboats! An advance warning sign on the lines of "CAUTION - narrowboats overhead" would be more disconcerting than the aqueduct itself!

Lovely walk into W.W. past Wooton Hall with its 17th century façade. Went into the Saxon church but could only get into part of it and had to see the old Saxon part through glass doors.

Ken phoned the yard to say the boat's batteries were very poorly, with hot flushes etc., and to warn them that urgent work was necessary if Kestrel was booked out for the following week. Thoughts of a possible refund or some compensation for embuggerance were coming into our minds! Meanwhile Simon had the binoculars out and was watching 16 rabbits playing on the tow-path! The sort of incident that separates canal holidays from the rest!

Must make a note about the much-photographed and strangely-shaped lock-keepers' cottages on the Stratford. They look like early designs for those army huts with curved roofs! HE says they probably used the formwork from bridge arches to make the cottages. I think he's having me on - but there must be some good reason.

Later research shows that Pearson's agree with

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ROACHES

Manchester
Road - A635

THE WIFE'S TALE - PART 24

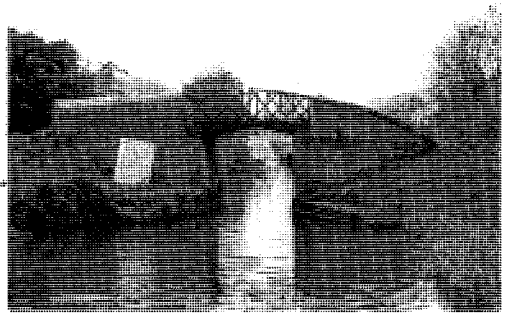


Lock-keeper's cottage, Stratford Canal

HIM - clever so-and-so. Another peculiarity of the Stratford is the footbridge design. They are of the "split" type (similar to some at Middlewich) which allow a tow-ropes to pass through (or to allow for differential settlement in the salt mine areas - HE says).

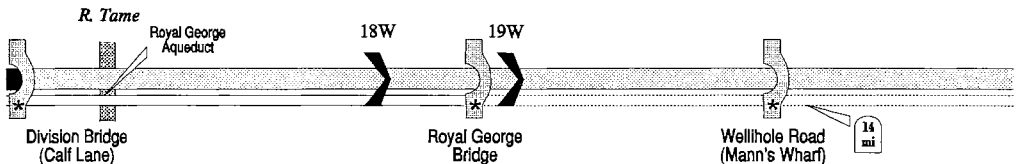
Stopped for lunch at the Fleur de Lis in Lawsonford. Very quaint old Tudor pub with a magnificent (but pricey) menu - no sandwiches but the chicken and mushroom pies (£1.75 each in 1988) that Ken and I had were superb (if a bit small), as was Simon's cheese salad. "Ibis" came in for a drink, too. Lovely to keep bumping into them, not literally.

Easy motoring for a while and canal from W.W. very pretty and interesting. Towpaths in good



A typical Stratford Canal split bridge (no tow-path through bridge hole)

state. Through Kingswood Junction where the Stratford ties itself into a knot with the Grand



Union - strange to have a cross-roads quite like this on a canal - National Trust office now closed, the canal having passed into BW's care.

Wharf Tavern in Hockley Heath but with difficulty, trying to leave space for Ibis, could only moor with back on official mooring, middle



Lapworth Flight - From the bottom!
(Photos: A & K Wright)

And then - LAPWORTH FLIGHT. Did we work hard? Locks 6-14 in one big flight. We developed a good system, though - I set the locks keeping just one ahead in case somebody came down the other way, Simon driving, Ken doing the rest. We got through in splendid time but we were grateful for a brew at the top! My hands were suffering a bit.

Of course William, who had to supervise everybody's movements at least twice, and both of us having walked from Kingswood Junction, was bushed. Near the top of the flight Ken was driving and I said to William "Go back to Ken". He did so, trotting gamely, only to see Ken set off just as he got to the boat. Talk about "hang-dog" expressions!

Through two lift bridges operated very easily by modern, hydraulic systems and a windlass (Simon loves doing bridges). Moored at the

across a disused spur and front against a bank. Also the A34 seemed to be in the boat with us, judging by the noise! I started to prepare dinner and write the log and on reading Pearson's found another pub further on that looked quieter. Took a vote and decided to move on a couple of miles. At 7.30 moored up at the Blue Bell Cider House near Salter Street - very pretty and very quiet - we were right to move on. After dinner had a lovely bath - what a luxury. Went up to the quiet (looking) pub. It was PACKED! With "bikers" of all ages, leather, boots, silver studs, the LOT! But all very gentle and just

out for a good time. We crammed in next to a couple with two beautiful dogs - a golden retriever and a Pyrenean Mountain dog - the latter the largest dog I have ever seen - and so friendly.

Anyway we didn't stay long - just a quick one and then back to the boat for some more on board before bed.

Very late that evening a motor cruiser roared down the cut from the pub, swerving from side to side and hitting things en route. The occupants were paralytic and in very high spirits. We wondered about the "drink and sail" rules but, to be fair, it is the only example of its kind in our, now fairly considerable, experience.

At the end of the last episode I said we were going to Birmingham today. Clearly we weren't - that's tomorrow!

By way of a 'thank you' to all those involved in the running of the Society's committees and subgroups, the Society hosted an informal barbecue at the Wool Road Transshipment Warehouse, last September. The event also provided the opportunity for committee members to get to know each other and put names to faces!

The entire occasion was fully sponsored by a selection of suppliers to the Society's restoration subsidiary, HCS Restoration Ltd, giving both cash and services 'in kind'. John Bradbury's Pennine Moonraker was on hand as a floating bar and the younger guests amused with helium balloons and trips on 'Shuttle Too'. The weather was particularly kind, in view of the typically wet September conditions the day before.

Masters and mistresses of catering were the Wilson family; John, Janet, Andrew and Julie, who are to be congratulated on a very professional job 'keeping the home charcoals burning'. Very well done! They, together with the Goughs, McLoughlins, and Youngs, donated raffle prizes, the proceeds from which part funded the event and added to the Society's fighting fund.

The Society would like to thank the following suppliers for their generous donations toward the barbecue:

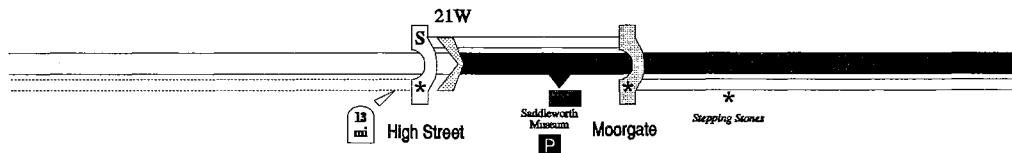
Able Scaffolding, Alfred Taylor (ALCO) Ltd, Allen Hire, Amber Cabins, Ashton Tyre Specialists, BMT Pumps, Elias Wild, John Slater, Loftus Motors, Speedy Hire Centres, Winnix Ltd.



'Shuttle Too' cruises the Narrow at the Society's Wool Road barbecue. Photo: R.Gough

15

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YOU'LL BE IN GOOD COMPANY

In our final installment of Robert Aickman's journey along the Narrow (reprinted courtesy of *Waterways World*), he recalls singing through Standedge and bathing in Huddersfield

On the Move Once Again

It never stopped raining, but by the evening, Wilf informed us that by noon the next day, all going well, we should be able to depart. Things went as promised, and there is a wonderful photograph of the boat casting off, the white hull splashed all over with mud, Wilf at the end of a line (mercifully slack), and Anthea Sutherland at the helm, her face even muddier than the boat. If it were not that the details are much obscured by the rainfall, it might be said that we looked as though we had passed through an ordeal. In reality, I think we should all agree that we had passed through one of the most rewarding experiences in our lives, and certainly one of the most memorable. Of course the singularly happy conclusion contributes to this sanguine assessment.

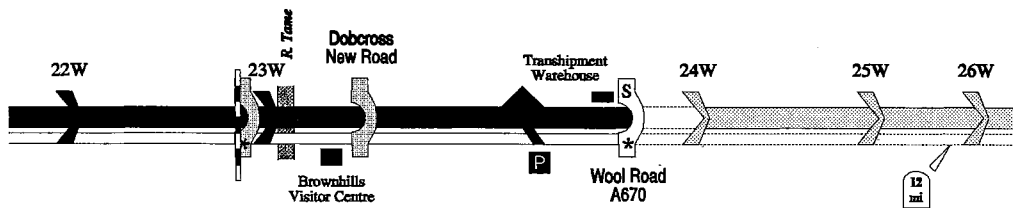
If it had ended in bafflement, we should feel differently. If we were all still there, we might or might not be the happier.

It should not be thought for a moment that our troubles were at an end. Far from it. The Huddersfield Narrow Canal is one furlong less than twenty miles in length, but it took us more than five days to pass through it, even after we had finally cast off from Ashton. This should not be taken as proof that canal transport is as slow as a glacier. It is true that the particular twenty miles include no fewer than seventy-four locks, as the waterway crosses the Pennine Chain, and is something of a freak; but 'narrow' locks, as are these, are surprisingly swift to work provided that they are kept in proper order, and they were not. Far more delaying were the hazards of the almost unused pounds; through which only the 'maintenance boat' had passed for many years, and that only rarely. If it had not been for Wilf, we might well have taken a fortnight.



With Wilf at the end of the line and an interested and youthful crowd of spectators at the lockside, the mud-splashed "Ailsa Craig" gets under way from Ashton

Once we had left Ashton and begun to ascend into the mountains, the weather cleared from time to time (it was, after all, still August) and a chilly sun to gleam intermittently. We were much impressed by the fact that as we crawled and juddered through the industrialised purlois of Ashton, business men began to appear at the waterside and to stand gazing at us thoughtfully. I do not refer to operatives in the various factories, though we greeted



many of them too; or even to foremen or floor managers.

There were a surprising number of obvious 'executives', in city suits; with whom we felt wrongly dressed to initiate conversation.

We suspected that they might be keeping a personal watch to see that we didn't drain their pounds also. We were quite wrong. We received several actual expressions of commiseration that the state of the waterway had involved us in so much trouble; and these led to a quite startling number of close enquiries into the legal position of the navigation (a topic about which no one in England knows anything - largely because care is taken not to tell), and into the chances of trade upon it being resumed, to the advantage of the enquirers' enterprises. When ultimately we delivered a report on our voyage to Sir Reginald Hill, we pointed out that these enquiries were so numerous and so serious that an official investigation into the support for re-opening the waterway would seem well worth while.

The Huddersfield Narrow Canal passes for much of its steep ascent and steep descent through northern mountain country, most of which is very fine, though none of it at all equal to the best on the Leeds and Liverpool Canal, or on the third of the navigations across the Pennines, the Rochdale Canal, which was abandoned shortly after the time I am now writing about (1948). By far the most notable event on the Huddersfield Narrow is the passage through Standedge Tunnel, between Diggle and Marsden; the longest canal tunnel in England (3 miles and 135 yards), and on the highest canal summit level in England (644 feet).

The special drama of Standedge Tunnel lies in the fact that long stretches of very small bore lead into large natural caverns in the limestone, comparable in type with the famous limestone caverns of the Peak District. Through these caverns passes the boat and enters the seemingly tiny passage ahead. Much of the man-made bore is unlined through the rock. Also there are at intervals large passages or 'adits', both tall and wide, sloping upwards from the canal tunnel into the railway tunnel at a higher level and to the side. Through the railway tunnel runs the busy (or then busy) main line of the former Lancashire and

Yorkshire Railway. In those days it was still entirely steam operated; so that every time a train tore through the tunnel, which, as I say, was frequently, there were not merely the eerie thunder and scream in the canal tunnel, but also dense clouds of smoke and steam blowing down every adit, so that the navigator, do what he or she would, was soon completely black. Smoke blew out steadily from both ends of the canal tunnel, as from fumaroles. We stopped the boat at the foot of one of the adits, walked up the slope and watched several trains roared by.

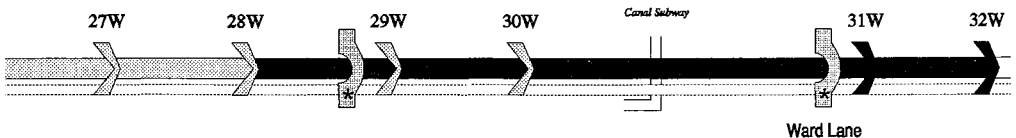
Singing Through Standedge, Bathing in Huddersfield

Our own special drama of Standedge Tunnel lay in the facts that, as in the case of our Lifford Lane voyage, we were preceded through it by a narrow boat, manned by a group of Wilf's henchmen, and that, once more according to precedent, the narrow boat stuck in the very small bore about half way through, so that we had a considerable wait in the noisy, smoky darkness before it was successfully eased and we could proceed. During the later part of the transit, Wilf regaled us with a sequence of songs. Anthea Sutherland has said to me many times since that she can still hear Wilf singing in Standedge Tunnel.

We all emerged so black that there was nothing for us to do but entrain third-class from Marsden to Huddersfield, implying that we had been mining for some unusual mineral; and at Huddersfield manoeuvre and insinuate baths out of the splendidly architectural George Hotel, by showing them press cuttings about ourselves and saying that we should all want large dinners too. Never in my whole life have I made a bath so black as that evening at the George; or on any other occasion really needed three baths, one after the other. It was like early D.H. Lawrence.

At Marsden, the next morning, we went over the splendid canal workshop; little changed at that date since its construction and equipment in the late eighteenth century. On the descent to Huddersfield, even more heavily locked than the rise from Ashton, I fell into the waterway; the only time I have done so in my life. More accurately, I was dragged in; and for

Diggle Flight (25W-30W)



the fairly sensational reason that as I was holding the boat on a line while the lock filled, a lower gate of the lock burst, producing such a swirl of water that I was pulled off my feet on the instant. Nor was the canal as shallow at the immediate head of a lock as at most other places. When the three-quarters filled lock had precipitately emptied through the hole in the gate, Wilf and his gang had the hole patched in less than an hour, and we were on our way.

In few circumstances is it necessary to fall into a river or canal. I frequently hear tales of people doing so, especially on holiday; often of the same person doing so on several occasions. That gives the clue: falling in is temperamental, as are falling off, and falling out. Children, however, can present a problem between the ages of about three and about seven. Often they are better in life-jackets.

At the end of the canal we clubbed together to present Wilf with a watch. I hope it still goes. He

transformed our voyage from a slightly anxious obligation to a great adventure.

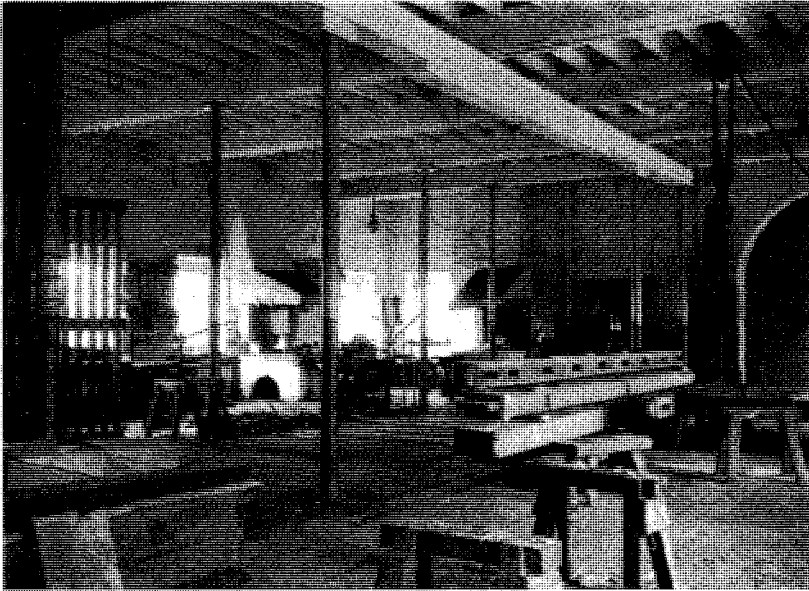
Robert's article continues with an account of 'Navigating Northern Waterways' including the Huddersfield Broad, Calder & Hebble, Aire & Calder, Leeds & Liverpool, and Bridgewater.

"The voyage ended with my first unforgettable transit of the Potteries, where traffic was then particularly heavy. China clay used to be conveyed from Cornwall by coastal shipping to the Mersey, and thence by narrowboat. The emptied narrow bats were reloaded with the completed pots; which went back to the Mersey for distribution and export: an ideal two-way traffic. The original Josiah Wedgwood had been a notable pioneer of canals. He is famous for his description of the great locks at Runcorn: "The work of Titans, rather than the production of our

Pygmy race of beings."

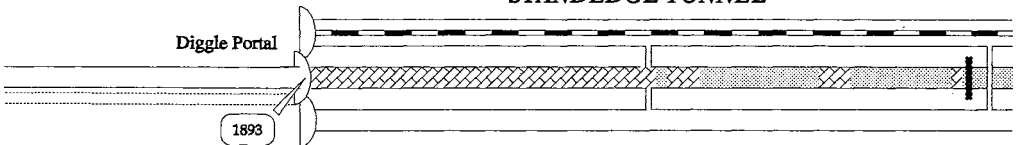
Iniquitously, the locks are now destroyed: the inadequacy of the campaign to prevent that occurrence being one of the final reasons for my recession from the waterways world. It was a final proof of values lost.

The Canal Society is grateful to the Editor of Waterways World for his kind permission to reprint this series of articles.

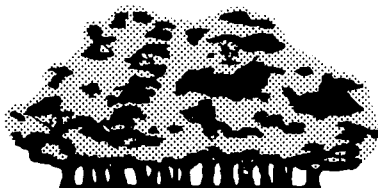


The iron-columned interior of the canal maintenance yard at Marsden at the eastern end of Standedge Tunnel. Photos: R.J.M. Sutherland

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

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A new trip boat service for Oldham was officially launched today (Tuesday 11th October) by Councillor Jim Greenwood, Chairman of the Council's Leisure Services Committee.

The 24ft long narrow boat, 'Oldham Otter' can carry twelve passengers and will operate on a newly restored stretch at the Huddersfield Narrow Canal between Mann's Wharf, Greenfield and Roaches Lock, Mossley. This is the longest navigable section of the canal on the western side of the Pennines.

Purchase of the 'Otter' was financed by Oldham Council and the boat will be crewed by volunteers from the Huddersfield Canal Society, whose acting boats officer, Robert Maycock, praised the initiative of the local authority in making cash available for a public leisure facility. *"I am sure it will be a popular and much appreciated amenity"* he said.

There are plans to increase the cruising range of the 'Otter' as more sections of the canal are restored and made navigable.

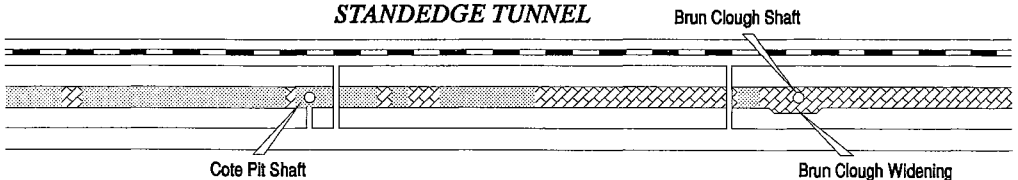


The christening of the 'Oldham Otter' at Manns Wharf Bridge, Greenfield. Officiating (left to right) David Sumner (Chairman HCS), Councillor Jeff Brierley, Nicholas Ford (Leisure Services, OMB) and Councillor Jim Greenwood (Chairman Leisure Services, OMB).

At the helm, John Young, with local resident, Norman Hayes, on the bow line.

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STANDEGE TUNNEL



DOUBLE CELEBRATION

A major step forward in the campaign to restore and re-open the Huddersfield Narrow Canal was taken today (Tuesday 11th October) with the formal re-opening of a bridge spanning the waterway.

Re-opening of Mann's Wharf bridge marked the completion of a £250,000 project carried out by J. Sisk & Son (Northern) Ltd, for Oldham Council. The authority was successful in obtaining necessary finance under the government's Derelict Land Grant scheme.

Rebuilding of the bridge and wharf also included major landscaping work, and Councillor John Crowther, chairman of the Development Services

Committee, said that the scheme had achieved two notable objectives. *"It has brought about a considerable environmental improvement and made another stretch of this historic canal cruisable again,"* added Councillor Crowther, who is also Chairman of the Huddersfield Narrow Canal Joint Committee.

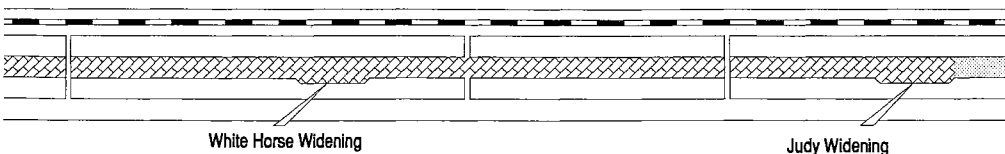
Mann's Wharf is the first of four bridges in the Oldham area to be rebuilt to allow through navigation. Another of the bridges, Frenches, at Chew Valley Road, is currently the subject of a restoration scheme - again funded by the government under the D.L.G. scheme.

Alec Ramsden



Mann's Wharf Bridge, Greenfield, officially opened by Councillor Frank Heap, Mayor of Oldham, accompanied on board by Councillor Jim Greenwood. Photos: R.Gough

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This was yet another successful season and once again we increased takings. Particular thanks to my husband, Steve, without whom I could not function as Sales Officer, and to Ian Moss who accompanied us to every venue throughout the season.

Burnley 200

Rain, hail, snow, wind! Having planned to try out the new awning, we took the coward's way out and opted for being in the warehouse. Feet froze on the flags and we huddled in our thermals. Helpers included two of our Essex members, Alan and Brenda Radley, who mistakenly thought they'd come for a relaxing weekend indoors. Takings were reasonable, as people were buying despite the appalling weather.

Saddleworth Canal 200 Festival

Blessed with fine weather, we scooped record takings. Our bicentennial goods sold well, as did the local photographic T-shirts. There was a shortage of helpers on the Monday, but we managed, as always. Steve was busy being Chairman of the Festival but still found time for sales. Maybe the fact that the trailer was sited next to the beer tent was a factor here! Particular thanks go to Malcolm Jennings and his partner (sorry, her name escapes me!) who sold Duck Race tickets, while simultaneously running the Tombola (except when Malcolm went paddling in the Tame); an excellent double act.

Mossley Carnival

Wet, wet, wet! The parade was superb, but no one was buying; everyone packed up early. Not even much P.R. this year.

Colne Valley Country Fair

Best forgotten! The emphasis on 'country pursuits' did not include canals, I'm afraid.

IWA National Campaign Festival, Pelsall

Steve took the trailer down with Ian Moss's help. He says it was an excellent 'do'. However, as all the helpers were inexperienced, he never got a chance to look round the Festival as he was busy supervising. Reports were that it was good and should become an annual event; an ideal site for a National. Boaters are recommended to call in, as the local people are so supportive of the canals.

Ellenroad Steam Fair

Good company, good beer, but takings were down on last year. Thanks to Allen Brett for inviting us.

Wakefield Waterways Festival

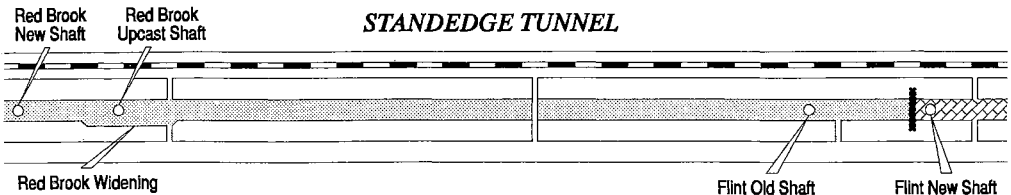
Always a pleasure to attend. This was a bigger 'do' this year and well organised. I think I had the best deal sleeping under canvas; Steve was in the minibus and Ian on the trailer floor! We met up with old friends and thoroughly enjoyed ourselves.

Elland Festival

Dust, dust, dust! Thanks to David Ingleby (Calder Navigation Society) for his organisation of the canal-related part of the event; a pity the rest didn't match up! There were 18 food stalls, 2 bars and 6 traders - all on a site the size of two Wembleys. We were all on the opposite side of the dust bowl. The 'highlight' was the medieval actors firing a cannon every 10 minutes.

Tunnel End Summer Fair

As always, a successful and enjoyable weekend. Particular thanks to Ronnie Rose for his organisation of our new position.



SALES ROUND-UP

Tameside Canals Festival

Thank goodness the weather was better this year than in the previous two years, as we'd sold out of umbrellas and haven't re-stocked. We can always guarantee having our regular helpers here.

Emley Show

Compliments were forthcoming for our display. A useful venue for P.R; this more than compensated for reduced takings. This is a show worth visiting, even if you're not helping. It's well-organised and provides a thoroughly good day out. Why do they always get nice weather? Festival committees note, a useful occasion to hand out stall booking forms.

Kirklees Historic Vehicle Parade

We were made very welcome. The tombola did particularly well as it was the only one on site. A 'must' for next year, as it's their 25th anniversary and they asked for us specifically. Amazingly, you wait for a vintage bus to come along, then 30 come along together!

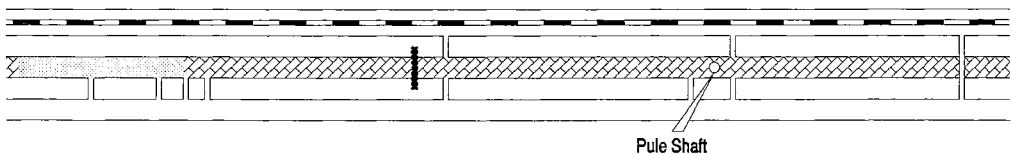
IWA National Rally - Waltham Abbey

On the way, due to a breakdown, we nearly ended up being the only stall on a garage forecourt in Barnsley. As a result, we hit the M25 at 5.30; not to be recommended! Nice to meet Essex and Home Counties members, as well as giving us the chance to meet with



The Sales Team doing a brisk trade at the Huddersfield Canals Festival. Photo: F. Smith

STANEDGE TUNNEL



relatives and old friends. Not the busiest National we've been to! Having paid to come in, people seemed reluctant to spend, apart from on the 'spectacular' skyrider. Some friction with security (which other traders also encountered and which was resolved) did little to mar our enjoyment of the weekend. The evening folk music provided by the Union Band was particularly enjoyable. Have you ever tried singing Clementine in 2 part harmony to the tune of Cwm Rhonddu? Try it some time.

Huddersfield Canals Festival

Not the best of weather on Saturday; we were compelled to pack up early and some stock was damaged. This rain was unfortunate as it also put paid to the excellent entertainment. Sunday was a better day, so we managed to recoup some of our losses. If we'd had the many plates we had last year, takings would have been equivalent.

Castlefield Carnival and Boat Rally

Yes, we can put the awning up on cobbles, thanks to miscellaneous flotsam and jetsam scrounged from around the site. The weather wasn't good but we managed. Highlights included the superb street theatre groups who worked hard to draw customers to each stall in turn. Jack Patterson played along with them and, at risk to his marriage, was very helpful to a 'lady' with a pink suitcase who was obviously lost (Steve has the photographic evidence!).

Windmill End

Black Country Boating Festival

Once again, I couldn't go, so Steve, Ian and Honey stepped into the breach. This was a last minute decision to go, as we were specially asked at the National. It also gave Steve a chance to try out the new Landrover, which was excellent to drive, economical and ideal for

towing the trailer. Not brilliant takings as it's a high unemployment area. However, the organisers and the local people were really great - very friendly and helpful. A fitting end to the season, only marred by poor weather encountered when driving back Monday. Steve says not to mention the M5/M6 junction. Steve would like to give a special 'thank you' to the licensee of the Wheatsheaf and to Beryl Golding, the barmaid, for selling his teddies and hedgehogs for Christies Hospital. Hopefully they'll become HCS members next time we're there. They also supplied one member of the Sales Team (not Honey) with huge pork butties throughout the weekend.

I would like to thank all those who helped through the season; you're all booked for next year!

Colin & Peggy Royle, Ian Moss, Alan & Brenda Radley, Eve Prugar, Helen Stack, Gillian Kerfoot, Jennifer Booth, Anne & Eric Crosland, Sue Ruffley, Carol Yeend, Howard Worth, Derek Walker, Philip Sharpe, Colin & Sheila Scrivener, Peter Hale, Angus Dickie & his wife, Michael Lloyd & Ian, Jack & Janet Patterson, Steve Taylor, Paul, Phyllis & Dick Jordan, John & Joan Leslie, Moira & Rod Dailey, Jo & John Young, Shirley & Rod Moors, Dave Leigh, Marion Carr, John & Celia Mead, Derek Redeyoff, Chris & Anne Keightley, Emma Dawkins, John Morton, Julia & Steve Paul, Kenneth & Pat Buckland, Jim Chisholm, Keith Betts, Colin Bird, David Watts, Chris Griffiths, Peter & Sylvia Ruffley, Jean Smith, Nichola Quilter, Janice Hodson, Barry & Lynne Edwards, Don & Mary Williamson, Malcolm Jennings and not forgetting (how could I?) Steve Quilter.

Gay Quilter
Sales Officer



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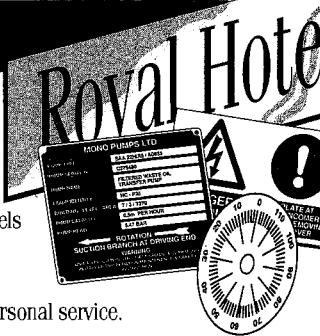
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Tel: (0484) 846062

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	

ASPLEY, HUDDERSFIELD, 2nd, 3rd & 4th SEPTEMBER 1994

A Chronology of Events

Current thoughts: I'm not really the best person to be giving a report of the 1994 Huddersfield Canals Festival because, as Chairman, I'm totally biased. However, being a modest person, as are most of my Committee, I will have to report that it was a complete, well attended, profitable and total success; so there!

Those who missed it, David Sumner apart who was bedded with a lurgy, missed arguably, the best of the nine so far. Next year, being the 10th, will need to be something really special, but that's for next year.

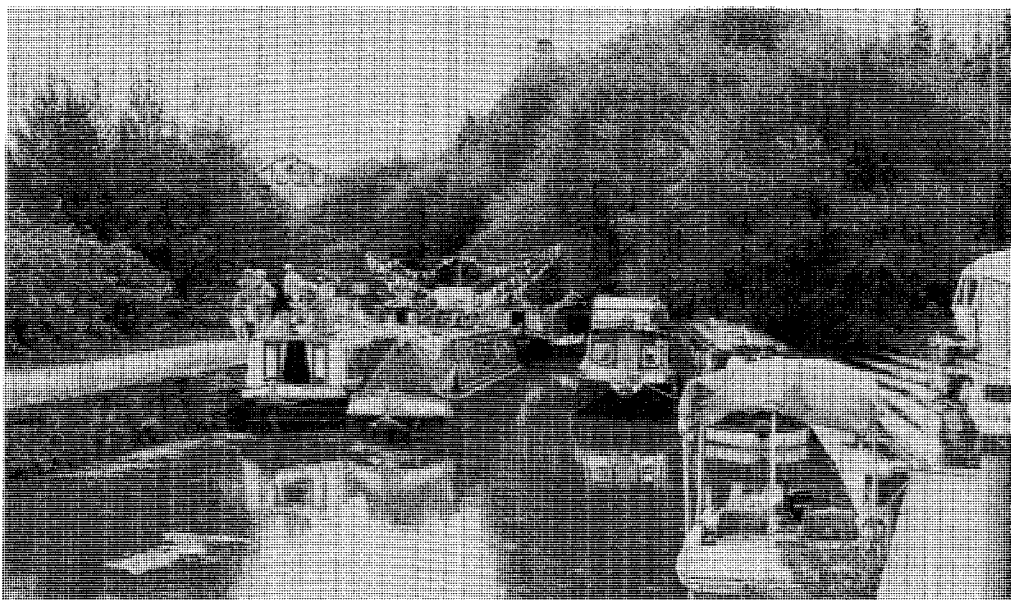
FRIDAY

Lunchtime. Site empty. People dashing around district getting tables, chairs, generators, marquees etc.

3.00pm Things beginning to happen. Marquees being set up; furniture everywhere.

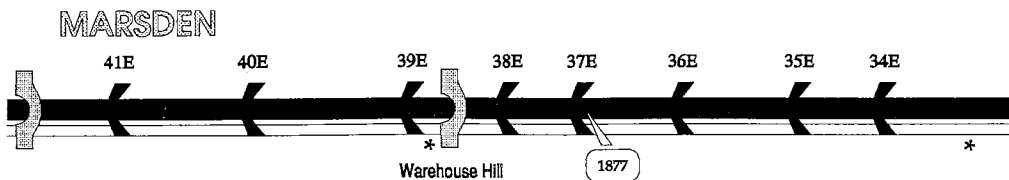
6.00pm Beer marquee (a priority) in place; beer delivered; sound equipment in place. Ready, more or less, for tonight's Beer/Quiz event. People begin to arrive. Generator on, no off, no on again.

9.00pm 19 teams of 4 cross swords in the quiz with the Quiz Master Mr Jiggles in control. Winner of £50 first prize was the Junction with



It wouldn't be a Festival without the boats. Moored near the limit of the Broad, the boaters had a tantalising view of work in progress on the causeway blockage, now removed. Photo: S. Quilter

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Huddersfield Canals Festival

my local from Todmorden, The Staff of Life, taking the £30 second place. Whilst not all the boats, out of the 42 who eventually attended the Festival had arrived, there were 8 (I think) quiz teams raised from the boaters; well done perhaps a boaters only quiz next year? Impromptu community singing well into the night.

SATURDAY

8.30am This is the start of the site set-up proper and anyone with a short fuse or heart problems, I suggest they stay in bed. Organised (or in our case disorganised) chaos entertainers, traders, stall holders, bouncy castle, canoes, miniature railway, food etc. etc. all queuing to get on site. Wakefield Road bunged up with traffic and when they all get on to the site it's worse. At this point, the feeling is to do a runner and take an easier job next year.

11.30am What's the problem? Site neat and tidy; the two that were fighting have kissed and made up; traders actually talking to traders, the sun's out and the beer marquee's open. The canoeists and the Shuttle are now talking, albeit from opposite sides of the canal but who's this jumping into the canal? See 2.15pm for further details.

12.30pm VIP's start to arrive and escorted, very smartly, by Huddersfield Sea Cadets to the reception. Excellent VIP list with a strong European and national political presence along with many councillors, local government officials, sponsors and supporters.

2.00pm Official Opening Ceremony. Welcome speeches by Chairman Huddersfield Canals Festival, Deputy Mayor Kirklees and the opening of the 1994 Huddersfield Canals Festival by Viscount Lewisham, Patron of the Festival. Canoes and the Shuttle did a ceremonial 'fly past'; they are still speaking.



Skipper John Wilson navigates the Sainsbury Shuttle along the Broad; Turnbridge in the distance.

Photo: S. Quilter

2.15pm VIP's off to lunch at J.Sainsbury in a 1955 Regent double decker bus - even the bell worked. On site, the crowds are pouring in and enjoying the Halifax Building Society bouncy castle - a mammoth sized piece of real estate - and the kids are loving the miniature railway and the roundabout. Mums and dads are, respectively, visiting the crafts marquee and stalls and dad's exploring the boats and the beer marquee.

The Whackey Race - for children under 15 - is almost a non-starter due to a lack of children but,



Pennine

on the day, some 5 teams of 4 competed for a series of prizes donated by Holset Engineering, McVitie's and Waddington's Games. Massive interest by everyone in the West Yorkshire Police Underwater Search Team who gave a first class demonstration of their skills. If you ever drop your wallet into the cut, they are the guys to find it! Seriously, a really good display - not to be missed - thanks fellas.

LATER It's bl***y well raining. Just as things had really got swinging with the crowds pouring in, it rained. This puts a big damper on attendance and Treasure Island is flooded. The prize, a 9ct gold brooch made and donated by JPB Jewellery of Huddersfield, was saved

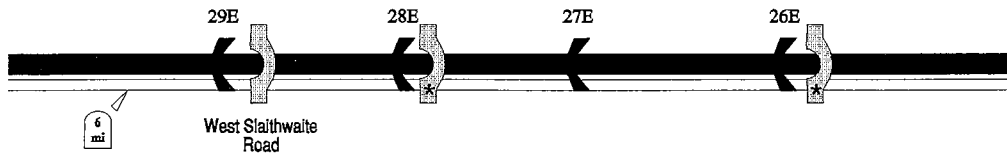
from the flood only to be won by someone who lives not a stones throw from the site. He obviously knew where to dig.

After the rain, the miniature railway engine had a spasm and had to retire, permanently, from the fray. The Steam Boat, courtesy of Paul Greenwood, was a major point of interest for photographers and was regularly seen puffing its way around the Basin. As usual, the HCS trip boats and the Sainsbury Shuttle carried hundreds of visitors on a short trip from the festival site towards the unique Huddersfield Turnbridge. The Shuttle also returned some of the VIP's from Sainsbury's excellent VIP buffet, the 1955 Regent returning the rest safely to the festival.



HCS trip boat Topper moors up at the University steps for another canal cruise. Photo: S. Quilter

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Huddersfield Canals Festival



'X' marks the spot - Festival Chairman, Gordon Calverley, giving nothing away on the Treasure Island stall. Photo: F. Smith

Saturday night's entertainment in the beer marquee was provided by Paul Downes and Bill Zorn, the singing, joking, Anglo-American duo. They were great and, once again, we couldn't get the singing/swinging boaters to go home; not even after we had closed the bar and put the lights out. Not 'Singing in the Rain' but 'Singing in the Dark'.

SUNDAY

9.30am A late start. Comparative peace on the site with only a few changes to stalls and traders.

11.00am The Tai Chi and the Ju Jitsu demonstrations are very well attended as are the three Brass Bands. The new attraction this year are the Moravian Dancers who added a great deal of colour to the Festival - we certainly want them back again in 1995.

NOON Heavens above, ...oh, ...oh, an urgent call from the Control Caravan. Mrs Fairhead, wife of Peter, who once again presented and did a wonderful commentary throughout the Festival was, as proved later, only hours away from producing a beautiful bouncing son. Well done the two of you and, gosh, what a story that could

have made! Alec would have had page one for a week!

The weather was fairly kind to us today but how many people thought the radio controlled duck was a real one? The latter was seen to be rounding up the stragglers at the beginning of the Duck Race. It was so realistic that someone was seen to be trying to feed it but then, the batteries ran out. This, more or less, brought proceedings to an end with what we must consider as a good, successful Festival. The really last event was the Adult Bouncy Castle 'do'. This is the last 15 minutes, adults only, which are reserved for the Committee and others who are still fit enough to have a go. You can guess the results but, this time, it was videoed by 'Mike the Zoom' and there will be a

private showing at the New Year's Eve party at the Festival Chairman's country seat (address classified).

THE END, EPILOGUE AND DOT!

Gordon Calverley

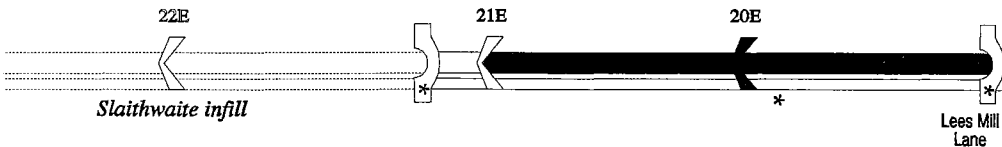
PS. On a serious note I would like to thank all the members of my committee for putting up with me for another year and for the hard work they devoted to the Festival. Secondly, to Peter Hinchliffe, News Editor of the Huddersfield Examiner and Alec Ramsden, Press Officer HCS; thanks fellas, you did us proud.

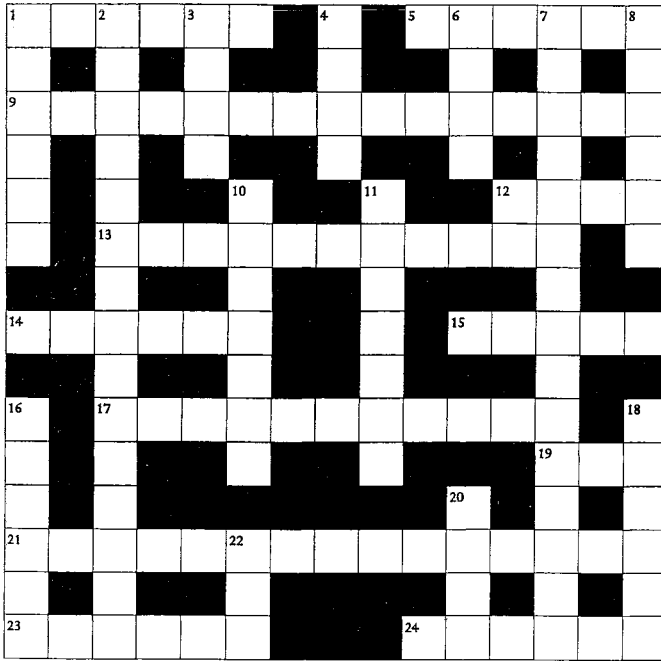
To our sponsors and supporters and the University of Huddersfield, we couldn't do it without you.



The Grand Duck Race - with a helping hand from the Fire Brigade. Photo: F. Smith

SLAITHWAITE





2. An industrial plant where the old and the new meet on the BCN? (7,8)
3. Take a P out of this magazine, but keep the ties (4)
4. Suffer indigestion whilst turning a boat? (4)
6. Rotating runt causes a boat to face the other way (4)
7. An ancient SD where the waters meet at the hub of the BCN? (3,4,8)
8. Appear united from a tunnel (6)
10. Canal owned by a royal stand-in? (7)
11. What the judge does when passing sentence (7)
12. Having regard to a lawsuit (2)
16. Seem ry - but it's where the West side's story ends (6)
18. By Jupiter - a lock on the Caldon (6)
20. Each end of a lock makes your back hurt (4)
22. In Goa rediscover the essential element of a rowing boat (3)

QUICK CLUES

Across

1. One way of raising money for restoration (6)
5. Flower sitting at the stern setting the pace (6)
9. Crosses the Sheffield canal near the city centre (goes with eggs) (5,4,6)
12. Part of the ladder for climbing out of locks (4)
13. You can sail this one near Sheffield, Rye or at Coldwaltham - in fact there are three! (5,6)
14. To do harm (6)
15. Army rank occupied by a PM? (5)
17. City down an arm of the GU (11)
19. A pass between two mountain

CRYPTIC CLUES

Across

1. R.F.Flea - he's good at raising money for restoration (6)
5. Have a brainstorm on a rowing boat? (6)
9. Take cured pork down a street and over a canal and end up crossing the Sheffield canal near its terminus (5,4,6)
12. Run great distances whilst climbing a lock ladder (4)
13. You can sail this one near Sheffield, Rye or at Coldwaltham in fact there are three! (5,6)
14. Take jin on the River Ure - but don't hurt yourself (6)
15. From here to minor - with the help of the PM? (5)
17. City with an arm (of the GU) (11)
19. Panic old man between two mountain peaks (3)
21. Sheffield's canal and the Dearne and Dove meet in a Manchester suburb? (7,8)
23. Y drone over there (6)
24. K.T. Nene writes with Avon about a voyage from Reading to Bath (6)

Down

1. A rib bled but kept the Lancaster canal from uniting with the main system (6)

peaks (3)

21. Where the Sheffield and South Yorkshire and the Dearne and Dove canals once met (7,8)
23. Over there! (6)
24. Goes with 'Avon' from Reading to Bath (6)

Down

1. Will the Lancaster canal ever join this river? (6)
2. Where the BCN Old and New main lines join (7,8)
3. Goes with Pennine in this case (4)
4. Turn a boat (4)
6. What you do at wider parts of a canal (4)
7. Sometimes referred to as Farmers Bridge Junction (3,4,8)
8. Appear (6)
10. Canal from Limehouse Basin to Paddington (7)
11. What the judge does when passing sentence (7)
12. Legal term for 'in the case of' (2)
16. Manchester river to the sea (6)
18. Lock No 3 on the Caldon canal (6)
20. What your back does after a heavy day working locks (4)
22. Equipment essential to 5A (3)

Solution in the Winter Issue 112

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LINTHWAITE

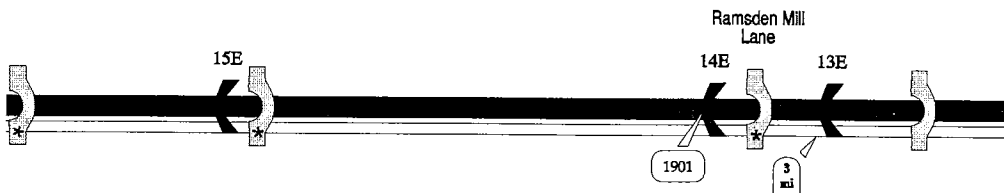


The seventeenth annual Tameside Canals Festival in 1994 will go down as the year when the sunshine made up for three years of non-appearance and drove the rain clouds into hiding. Crowds flocked in to each session of entertainment and stall activity, and managed to make the CAMRA beer tent management re-order twice. A comment from one of the workers on the industrial units next to Alma Street site was *'I hope they don't all breathe in at the same time, the people on the towpath will finish in the canal'*. It was nowhere near as close to disaster as that, but a good indication of attendance.

Once again our major sponsors NORWEB, the Manchester based electric company, did us proud. By the attendance of their display vehicle and the organising of a balloon race, a splash of colour was brought to the 'west end' of the site. On each day, the balloons were held in a giant net until the release time at which point, over 1,100 helium filled bags of colour sped skywards. Within a few days, return cards were pouring in from all over Yorkshire, and one from as far away as Arendal in Norway. Our thanks go to NORWEB for their magnificent support and I urge anyone contemplating purchase of electrical goods to give them a call.



A very colourful dance team on board NORWEB's Road Show Vehicle



Tameside Canals Festival



Kathy Staff at the Opening Ceremony

The official opening was carried out by the Mayor of Tameside, Councillor Pat Haslam, following a speech from our President, Kathy Staff. Kathy recalled the times when she used to walk to work along the towpath next to a weed-choked disgusting rubbish dump, and contrasted it with today's restored asset. A tribute indeed to all who have fought and campaigned for the retention and restoration of our inland waterways.

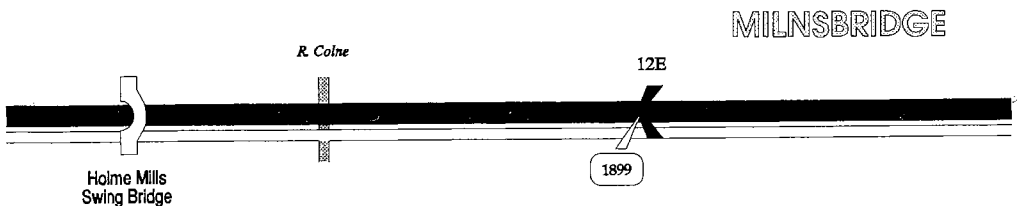
The site was filled with all the usual stalls and goodies, with a much improved entertainment tent that held a well attended folk group on the Friday night and the superb Smoky City Jazz Band on the Saturday night. Another improvement was the Festival of Dance area with an awning above just in case of rain.

Perhaps this awning was all that was needed to make sure the rain held off. We all know how contrary the the weather can be. In the event, the energetic and colourful dance teams drew a large appreciative audience.

Last but by far from least there were boats. Dozens of them from all over the system. The boat that won the prize for the most remote mooring was Briar 3 skippered by Mr & Mrs Bill Johnson, winning a magnificent water colour painting by local artist Sylvia Whittall. For the first time, an illuminated boat competition was held with prizes donated by NORWEB.

All in all, a most successful event with full marks going to the organising committee.

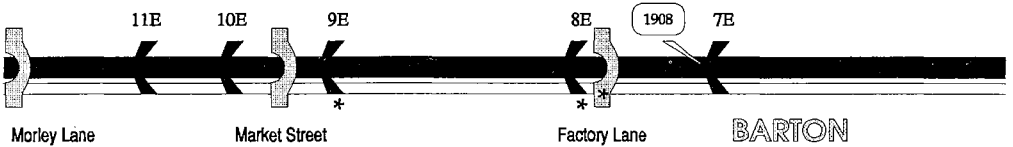
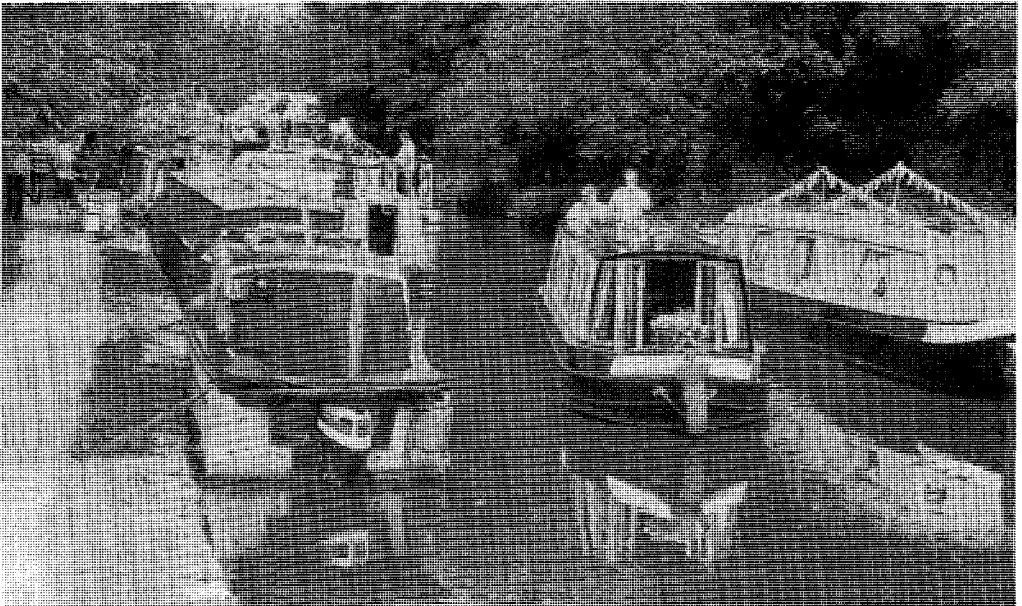
Alwyn Ogborn





Left:
Balloons away!
The record 'flight'
finished in Arendal,
Norway.

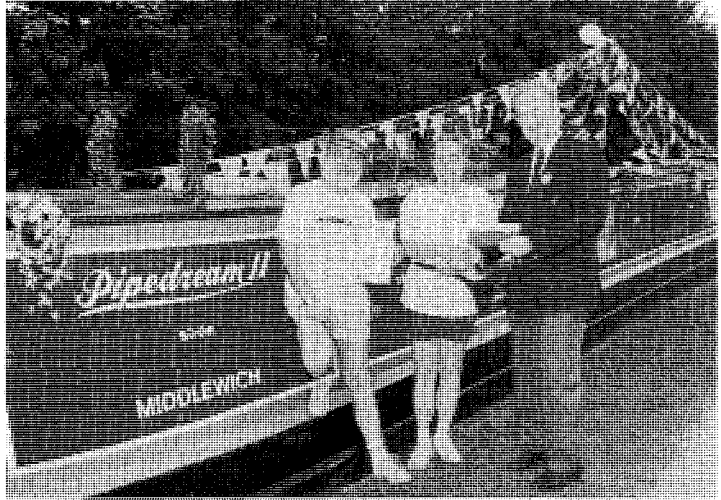
Below:
Boats, boats and
more boats.



Tameside Canals Festival

Andrew Morrison
of NORWEB
presents prizes for
'Best Illuminated Boat'
to the crews of
Pipedream II and
Kellylee

Photos: NORWEB



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PADDOCK

R. Colne

6E

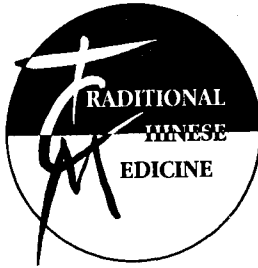
5E

Mark Bottom
Bridge

Birkhouse
Lane

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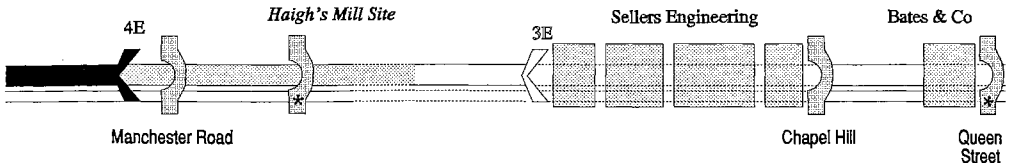
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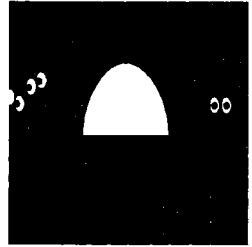
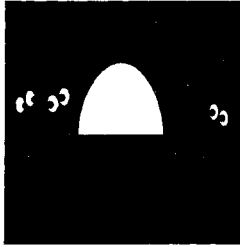
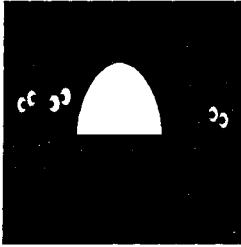
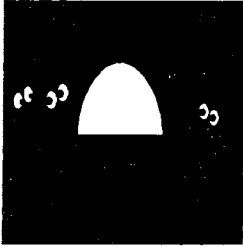
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I just hate being kept
in the dark!

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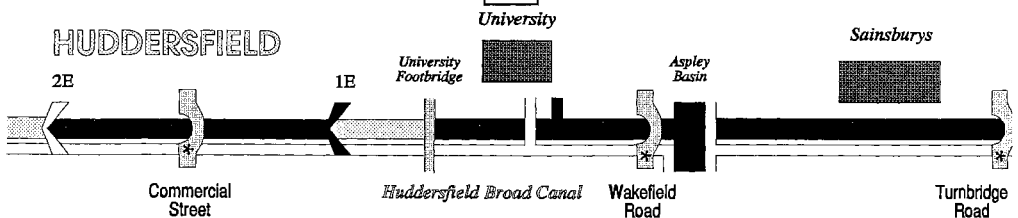
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With your copy of Pennine Link you should have received a colourful, informative, useful leaflet, all about the Narrow Canal and the surrounding areas - FREE.

The specially commissioned leaflet, aimed at spreading news about the restoration of the Narrow and the attractions of Kirklees, Tameside and Oldham, has been launched by the Narrow Canal Joint Committee.

It was produced by the Committee's Marketing Group, of which I'm Chairman, and it's long overdue. But, better late than never The leaflet will be widely distributed, not only throughout the districts of Tameside, Oldham and Kirklees but also much further afield. And if you're going cruising, we've plenty of copies available at HCS headquarters for dropping off at boatyards, etc.

Copies have been sent to VIP's who can help in the campaign to restore and re-open the canal, and will also be going to Europe, because ERDF cash is a funding possibility. The leaflet is not only intended for waterways enthusiasts. It also contains a mass of information about facilities

such as transport services, plus details of historic buildings and the area's scenic walks and beauty spots. Details of regular events which take place at centres along the line of the waterway have been included.

Chairman of the Joint Committee, Councillor John Crowther said

"The Colne and Tame Valleys have a wealth of history and notable events, traditions, building and scenery. We have a lot to be proud of and we want more people to come and see for themselves what we have to offer."

The main launch, which was well attended and brought considerable Press interest, was on board the good ship Moonraker at Uppermill. A second launch was held in Huddersfield.

Some 50,000 copies of the leaflet have been printed and I shall be happy if we need a re-print soon. It's been quite well received and nobody, so far, has complained about the deliberate mistake. *Don't bother.*

Alec Ramsden
Press Officer



Leaflet launch - From left to right, Mrs Crowther, Sally Furness (Tameside Tourism Officer), Cllr Geoff Brierley (Mossley Ward), David Potts (Director Colne Valley Trust), Alec Ramsden (HCS Press Officer), Cllr John Crowther (OMB - Chairman HNC Joint Committee). Photo: F. Smith

THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

- 2218 Mr Wright,
- 2219 Mr Guest,
- 2220 Mr Jenkins,
- 2221 Mr Free,
- 2222 Mr Morton,
- 2223 Mr Brennan,
- 2224 Mr Marlow,
- 2225 Ms Kay,
- 2226 Mr Barden,
- 2227 Mr Sanderson,
- 2228 Mr White,
- 2229 Mr Blades,
- 2230 Mr White,
- 2231 Mr Lowther,
- 2232 Mrs Benson,
- 2233 Mrs Oxley,
- 2234 Mr Evans,
- 2235 Mr Robson,
- 2236 Mrs Clegg,
- 2237 Mr & Mrs Chivers,
- 2238 Miss Irving,
- 2239 Mr Nash,
- 2240 Mr Kingdom,
- 2241 Mr & Mrs Parsons,
- 2242 Mr & Mrs Gibbons,
- 2243 Mr & Mrs Shuker,
- 2244 Mr Robson,
- 2245 Mr & Mrs Sheridan & Family,
- 2246 Mr Hilditch,
- 2247 Mr Collinge,
- 2248 Mr Townley,
- 2249 Mr Norton,
- 2250 Mr Edwards & Family,
- 2251 Mr & Mrs Timmis,
- 2252 Mr Watts,
- 2253 Mr Christmas,
- 2254 Mrs Wheatcroft,
- 2255 Mr Jackson,
- 2256 Mr & Mrs Hayes,

SOLUTION TO BICENTENARY CROSSWORD - ISSUE 110

ACROSS

1. Two Hundred Years 7. Nature 9. Dearne 10. Axe 11. Enam Wharf 14. Rooth 16. Toe
17. Norton 19. Trivet 20. Coe 21. Castleshaw 24. Board 26. Nylon 27. Rut 28. Celebration
29. Evans 30. Swellands

DOWN

1. Tunnel End Centre 2. Outram 3. Redbrook 4. Yorkshire 5. Area 6. Superintendants
8. Rows 12. Art 13. Foe 15. Navigation 18. Result 19. Tug 20. Calibre 22. Lances
23. Shells 24. Brawl 25. Out

WEST SIDE

Wed., November 9th General Meeting

Wed., December 14th General Meeting

EAST SIDE

Venue for the East Side meetings is under review;
members are welcome to attend West Side 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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Full Page	£37.50	£150.00

NEXT PRESS DATE

**Articles, letters, etc., for the
Winter 1994 issue of Pennine Link
should reach the Editor
by the 10th January 1995**