



Pennine

No. 113

Spring 1995



Huddersfield Canal Society Ltd., 239 Mossley Road, Ashton-under-Lyne, Lancs., OL6 6LN.

Tel: 0161 339 1332 Fax: 0161 343 2262

| | | |
|---|-----------------|--|
| <i>Chairman</i> | David Sumner | 4 Whiteoak Close, Marple, Stockport, Cheshire, SK6 6NT. Tel: 0161 449 9084 |
| <i>Vice-Chairman and Working Party Co-ordinator</i> | Trevor Ellis | 20 Batley Avenue, Marsh, Huddersfield, HD1 4NA. Tel: 01484 534666 |
| <i>Treasurer</i> | John Sully | 5 Primley Park Road, Leeds, West Yorkshire, LS17 7HR. Tel: 01132 685600 |
| <i>Company Secretary</i> | John Fryer | c/o Ramsdens Solicitors, Ramsden Street, Huddersfield, HD1 2TH. |
| <i>West Side Chairman</i> | Jack Carr | 19 Sycamore Avenue, Euxton, Chorley, Lancashire., PR7 6JR. Tel: 01252 765786 |
| <i>Chairman, HCS Restoration Ltd.</i> | Keith Gibson | 27 Penistone Road, New Mill, Huddersfield, West Yorkshire, HD7 7JP. Tel: 01484 681245 |
| <i>Festivals Officer</i> | Brian Minor | 45 Gorton Street, Peel Green, Eccles, Manchester, M30 7LZ. Tel: 0161 789 4867 |
| <i>Press Officer</i> | Alec Ramsden | 16 Edgemoor Road, Honley, Huddersfield, West Yorkshire, HD7 2HP. Tel: 01484 662246 |
| <i>Sales Officer</i> | Gay Quilter | 12 Shaw Hall Close, Greenfield, Oldham, Lancashire, OL3 7PG. Tel: 01457 872526 |
| <i>Editor</i> | Alwyn Ogborn | 92 Lane Head Road, Lees, Oldham, Lancashire, OL4 5RT. Tel: 0161 624 0736 |
| <i>Membership Secretary</i> | Josephine Young | Huddersfield Canal Society, 239 Mossley Road, Ashton-u-Lyne, Lancs., OL6 6LN. Tel: 0161 339 1332 |
| <i>Boats Officer</i> | Vince Willey | 45 Egmont Street, Mossley, Ashton-u-Lyne, Lancashire, OL5 9NB. |
| | David Finnis | The Kettle, 1 Booth, Greenbottom, Slaithwaite, Huddersfield, West Yorkshire, HD7 5XB. |
| | Ken Wright | Bridge House, Dobcross, Oldham, Lancashire, OL3 5NL. Tel: 01457 873599 |
| | Allen Brett | 31 Woodlands Road, Milnrow, Rochdale, Lancashire, OL16 4EY. Tel: 01706 41203 |

NON-COUNCIL POSTS

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| <i>Managing Director HCS Restoration Ltd</i> | Stephen Whitby | 239 Mossley Road, Ashton-u-Lyne, Lancs., OL6 6LN. Tel: 0161 339 1332 |
| <i>General Secretary</i> | Frank Smith | Huddersfield Canal Society, address as above |
| <i>Consultant</i> | Mike Thompson | 32 The Balk, Walton, Wakefield, WF2 6JU. Tel: 01924 250919 |

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Front Cover: The IWA National Trail Boat Festival plaque design showing Lowestwood Mill, Linthwaite and Lock 16E in the foreground.



As promised in the last issue, Keith Gibson has provided one of his excellent restoration progress updates, and I am sure you will find it pleasing reading. Several large projects are in progress or completed, and the ultimate completion of the canal

to through navigation draws tantalisingly closer. It is now possible to reach Staley Wharf by boat and have space to wind up to 70ft of craft for the return trip. A plaque is available to boats that make this journey and is obtained by visiting the Wharf Tavern and showing the landlord your boat in the basin.

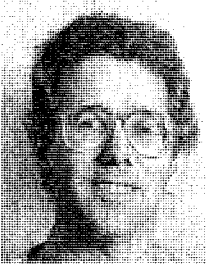
The festival season is in full swing, and whether you have visited any, are just going to, or both, I hope you had/have an enjoyable experience. Don't forget the ubiquitous appeal. Festival committees are always looking for extra help or useful suggestions. Depth of involvement is up to the individual so if you have thought, but not

done, anything about it, have a try. You may hate it and give up after one season. But, be warned! You may get hooked. It's good fun.

All things, good and bad, must come to an end, and this is my last issue as editor of Pennine Link. There are several reasons for this with both personal and business pressures playing a part, but one of the main reasons is length of service. I have been editing for over seven years now and have introduced a number of changes of style and presentation. I now think it is time for a fresh approach from a new editor who will, I have no doubt, create a style and following of his own. The new editor is to be Ken Wright, engineer, HCS Council member, and husband of the author of *The Wife's Tale*. Please give him all the support and encouragement I have been privileged to receive during my period in the post.

My sincere thanks go to all who have given this support and encouragement. I shall still be active within the Society and who knows, in another seven years time I may be willing to resume editorship.

Alwyn Ogborn



On behalf of the Council of Management for the Huddersfield Canal Society, I give my report for the year 1994.

'It is important to recognise that the Huddersfield Narrow Canal restoration forms an essential part of a much wider effort to stimulate economic, social

and environmental regeneration within the canal corridor. The partners are seeking to progress revitalisation of the valleys through a whole series of European and Central Government Initiatives'.

These words formed part of the introduction to 'Completing the Restoration of the Huddersfield Narrow Canal - A Strategic Programme of Reclamation, November 1994.' This document, produced by the Huddersfield Narrow Canal Joint Committee, was the culmination of our combined efforts last year to justify our *Bid for Resources* presented to Members of Parliament earlier in the year.

The Rt Hon Robert Sheldon MP and the late Geoffrey Dickens MP co-hosted our presentation at which Mr Robert Atkins MP pledged his support and promised a visit to review our project. The visit to the House once again demonstrated the Joint Committee's resolve and unanimity to pursue all funding sources to complete the restoration. The update produced in November 1994 combined the results of the Coopers & Lybrand study which the Society commissioned and referred to a further study to be produced by British Waterways on leisure expenditure and the further impact on jobs.

This new document, 'A Strategic Programme of Reclamation', a copy of which is available to members to view at our Ashton office, put forward the economic justification for restoration and a costed programme outlining restoration by the turn of the century. Since the L&R report, which we

commissioned in the '80's, the Society felt that whilst we were convinced of the benefits, both indirect and direct, of restoration, a further independent study which looked closely at development opportunities past and future, and leverage ratios would convince the central government agencies of our case.

The British Waterways study followed the Coopers & Lybrand study in March 1995 and demonstrated that in the first year of complete restoration, a further £2,000,000 will be spent per annum, creating a further 81 jobs and seeing a total of 2,000+ visiting boats. The Pennine Ring is seen as vital by British Waterways to underscore these figures and the Society is pleased to be associated with the drive to reopen both canals concurrently.

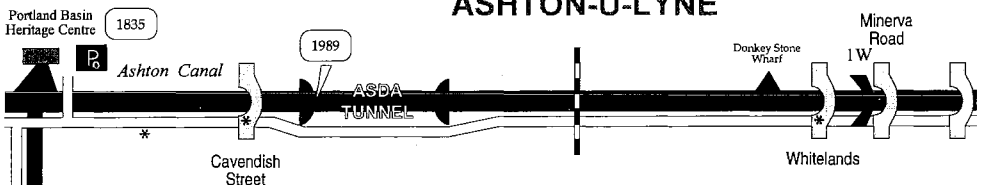
Now, with a public/private leverage ratio of 1:3.5, a public sector cost per job of £8,645, a generation of £85m private sector investment plus 2,567 full time equivalent jobs, plus the BW benefits, surely the Department of Environment, English Partnerships and European Commission can support the project.

We shall see. If the economic argument is taken alone we can prove it. But add the environmental and social benefits, which have not been costed, then should not restoration continue? All our many supporters think so and the Society is grateful in the past year for all the letters of support, sponsorship and public donations at festivals and rallies, all of which we believe emphasise our case.

I have to say at present public infrastructure schemes are not as popular as they were in the late '80's and early '90's as direct, rather than indirect, benefits are perceived to be more cost effective and vital to the economy. Green and sustainable environmental tourism projects are not as attractive to the new agencies and government departments.

However, public investment in an important regional and natural resource like ours will have longer lasting benefits. We might agree that public moneys should support investment in new car manufacturing plants in Britain, but will they be extant in 2020?

ASHTON-U-LYNE



CHAIRMAN'S REPORT

Restoration progress continued on the ground in 1994. Our subsidiary company, HCS Restoration Ltd, was awarded the contract to restore the Diggle Flight of locks which is a project in the Derelict Land Grant Programme. We expect to complete this scheme in 1996.

Also in Oldham, the Manns Wharf blockage was removed and work started on Franches Bridge (now almost complete). In Tameside, Staley Wharf restoration was commenced (now complete), dredging works undertaken in Mossley and in the last few weeks, the final blockages were approved by English Partnerships for removal except for Stalybridge. This is now the subject of a bid by Tameside MB to the Millennium Fund.

In Kirklees, HCS Restoration began work on Lock 23E and a unique vertical gate (for the Huddersfield) will be fitted in 1995 to Lock 24E. The removal of the University blockage was started in 1994 (now complete) and HCS Restoration is scheduled to restore Lock 1E.

Festivals and official openings in 1994 raised the profile of our campaign. Saddleworth 200 at Uppermill saw a collection of trailboats cruising the popular sections from the Museum to the Transhipment Warehouse. The Tameside and Huddersfield Festivals continued to raise funds and attract many thousands to our two 'bookends' of the canal. I congratulate the organisers of all the Festivals and thank the many private sponsors, including NORWEB and J Sainsbury, who invested in our future.

We launched the Oldham Otter in Greenfield in October and on a cold day in September, the Society held a fund raising barbecue at Wool Road. Alec Ramsden's marketing group produced a splendid leaflet about the Narrow and the Joint Committee Chairman, Cllr John Crowther, launched it in Uppermill and Huddersfield.

The boat committee who arrange all crewing of our boats recommended a tug and butty for Marsden.

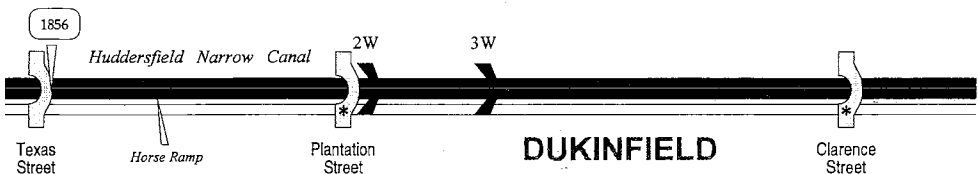
It is under construction at Brighouse by Sagar Marine and will be launched this Summer. Another boat was launched in Tameside in April 1995. Graham Mackerett of Preston Brook kindly provided his magnificent launch 'Daphne' on St George's Day for Tameside's opening of Staley Wharf. By this year's Tameside Festival, the canal will be fully navigable to Stalybridge and visiting boats will be able to prove it by a certificate produced by HCS and available from the Wharf Tavern in Stalybridge.

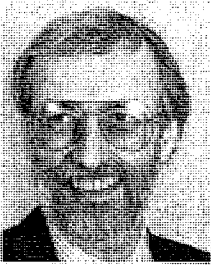
Throughout this annual review, the partnership theme - public, private and voluntary - is evident. More than ever, we must keep the partnership together for, in the next few months, the new system of public sector funding requires competitive bidding for an ever decreasing share. The riparian Local Authorities, British Waterways and the Society are all collectively and individually bidding for the many schemes, competitions and grants that are available. We have entered the competition for Lottery Funds via a Millennium Commission bid to complete the canal by 2000. It is physically achievable, but we need a combination of grants from Europe, Central Government, English Partnerships and others. To bring them all together in one bid for Lottery funding would spread the burden on the public sector.

Twenty one years on, restoration has gathered a pace, but with the problems and opportunities created by the many funding sources, your Council is constantly reappraising strategy. Whilst we can prove the economic justification for restoration, let us remind ourselves that the completion of the Huddersfield Narrow canal will also permanently improve the landscape in the Tame and Colne valleys and provide a local amenity for the millions of people who live in Greater Manchester and West Yorkshire, within one hour of our magnificent and unique waterway.

David Sumner
Chairman

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Having realised that my last restoration report was made in the Summer Issue 110, I have some catching up to do - but there is nothing like a spell away from the canalside to generate some impressive progress to report!

1) PROGRESS ON THE CANAL

Staley Wharf

Work completed by Morrison Construction, giving the entrance to Stalybridge a fresh new look and a magnificent new canal.

Dredging Lock 12W to Roaches

After a delay because the silt was of such good quality that Tameside Council called a halt to work here so that the silt could be taken to another site for landscaping purposes, HCS (Restoration) staff have completed the basic dredging work, rebuilt washwalls and restored the towpath. English Partnerships (the quango now responsible for Derelict Land Grant) agreed to fund additional washwall repair work, and are now being asked to pay for the clearance of, and maintenance to, the culvert at Waggon Road which has flooded, creating a sand bank in the canal in the past.

Manns Wharf Bridge

Work completed by Sisk & Co - a significant milestone as the first of the four bridges to be rebuilt in the Saddleworth area.

Frenches Bridge

Caseys began work in September to replace the culverted canal bridge, and also to build a new bridge alongside over the River Tame. Work is nearing completion and a magnificent new canal bridge is emerging.

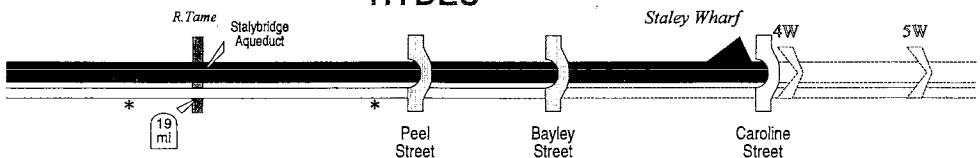
Diggle Flight of Locks

The largest contract so far handled by HCS (Restoration) staff. Initial difficulties and delays, as a result of long periods of bad weather in the Winter of 1994 and because we have removed more silt than we had anticipated, are being overcome and good progress is now being made. Locks 30W & 29W are complete and gated. The Ekki gates are said to be twice as heavy as oak and needed a massive crane for installation. The wood is so hard that the only way to get a water tight seal proved to be the fitting of a neoprene strip between the gate and the stonework -we were unable to plane the wood as in normal practice. British Waterways and Oldham Council have decided to revert to traditional oak for the rest of the Flight.

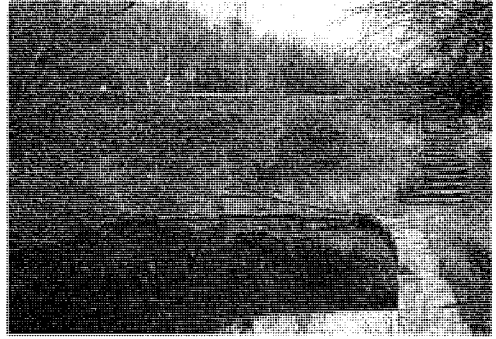
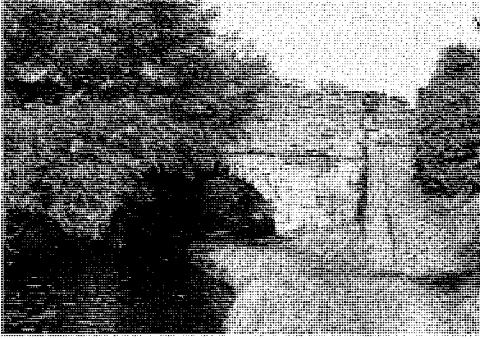
Locks 28W & 27W are being rebuilt and have been measured for gates. The concrete cascades in Locks 26W & 25W have been broken out. The bywashes to all of the locks except Lock 24W have been completed, partly by volunteers. Despite initial concern, further tests to the silt proved it to be non toxic. This has allowed dredgings to be taken for use as topsoil at Diggle sidings, after first drying out on a site alongside Shaw's Pallets. Dredging is now complete from Lock 31W down to Lock 28W.

The Shaw's Pallets site will now be restored, and a second site, more convenient for the lower end of the Flight, has been brought into use alongside the European Master Batches plant (formerly Apple Plastics). The washwalls and towpath have

HYDES



RESTORATION REPORT



The Fall & Rise of Frenches Bridge, Greenfield.

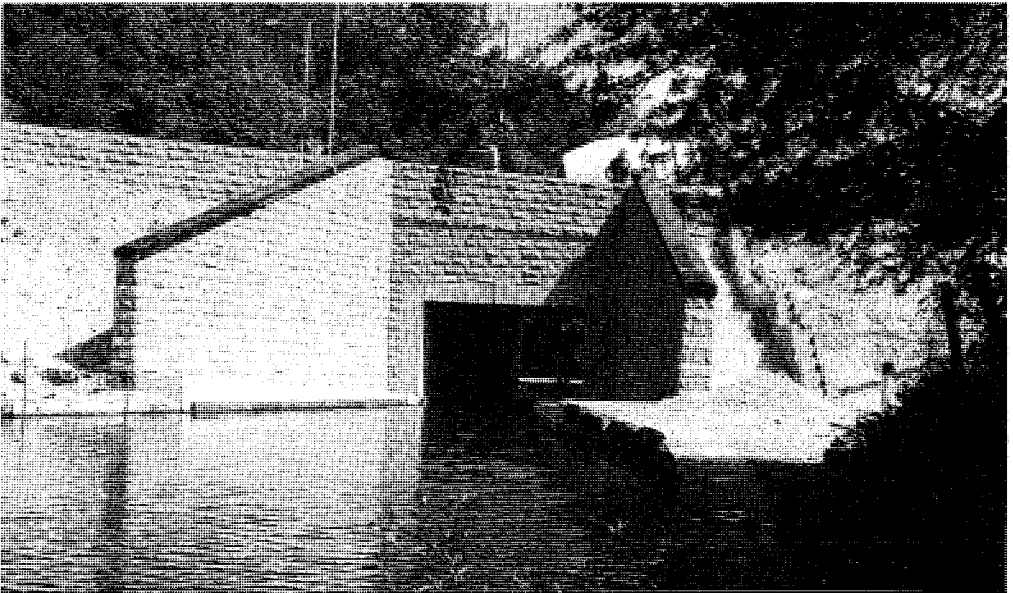
Above: The bridgehole in 1960 carrying a much narrower Chew Valley Road over the Narrow.

Above Right: Infilling and road widening; the Narrow Canal is confined to a very narrow culvert!

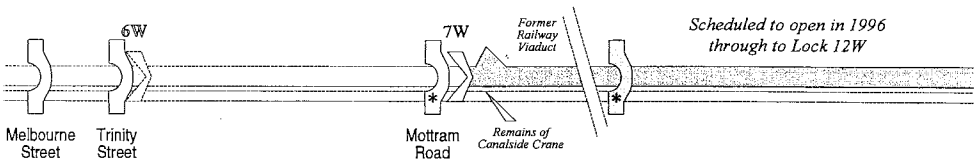
Below: The new bridge nears completion.

Though the square portal may seem a little austere compared to Sisk's design at Manns Wharf, once the stone cladding weathers in, it will become another example of sympathetic restoration on the Narrow. Next stop High Street Bridge, Uppermill!

Photos: L. Kaye (Oldham Local Interest Library Collection), R. Gough



STALYBRIDGE





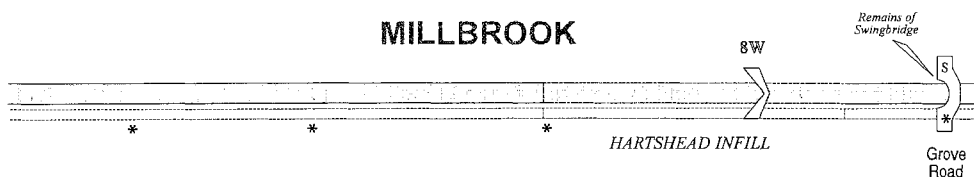
Lock 30W, Diggle

This view of the restored lock illustrates the features unique to the Diggle Flight. Single gates are fitted at both the head and tail ends of the lock and the inclined ground paddles are operated by pairs or gearing similarly positioned. *Photo: R. Gough*

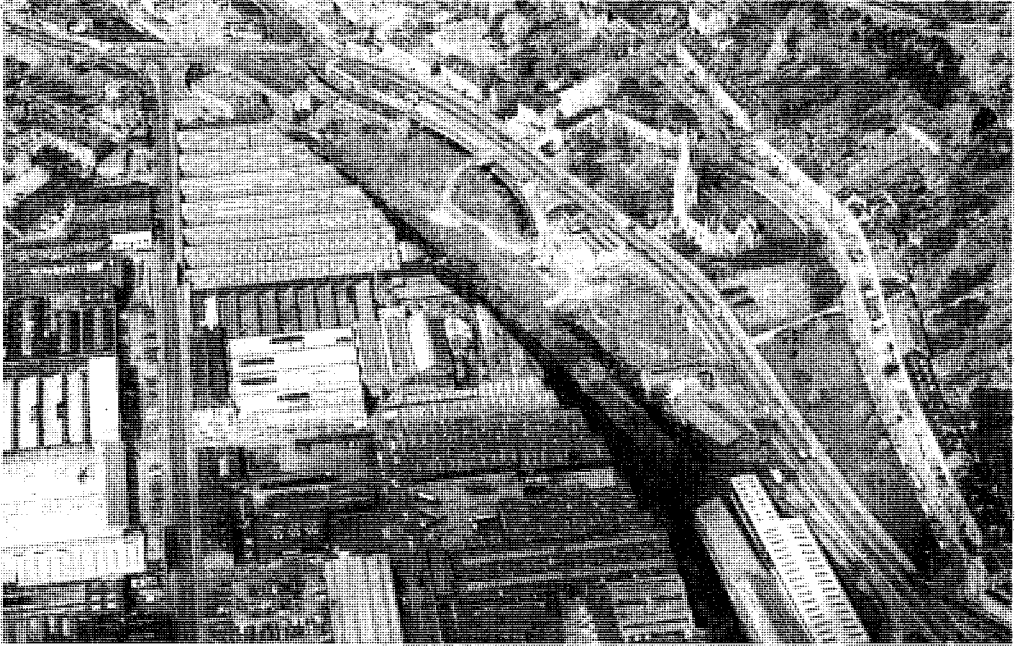
been restored down to Lock 30W. Evidence was found of movement in the towpath side washwall above Lock 30W possibly as a result of movement by the railway embankment. After Oldham Council, British Waterways & Railtrack Engineers inspected this, we subcontracted the repair to George Dews, who drove 7m deep piles to retain the wall over a 10m length of canal.

Lock 23E and the pound between Locks 23E & 24E

Val Todd and customers of her café boat spent some weeks on dry land (actually the capped chamber of Lock 23E) whilst we dredged the pound. The tarmac road here is higher than the towpath copings, so the wall is having to be increased in height. A grass verge, protected by



RESTORATION REPORT



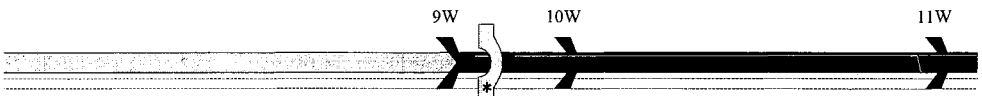
The site of the former Haigh's Mill, Huddersfield from the air.

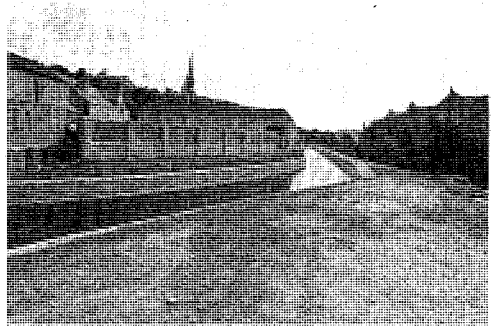
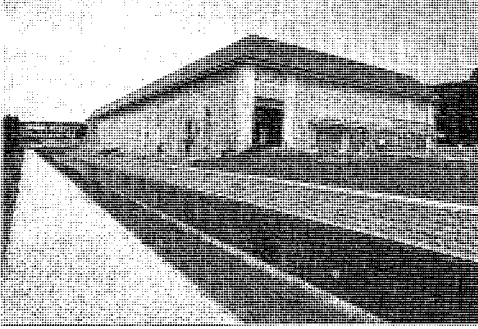
The original line of the canal is seen, partially blocked by Earnshaw's car park area, between the river and St Thomas' Church. The pale roofed units at the bottom right of the photo are part of Sellers Engineering. *Photo: R. Gough*

bollards, will be created between the roadway and the canal. Work on the lock itself has been slow because no plans for the culvert through Slaithwaite town centre were found and it was only after exploratory digging that Kirklees officers and British Waterways were able to look at the situation. It has been decided to create a short pound below the Lock which will feed into the culvert (until that can be removed to restore the canal through Slaithwaite). Because the road here was widened when the canal was culverted, a concrete beam is to be installed in the washwall to support the road.

Former Haigh's Mill Site

This site, opposite St Thomas' Church in Huddersfield is being redeveloped as a new Wickes DIY store. Earnshaw's motorcycle showroom & workshop have been demolished and new premises built for them at the town centre end of the site. The DIY store is being constructed. Behind all this, however, and largely hidden from view by the construction work, a brand new concrete channel canal has been built, partly funded by the developers and part by Derelict Land Grant. Water now goes right up to the blockage at Sellers Engineering.





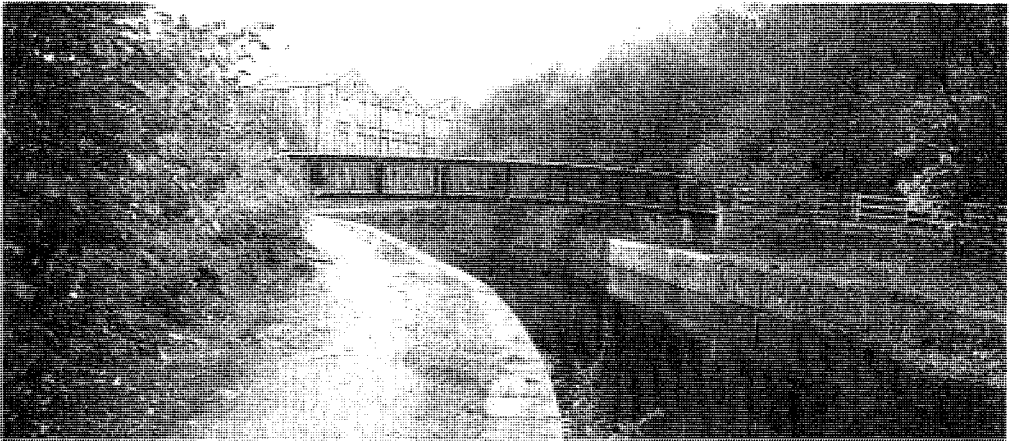
The development of Wickes DIY store, Huddersfield.

Part of the original canal line has been infilled and a new channel routed to the south of the store (above left) before turning to rejoin the section leading to Sellers Engineering (above right). Once again the use of appropriate materials has enhanced the canalside where once dereliction held sway. *Photos: R. Gough*

Huddersfield University

The causeway across the canal below Lock 1E that effectively formed the boundary between the arm of the Huddersfield Broad Canal from Aspley Basin and the Narrow Canal beyond, has at last

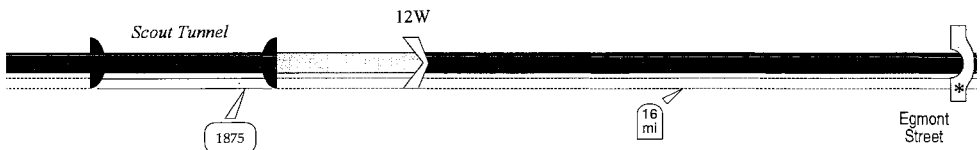
been removed by contractors Morrison Construction. A timber footbridge, built by Concrete & Timber Services, the company bought by Ian Preston from Kirklees MC when the Council employment creation scheme on the canal



A new footbridge at the site of the University Causeway below Lock 1E. *Photo: R. Gough*

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SCOUT GREEN



RESTORATION REPORT

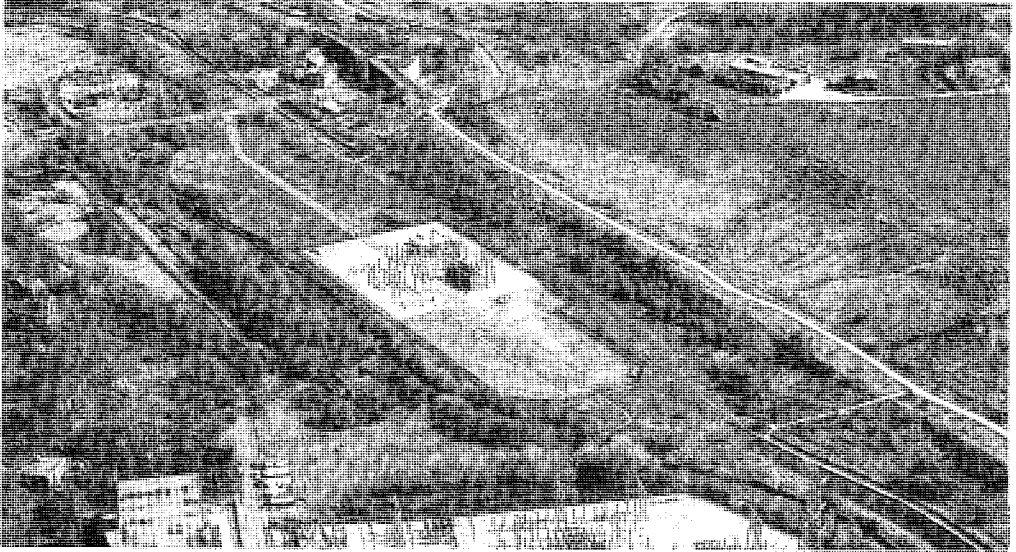
ended, has been erected. The University (who own this stretch of canal), Kirklees and British Waterways are considering dredging the canal between Lock 1E and Aspley Basin. Although Lock 1E is restored, boaters cannot yet use it because of temporary water abstraction arrangements for the University.

2) NEW GRANT APPROVALS

English Partnerships have approved more than £2m of new work in Tameside, bringing the total Derelict Land Grant approved to more than £6.5m, and allowing for the completion of the canal in the Tameside District apart from the Stalybridge blockage. The approvals are as follows:

a) Dredging from Lock 1W to Bayley Street

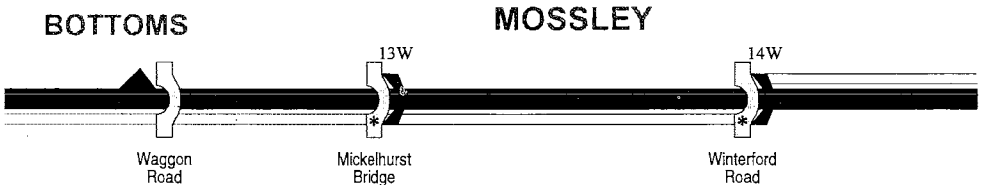
When this section of canal was restored by HCS (Restoration) in its original guise of Tameside Canals Ltd, the need to keep costs to a minimum under the Community Programme Scheme, caused us to dredge only a minimal channel. That has proved inadequate and we have been awarded a contract valued at about £129,000 by Tameside to dredge to an agreed profile. Because the canal is a Site of Special Scientific Interest, English Nature require particular care with certain plant species and habitats in this section. Tameside Engineer Peter Rawson is discussing the margins to be left with English Nature. Our dredging fleet, newly repainted to match the blue railings at Staley Wharf and proudly displaying HCS stickers, are on site.

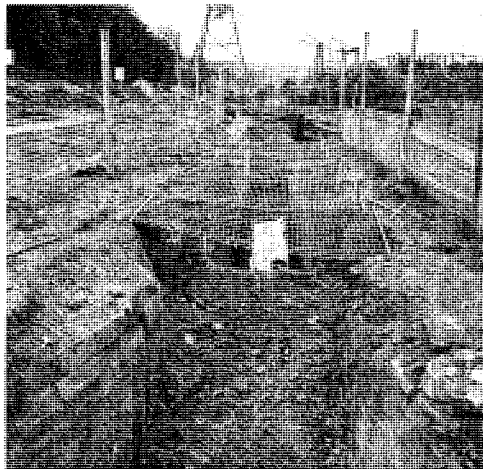
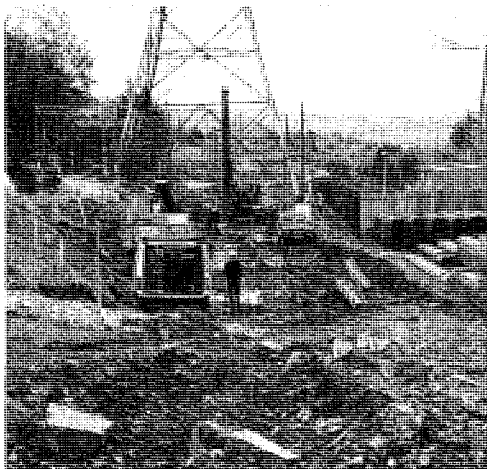


Hartshead infill section from the air.

This view, taken in May 1991, shows how Hartshead Sub Station and pylon have encroached upon the line of the canal. However, removal of this blockage only involves a minor realignment of the new canal channel passing straight under the pylon! *Photo: R. Gough*

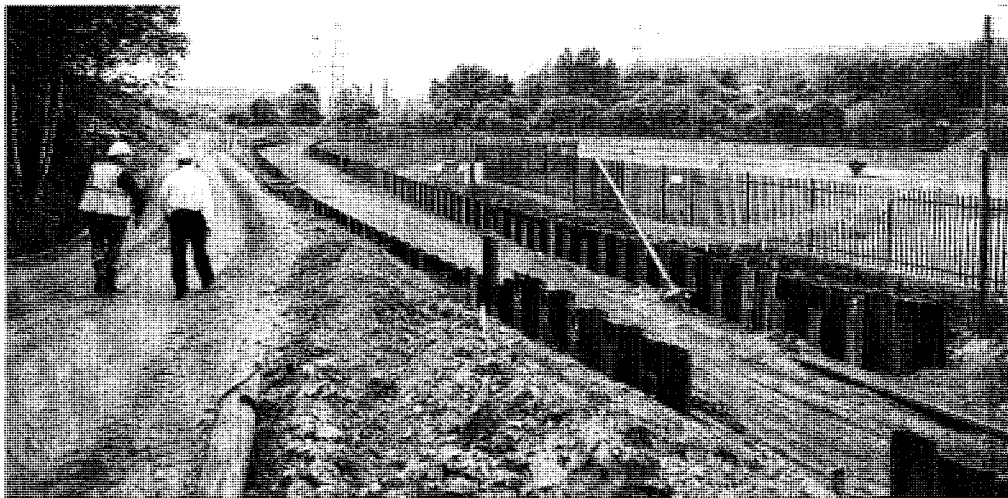
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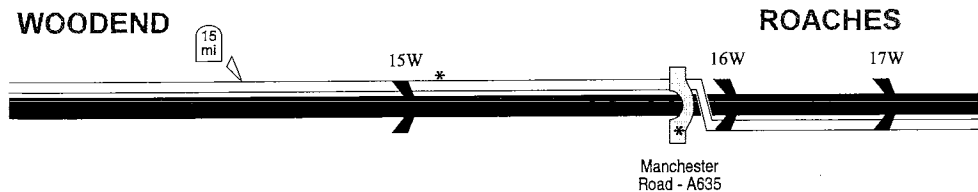


Hartshead Infill section.

Above left: The line of the new canal channel is broadly defined and the sheet piling rig begins its work near the pylon.
Above right: Lock BW is excavated revealing original stonework at the headgate, though the chamber has been rebuilt in engineering brick. *Below:* Tameside Council's Clerk of Works, Terry Hurley (left) and Engineer, Peter Rawson, inspect the piling from the pylon toward Millbrook. The ground between the piles will be excavated and a concrete base to the canal channel cast in situ; the piles not only define the sides of the channel but stabilise the surrounding land. *Photos:* R. Gough



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RESTORATION REPORT

b) Hartshead Infilled Section

A contract to build a new canal here, where the canal had been obliterated by the Hartshead Sub Station, worth £1.2m, has been awarded to Morrison Construction. A second contract, worth around £400,000, for dredging, washwall work and towpath works, and to rebuild Lock 8W, has been awarded to HCS (Restoration).

c) Lock 12W

Tameside have been granted Derelict Land Grant to acquire the disused railway embankment. A contract worth about £300,000 is being let for the removal of material and regrading of the embankment. This will remove the pressure which has caused the damage to the canal and its odd alignment below Lock 12W. The contract to rebuild the canal here and to restore Lock 12W, worth about £270,000, has been given to HCS (Restoration).

3) SNIPPETS

I was thrilled to be presented, by Councillor John Crowther, the now retired Chairman of the Huddersfield Narrow Canal Joint Committee, with a Civic Trust Commendation, on behalf of HCS (Restoration), for our work as builders on the Transhipment Warehouse project. He also presented certificates to David Sumner on behalf of HCS (lessees), Ian Selby, British Waterways Waterway Manager (owners) and Russell Earnshaw of Architecture & Design Partnership (architects). The Civic Trust's endorsement of our work and the architectural solutions, is particularly gratifying, as indeed is the fact that when grants were received, the work was carried out very quickly and, despite the fears expressed in certain quarters, within the budget set by HCS Council.

On the 13th June last year, our minibus was stolen from the yard outside the office. Alarms

and security lights proved useless. Because the minibus was less than ideal for towing the Sales Caravan, it has been replaced by a long wheelbase diesel Land Rover - H registered, but with a very low mileage.

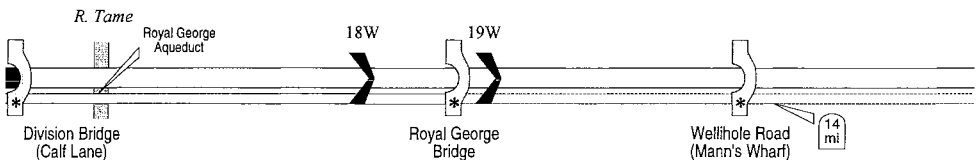
4) MORE ON THE BENEFITS OF RESTORATION

In the Autumn Issue last year, I reported on the study carried out for the Society by Coopers & Lybrand which assessed how the Tame & Colne Valleys had benefited from canal restoration so far (£51.8m private sector investment creating 739 full time equivalent jobs) and how the area was likely to benefit from the completion of restoration (a further £83m of private sector investment and 2,567 full time equivalent jobs). British Waterways Marketing Research Unit have now produced a draft report on the likely demand for boating and other leisure activities when the canal is re-opened, and calculated the likely spending from the various categories of users, and the jobs this will generate. As this is a draft report, I will not reveal the figures. They do, however, support the work carried out by Coopers & Lybrand and are further ammunition for our case that complete restoration is a sound economic investment by the community.

5) FUTURE GRANT BIDS

Last year we presented a work programme setting out a timetable for complete restoration to English Partnerships, on the basis that completion of restoration would be 100% funded by Derelict Land Grant. So far they have approved all of the smaller bids submitted, but that for Standedge Tunnel (£5.6m) submitted on behalf of the Joint Committee by Oldham Council, is proving much more difficult.

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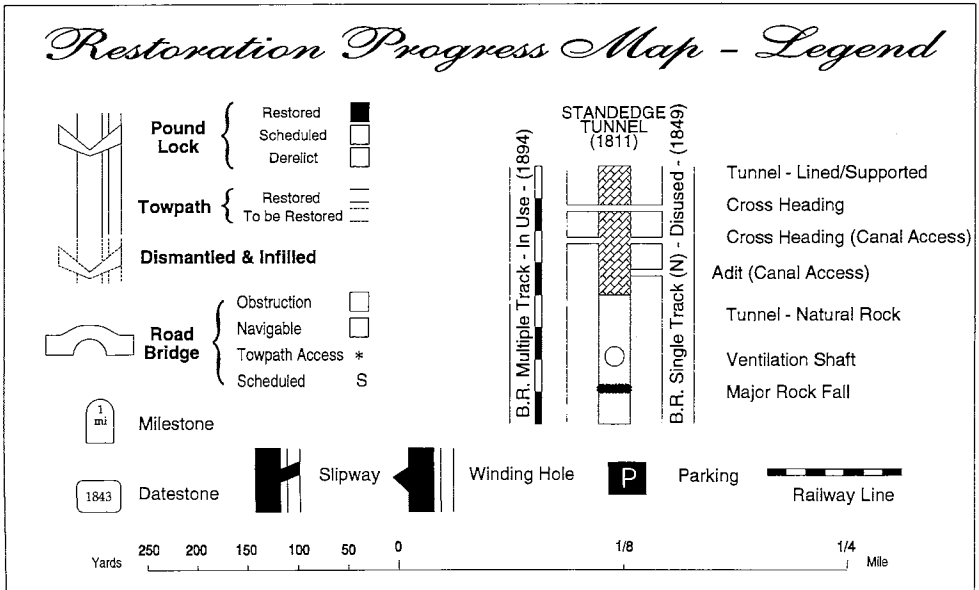


Having taken over the Derelict Land Grant scheme from the DoE, EP are seeking to make their investments in grants go further by asking applicants to find other funding partners, and nationally are reviewing their priorities. Inevitably a large application such as this is not easy to deal with. Because of this situation, an application has been submitted for European Regional Development Fund grant. ERDF grant had previously been paid to allow for the engineering survey by Ove Arup. That, however, is no guarantee of success and our application is on a reserve list - the problem being the size of the grant required, which would take a very large part of the funding available for what is described as a Tourism scheme. At this stage, I do not know where we go from here, except to say that we should not be too despondent. Neither application has been turned down. We can look

at the programme of work proposed and a possible additional source of funding. I can say no more yet.

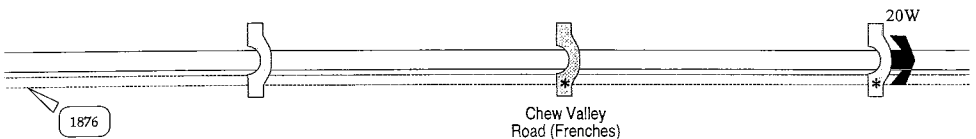
In addition to the ERDF application for the Tunnel, Oldham Council submitted a bid in the current round of ERDF applications towards work which has since then been funded by Derelict Land Grant. We understand that a grant of £500,000 is to be made for work at Frenches Bridge and Diggle. We hope that English Partnerships and Oldham can find a way of reallocating this to further work on the canal.

Ardent televiewers no doubt saw David Sumner press the button to start the National Lottery draw when it was carried out at the University of Huddersfield. We were very lucky to be selected as the Charity featured in that event, which was excellent publicity for the Society and the Canal



SHAW HALL BANK

GREENFIELD



RESTORATION REPORT

(and, incidentally for Huddersfield's wonderful architectural heritage, and its *Europa Nostra* winning St George's Square).

The National Lottery could, however, as I am sure everyone involved in heritage based projects knows, become a significant funder of restoration work. Tameside Council have submitted a suitably glossy application to the Millennium Fund proposing the restoration of Stalybridge Town Centre. A major part of their proposals is the construction of the River Route linking the canal at Staley Wharf with the canal at Mottram Road. The Society has submitted a second bid to the Millennium Fund proposing to complete the restoration of the remainder of the canal. It is difficult to know how successful these bids will be, because the full extent of the demand from other projects is not yet known. We believe, however, that we are not in competition with the massive bid submitted by British Waterways to restore the canal link between the Clyde & the Firth of Forth. Projects of more than a certain value, such as that (total cost about £100m) are considered separately as National projects, whereas the two applications for the canal are below that threshold and will be considered as Regional projects. Both applications are through the pre-application process designed to sift out

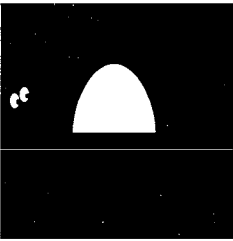
non-starters, and formal applications have been submitted.

Steve Whitby and Mike Thompson have been particularly busy bidding for money recently. A further opportunity has arisen in the Regional Challenge process. Regional Challenge is the top slice of ERDF money. Projects are expected to meet the criteria for ERDF and also for European Social Fund approval; a difficult combination to meet, as all potential applicants are aware.

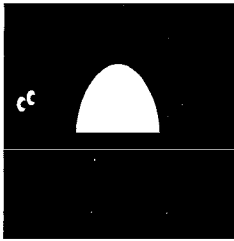
Following a meeting between members of the Huddersfield Narrow Canal Joint Committee and the Rochdale Canal Trust, it was decided to enter the combined canals (the South Pennine Ring, or as our Chairman prefers, despite the warning from the nursery rhyme, 'The Ring of Roses'). The initial pre-application material has been prepared, with help from all of the Councils involved in both canals, in our office, and submitted. If we are asked to bid, a great deal of detailed work will be required, particularly as we are not familiar with the detailed problems of the Rochdale Canal. It's funny, I had meant to discuss whether joining forces was a useful idea to pursue with Dave Marsland or Brian Holden of the Rochdale Canal Society for months, but I had not got around to it!

Keith Gibson

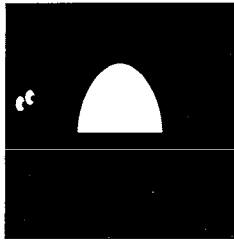
In Standedge Tunnel ...



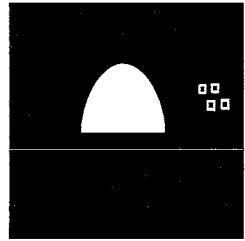
Come on you two,
time for bed.....



Awwh, just a
bit longer...



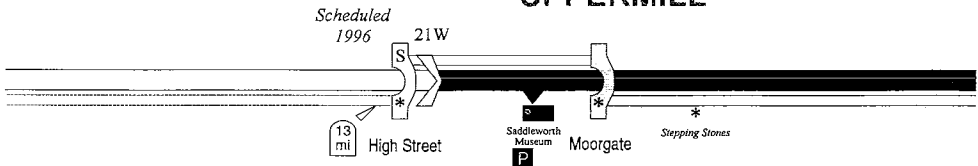
I don't know, TV, video games, &
now this Web.Surfing thing ... BED!



Alright, we're going

15

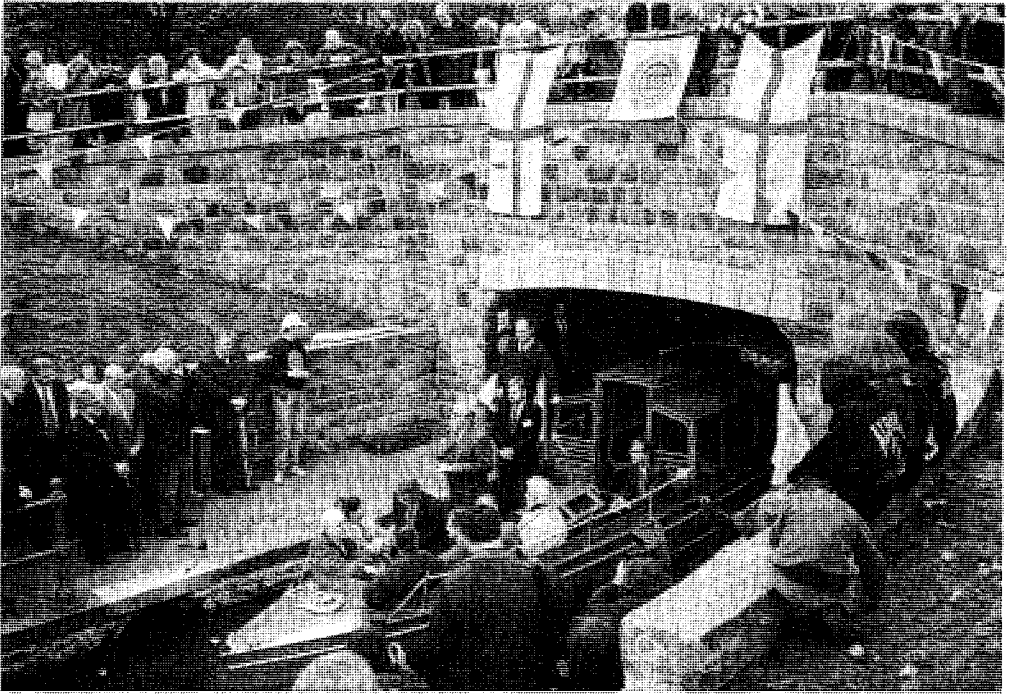
UPPERMILL



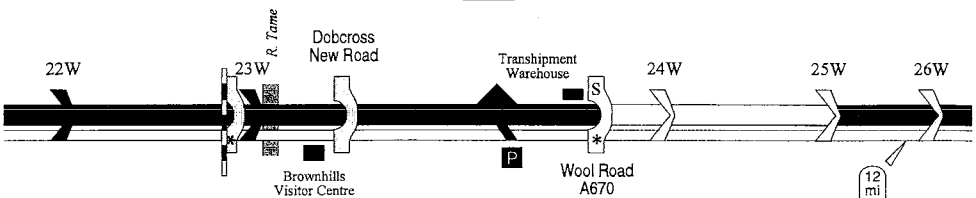
A little piece of history took place on St George's Day, Sunday 23rd April. Staley Wharf, part of the Huddersfield Narrow Canal, was officially opened by Tom Pendry, MP for Stalybridge and Hyde, at the helm of a 1911 Windermere Launch which was brought in especially for the day.

The Wharf, which is situated at the corner of Bayley Street and High street, has undergone a £2 million refurbishment. The money was given to Tameside Council as a Derelict Land Grant to open up the canal which was filled in and built upon in the mid 1960's.

Tameside Council Leader, Councillor Roy Oldham, said that the refurbishment formed part of the ambitious plans, which include a multi-million pound bid to the Millennium Fund, to make the whole of the canal navigable from Ashton-under-Lyne to Huddersfield in Yorkshire. He explained: *'We have refurbished Staley Wharf and have just received a further £2 million to make the section from Mossley to Stalybridge navigable. Now all we need is approval for our Millennium Bid to complete the jigsaw.'*



Councillor Roy Oldham and selected guests on board the launch *Daphne* emerging from Bayley Street bridge. *Photo: K. Wright*



STALEY WHARF OPENING

The Millennium Bid is focused on the town centre where the canal is built upon and will divert a half mile stretch of the canal into the River Tame, through a series of locks, and divert back into the canal on the other side of town. It will create a marina, river and canalside walkways, as well as giving local business a vital economic boost creating jobs along the way.

David Sumner, Chairman of the Huddersfield Canal Society, is delighted with the scheme which he said was a momentous achievement and another important chapter in the story of the restoration of the canal. He added: *'It will mean that for the first time in nearly fifty years boats will be able to cruise to the outskirts of Stalybridge and so provide a welcome green lung in an industrialised area.'*

Councillor Oldham said that people from all over the Borough should come along to see the refurbished Wharf and also get a more complete idea of what the plans are for the Huddersfield Narrow Canal.

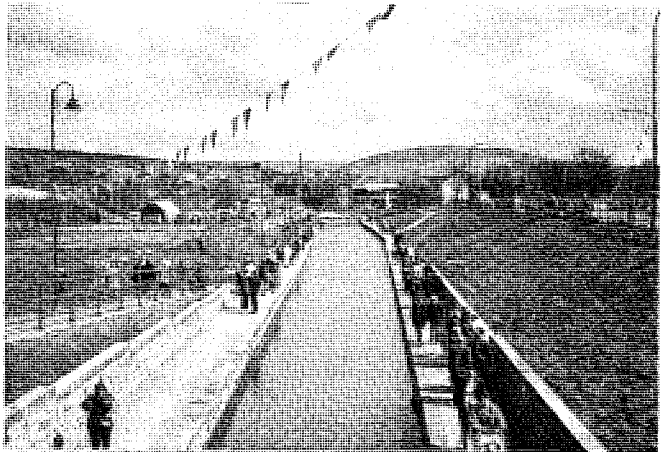
As well as the official opening ceremony, which took place at 12 noon, there was entertainment for all the family with a brass band, Dixieland Jazz Band, Morris Dancers, Circus Entertainers and lots of give-aways for the kids.

Liam O'Brien

Press & Public Relations Manager, TMB.

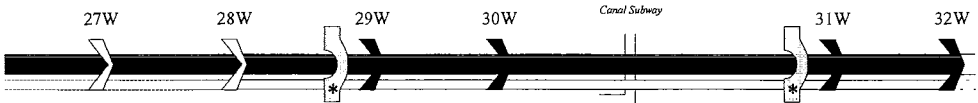


Councillor Oldham addresses the crowds gathered for the opening who enjoy the walk around their 'new canal'.
Photos: Manchester Evening News (above)
and K. Wright (below)



Diggle Flight (25W-30W)

DIGGLE



Ward Lane



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Have you
seen a
KINGFISHER
or a
DRAGONFLY
recently?



The Mersey Basin Campaign are asking members of the public living in the Mersey Basin area to report sightings of Kingfishers and dragonflies or damselflies between **1st May and 30th September 1995** as part of their Tenth Anniversary programme. The survey will help them to plot improvements in river, stream and canal water quality since the last kingfisher survey in 1988 as both species require clean water to survive.

All you have to do is use the guide below to compile the information about your sighting(s), (*I know the boxes aren't big enough! Ed*) and ring the details through to their 24 hour answerphone on 0161 236 3391. You can also use this number to request further information to help you with your survey. In return, they will send you details of the Mersey Basin Campaign and information about water and wildlife in the North West - and how you can get involved.

Date: Time: Location: OS Grid Reference: (if known)

Name of River/Stream/Canal (if known):

The weather was: sunny cloudy drizzling raining still breezy windy

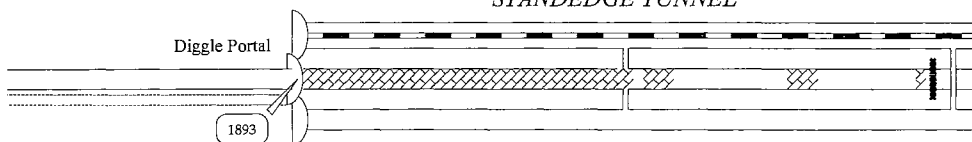
Number of Kingfisher(s) spotted Number of Dragonfly(s)/Damselfly(s) spotted

Your Name:

Your Address & Post Code:

These details will be entered on computer unless you request otherwise. They will not be passed on to third parties.

STANDEGE TUNNEL



Kingfisher & Dragonfly Survey

The Mersey Basin Campaign was launched in 1985 to clean up the Mersey Basin - then the most polluted river system in Europe. Ten years on, much progress has been made with river water quality improving and bankside regeneration proceeding apace.

The Mersey Basin area is shown on the map. They are interested in all sightings of our chosen indicator species of water quality - kingfishers and dragonflies/damselflies - on all watercourses in Cheshire, Merseyside, Greater Manchester, south Lancashire and High Peak.

For kingfishers, the results will be compared with the first survey in 1988, but this is the first time that dragonflies have been targeted and they need your help. All areas where they are reported in 1995 will be surveyed in future years to determine the exact species present.



Remember!

Ring 0161 236 3391

PLEASE HELP THEM WITH THEIR SURVEY

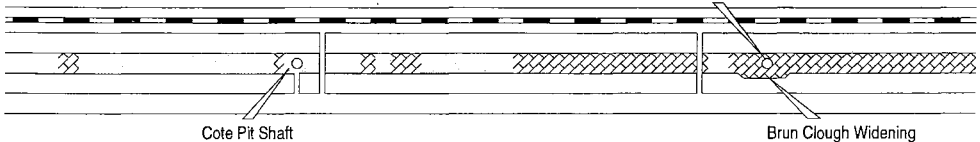
European Nature Conservation Year is a Council of Europe initiative to increase public awareness of wildlife conservation. Their survey is organised with help from English Nature, Lancashire and Cheshire Wildlife Trusts, the Dragonfly Society and the National Rivers Authority. Further details will be sent to all participants.



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STANDEGE TUNNEL

Brun Clough Shaft



Cote Pit Shaft

Brun Clough Widening

Pennine

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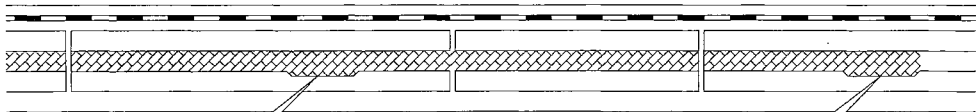
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STANEDGE TUNNEL



White Horse Widening

Judy Widening

Dickens memorial on canal suggested

A LOCK on the Huddersfield Narrow Canal should be named after Geoffrey Dickens.

This suggestion was put forward by Environment Minister Robert Atkins when he fulfilled a promise to Littleborough and Saddleworth's late MP by devoting yesterday (29/6/95) to studying various aspects of restoration work on the 20-mile-long canal.

Mr Atkins said that, in making the visit, he was fulfilling a promise to Mr Dickens, a dear friend who spent a lot of time in the lobby arguing the canal's cause, *'even to the last, when he wasn't very well'*.

Tiller

At the very least, naming a lock after him would be a great tribute, said Mr Atkins.

A canal enthusiast for many years, Mr Atkins was speaking on John Bradbury's trip boat, the Pennine Moonraker, after taking the tiller as it cruised to Saddleworth Museum from Wool Road, Dobcross.

'I'm better at steering the ship of State,' he quipped, but added that he really loved the canals and recalled taking the Prime Minister, John Major, on the Four Counties canal run some years ago.

He said that Saddleworth was a beautiful part of the North-West and that the canal's potential for tourism was marvellous.

Earlier in the day, he opened a new bridge over the canal in Huddersfield and went underground to see the Standedge Tunnel - the longest and highest in the country.

'I really look forward to the tunnel being opened and hope to open the passport control this side of the Pennines,' he said.

On a more serious note, Mr Atkins, who is in the 'Guinness Book of Records' for getting through the Northampton flight of locks at speed, said that, in economic terms, the canal's potential on both sides of the Pennines should not be under-estimated and added that the restoration work was *'really tremendous'*.

In Saddleworth, where he visited the transshipment warehouse at Dobcross and the Museum at Uppermill, Oldham Council's deputy leader, Councillor Margaret Riley, and Mr Leslie Coop, Director of Environmental Services, headed the local team.

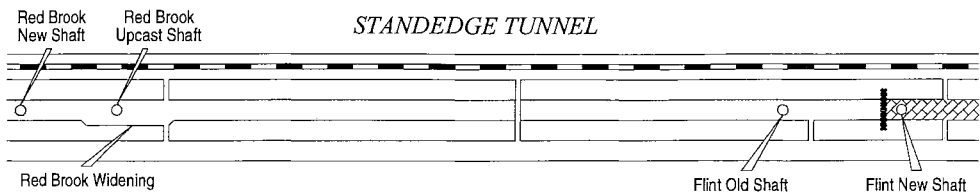
The Minister then went on to see work in progress on an infilled section of the canal at Hartshead and the newly-completed project at Staley Wharf, Stalybridge.

His visit ended at the Portland Basin, Ashton, accompanied by the Huddersfield Canal Society team led by its chairman, Mr David Sumner, British Waterways officials and representatives of Tameside and Kirklees councils, who, along with Oldham Council, are represented on the Joint Committee leading the fight for restoration of the 74-lock canal.

Left: Environment Minister Robert Atkins at the tiller of the Pennine Moonraker as it prepares to cruise under the viaduct on the edge of Uppermill village. Photo & Article: Oldham Evening Chronicle

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STANDEGE TUNNEL



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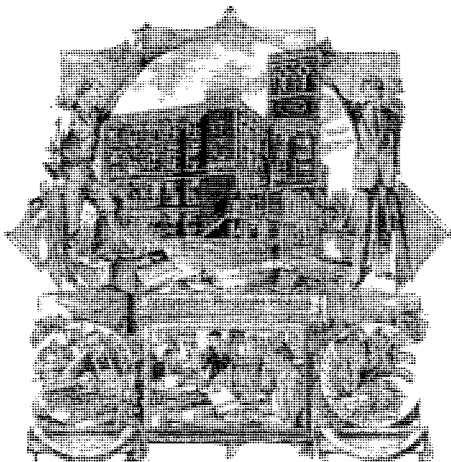
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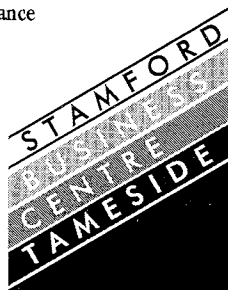
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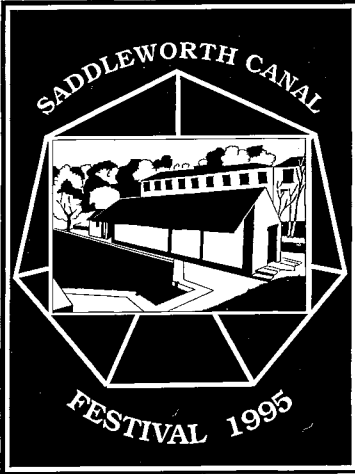
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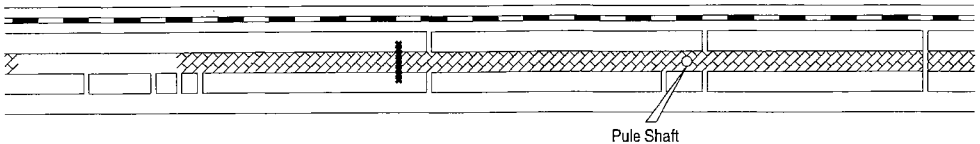




Deep etched into heavy brass plate, these designs illustrate the 1995 festival plaques. The white areas are polished brass and the black, coloured enamel infill (Royal Blue for Saddleworth and Huddersfield, Red for Ashton).

The Saddleworth design features the Wool Road Warehouse within a new regular heptagon - representing the seven neighboring villages; Ashton, a panoramic view from the Peak Forest Canal toward Portland Basin and Huddersfield, a view of the new footbridge at the site of the former causeway blockage.

STANDEGE TUNNEL





Ken, from Dobcross, is to take over the editorship of Pennine Link - familiarly known as the 'Plink' - the double award-winning magazine of the Huddersfield Canal Society. (*Actually three times winner of national awards, Ed.*)

For the past two years the magazine of the busiest canal society in the country has been named top enthusiasts' newsletter in an awards scheme for restoration groups.

'I'm hoping 1995 will complete the hat-trick,' says Ken. 'Former editor Alwyn Ogborn and his team have turned the magazine into a very lively and informative periodical. I'll be following the same lines - though I have a few ideas of my own.'

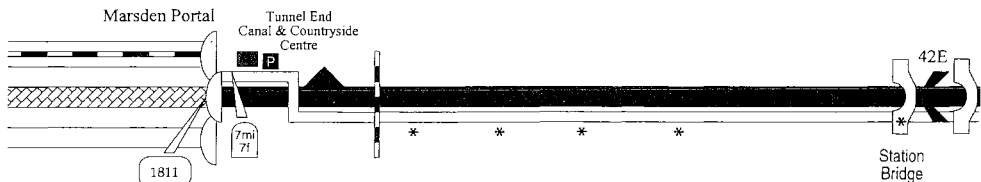
Ken, a retired Kirklees Council official, is currently the vice-chairman of the society's restoration group and

KEN Wright (above), one of Saddleworth's best-known faces through his skills as an actor with the Saddleworth Players, is likely to become one of its best-known literary types, too, over the next few months.

looks after the restored Dobcross canal warehouse.

Article: Oldham Evening Chronicle

Photo: R. Gough



'Perfection is the child of time' (with acknowledgement to Bishop Joseph Hall)

Once again we were into the second of, I hope, many Festivals in Saddleworth. A great event, well planned by a good Committee. By Friday lunchtime we had the field well marked out and the marquee erected. Here we had a slight hitch. As we gathered around the beer tent with tongues hanging out, the shout went out that there was no beer! It seemed that the brewery thought the event was the following week. After threats of a public lynching, Ian Gibson, landlord of the Navigation, rounded up his staff, who were hiding in the bushes, and managed to bring some beer down from the pub.

This year we decided to have entertainment on the Friday night. In principle this was a good idea, but the choice of music was not ideal for the Festival site. A shame, as they were a good

blues band. However, those who attended enjoyed themselves. Saturday turned out to be a scorcher of a day, definitely not a day for walking about in a suit and tie (even a Sylvester one!). The VIP cruise went well (no grounding this year). This time, John Bradbury was a VIP, but Oxfam couldn't find a suit to fit him. Next year, the Committee are going to have a whip-round to get him one!

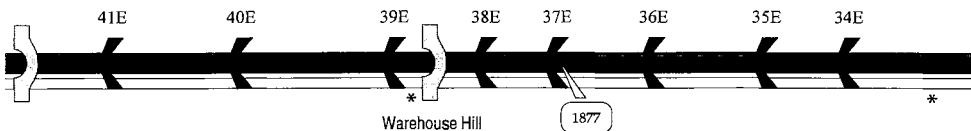
The Saturday entertainment went down well with Ratty the Clown excelling himself, (he's been booked for next year). Perhaps next year I'll get a chance to see his act in full and maybe get a balloon animal.

After a short break, we came on to the Saturday night entertainment. This was well attended, and I must admit, as I'm in love with her, Marilyn Middleton-Pollock was in great form (she sang my two requests first). Supported by Kevin



Tension mounts at the Saddleworth Canal Festival as the Impromptu Pet Show reaches its judging climax. *Photo: S. Rowbottom*

MARSDEN



SADDLEWORTH CANAL FESTIVAL

Harvey and Sean Nicholls with Nat Clare and the Cumhaltas, the folk package was a good choice.

Sunday, although the weather had changed, still brought the crowds in. We still had clowns clowning followed by cowboys gunslinging, Irish and Punjabi dancers dancing, brass bands blowing and Morris men doing what they do second best!

Monday, and the weather had changed again into a dull and overcast day with a spot of rain. This being the day for VE celebrations it was hard to predict how many families would turn up. We still had a good turn out, but with better weather and no VE day celebrations we could have had

more. Ratty the Clown was still entertaining the little brats, sorry the dear children, whilst the adults were sampling, apart from the beer, the merits of the brass bands, clog and garland dancers, Morava folk dancers and yet more Morris men. (Is there not a culling season for Morris men?)

It was during the Monday that we found we had two vacant slots in the entertainment programme. Gay noticed that there were a lot of dogs on site and, as I had seen someone with a rabbit, an impromptu pet show was organised, with an assortment of dogs, hamsters, rabbits and the odd octopus, dinosaur and Greenpeace whale, not to mention Bob Maycock's Mallard, a hasty pet



The Punjab Arts Bangra Dancers in full cry! Photo: S. Rowbottom

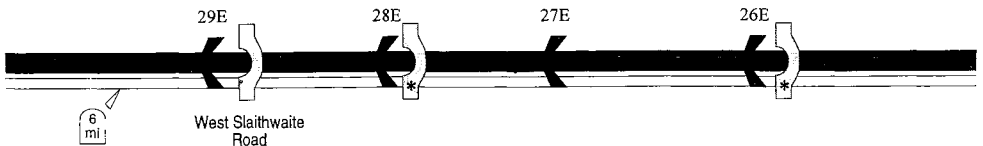




Above: Duckman Extraordinaire John Young ensures the Race (below) goes off as smooth as a Velvet Scoter.
 Photos: S. Rowbottom

show materialised. With Ratty the Clown compering and Rod from the Pike View Animal Sanctuary judging, a last minute event turned into a great success. This was especially good for Bob Maycock, who won a prize. Anybody seeing Bob should ask him if his little yellow duck has produced offspring yet as I'm sure he will give you one of them. I've been told that Bob is very, very knowledgeable on the little yellow ducks and loves talking about them!

The Pet Show left us just four minutes to attend the VE day lowering and raising of the Union Flag. My thanks go to Brian Minor for organising it and to the Huddersfield Sea Cadets who played the Last Post. It showed that although we were having an enjoyable Festival we were aware of the main celebrations on that day. Then followed the second slot in the entertainment which had to filled. As I know some people on the folk scene, I had asked a friend of mine to fill in for us with her band.



SADDLEWORTH CANAL FESTIVAL

The band Broken Heroes did two half hour slots and went down very well. I know for a fact that they got a booking for another Festival.

Then it was time for the duck race. This was where John Young showed his true colours. The organisations of the duck race was superb. John's design for selecting ducks and the cage for releasing them can't be beaten. The crowds hung around the river as if they were watching the Boat Race, and with Diggle Anglers catching the little yellow things, this proved to be, as with last year, the highlight of the Monday entertainment.

Any other Festival Committees wanting the services of John Young, then I'm afraid you're out of luck. He's been signed for Saddleworth for the next ten years and there's no transfer fee!

All in all a grand finish to a good Festival weekend. To sum up, we could have had more boats but with contacts since the Festival this should be rectified. The standard of

entertainment was superb and continuous, which is something we have tried to maintain, along with a happy family atmosphere. Plus, of course, we made a profit.

For the past two years we have had a tight knit Festival Committee that has worked very hard together. A Committee that I have been proud to chair. Hopefully the future canal Festivals in Saddleworth will maintain the high standard we have tried to set. Living in the village, I know from the feedback from local people that we put on a good show. Let's hope we can build on that to further the support to restore the Huddersfield Narrow Canal in full.

To finish, we are hoping to expand the Festival Committee and therefore need more members. We meet once a month at The Waggon in Uppermill (so you can have a beer with the banter). Ring me on 01457 872526 if you are interested.

Steve Quilter, Festival Chairman



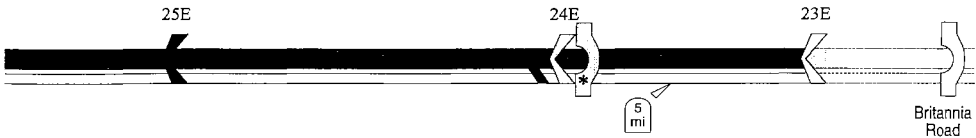
Tameside Canals Festival 1994

The Ashton Wheely Bin Race. With the winner, Alwyn Ogborn, Festival Chairman and Pennine Link Editor arriving at the finishing post, which just happened to be the beer tent. On the left is Shirley Rowbottom, although first past the post, was disqualified after losing her bin at the first fence!

Steve Quilter

Photo: R. Pryor

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Over the May Bank Holiday weekend, 27th, 28th, 29th, the East side of the canal between Locks 16E and 19E saw more boating activity than it has seen over several decades. This is because the IWA National Trail Boat Rally, run by the Huddersfield Canal Society on behalf of National Waterways Festivals, was taking place on the adjacent field at Low Westwood. Twenty one boats were lifted into the water by crane, kindly loaned by H. Mullaney of Mossley, and made use of a stretch of water restored many years ago but not used until now. The boats were able to pass through several locks in the area thanks to British

Waterways engineers who had made sure everything was in working order. Activity on the canal reached its peak after the official opening on Saturday afternoon when attending civic dignitaries and VIPs were invited to board boats for a trip 'there and back'.

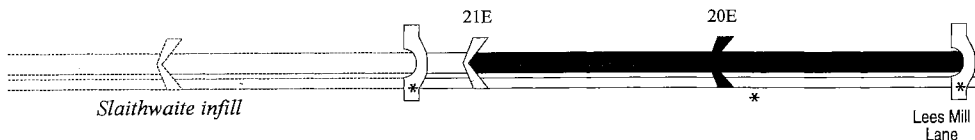
The official opening was carried out by Mrs Audrey Smith, Chairman of the IWA with speeches by HCS Chairman David Sumner, the Mayor of Kirklees, and myself as Chairman of the organising committee. This was followed by a buffet with wine, tea or coffee and then the boat trip mentioned above.



The Sales Team: Left to right - Gay Quilter, Peter Wright, Jean Wright (seated), Steve Taylor, John Young, Ian Moss (seated) and Jo Young. *Photo: Huddersfield Daily Examiner.*

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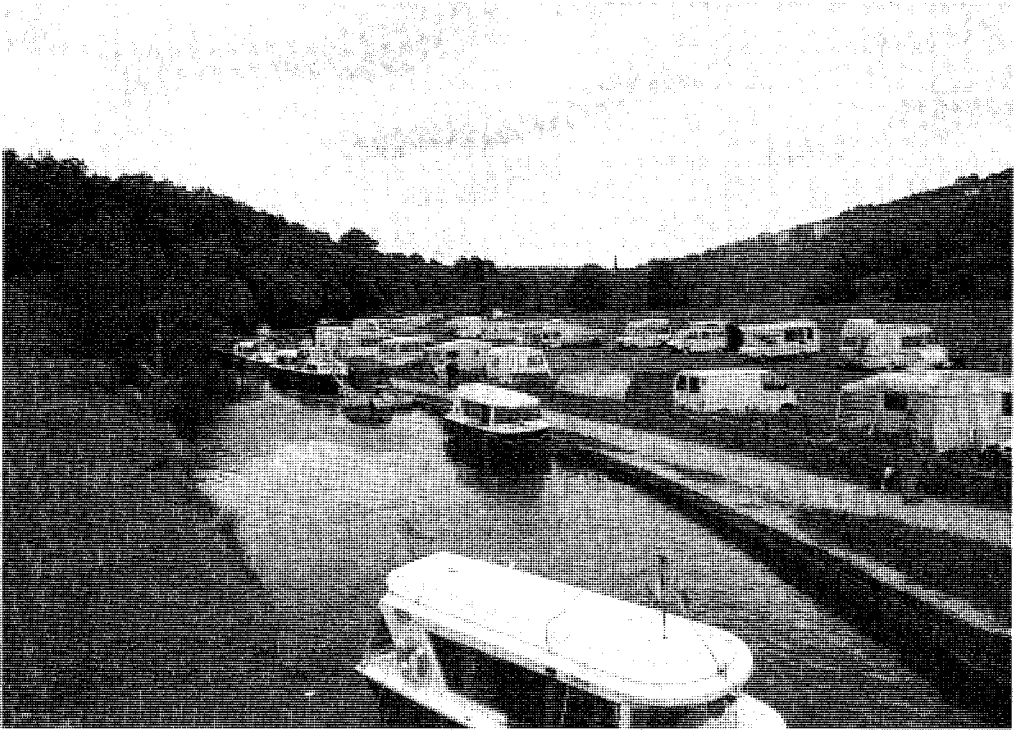
SLAITHWAITE



As well as the boats, there were a similar number of caravans and tents acting as temporary homes for people staying for the weekend. The festival itself was the usual mixture of trade and craft stalls, canal society stalls, fun fair and food trailers. An almost continuous programme of entertainment went on throughout the daytime with a folk night featuring Tony Capstick on Saturday 27th, and the George Penman Jazz Band on Sunday night. All in all a great flurry of activity in an otherwise quiet rural spot.

Monday afternoon was the time to award the various boating prizes. Best illuminated, best interior layout, most boats from a club or manufacturer, and best boat overall.

Unfortunately, the weather was less than kind to us, and with several other events in the vicinity and Huddersfield Town football club playing at Wembley, we failed to attract the expected number of visitors. Still, a lot of people were made aware that the canal is there, it is under restoration and great benefits will be felt by the



Welcome activity on the Huddersfield Narrow - the pound between Locks 15 & 16E, Linthwaite. *Photo: A. Ogborn*

LINTHWAITE



local community when fully restored. It is a great pity therefore, that alongside a great deal of selfless voluntary time and effort put into organising this event, one person, i.e. the landlord of the field, should make more money than anyone else by charging £2,000 for the use of the land for a week. Unfortunately it was the only piece of flat suitable land on either side of the hill, but I don't think this greedy man will get a second chance to bleed the Canal Society of much needed, community benefiting, funds.

Next year the trail boat rally will be held at Welshpool hosted by the Montgomery Canal Society and under the chairmanship of Ron Reid. Good luck Ron!

Alwyn Ogborn
Chairman



Above: The compact design of trail boats comes into its own when using Lock 16E - plenty of room on top!



Left: A tranquil view of the East side at the Trail Boat Festival; a tantalising glimpse of the idyllic cruising to be had when through navigation is achieved.

Photos: A. Ogborn



The Hydraulic Design of Bywashes at Locks

A J M Harrison - February 1995

The suggested design procedure uses the metric system with linear dimensions in metres.

Note that $1 \text{ MI/d} = 0.0116 \text{ m}^3/\text{s}$.

(a) Estimate the maximum flow of feed water entering the pound above the lock from the next lock above and/or from feeders. Ignore flows from lockage water at this stage.

(b) Calculate the water loss from the pound in summer from

$$Aw / (24 \times 3600) \text{ m}^3/\text{s}$$

where A is the surface area of the pound (m^2) and w is the loss rate - use 0.02m/day unless you have data on the loss rate.

(c) Assess the maximum flow of feed water, Q (m^3/s), needed for the pound below the lock.

(d) If (a) is greater than (b) + (c) consider the need for a waste weir. If a waste weir is not practicable, set $Q = (a) - (b)$.

(e) Determine the length, b , of the bywash entrance weir to pass flow Q at a suitable head h , eg 0.05m . from

$$b = Q / 1.7h^{3/2}$$

(f) Assess the lockage volume, V_a , of the next lock above - length x width x rise.

(g) Calculate the rise, r , in level of the upper pound when the lock above discharges into the pound from

$$r = V_a / A..$$

(h) Set the crest of the bywash weir at a level that provides adequate freeboard on the towpath, lock gates and lock surround when the head is $r + h$.

(i) Calculate lockage volume, V , of the lock under consideration.

(j) Calculate the fall in pound level when the lock is filled from

$$f = V/A..$$

(k) Check that there is still adequate depth over the cill for the largest craft when the water level is below the weir crest by fall f .

(l) Form the weir crest as the invert of a slot of about $1.5h$ height. This will ensure that the structure will act hydraulically as a slot when water levels are suddenly raised by the emptying of the lock above, restricting the flow passed to the pound below.

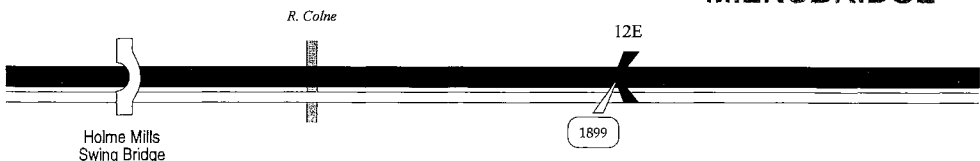
(m) The entrance weir will normally control the flow. Check that the channel or pipe used for the bywash has adequate flow capacity.

(n) Arrange the layout of the structure discharging the flow into the lower pound so as to minimise its effect on craft manoeuvring to enter the lock.

© A J M Harrison 1995

Tony Harrison is Honorary Consultant Engineer to the Inland Waterways Association.

His 'hydraulic' approach would have saved many a canal from embarrassing overflows where the bywash was more the product of 'rack o' they un twist o' gob', nonetheless, eighteenth century trial and error seems to have served quite well! Ed.



Unfortunately, due to not having someone to organise meetings, membership contact on the East Side has sadly been neglected.

Hopefully the situation may now be rectified, as two members who live in Golcar are looking into organising a series of new meetings.

Jose Clough and Richard Haigh - Tel: (01484) 646997 - will, at some stage, be canvassing members with local (HD) post codes for views on venues and topics of interest. If they can enlist enough support, I am confident that they will provide members with a good social calendar.

If you have never been to a meeting, or haven't had the opportunity recently, Jose and Richard will appreciate your views. Why not give them a call?

On a second point, if you have ever indicated on the membership form that you would like to become more actively involved but haven't been contacted by the relevant Society officer, all the names and telephone numbers etc. are printed in

Pennine Link, or for further information you can always contact the Society's head office in Ashton which is manned during normal office hours.

It is also worth noting, that Jack Carr will make you more than welcome should you wish to brave the Pennine crossing and attend any of the West Side social meetings listed in Pennine Link.

The Society endeavours to provide as many opportunities as possible for members who wish to become more actively involved. It is appreciated that geographical constraints prevent many members from taking part. Only 50% of members live within easy travelling time of the Huddersfield Narrow.

On a final note, and as funding for the major blockages hits the critical stage, the Society will need all the help it can get during the next few years. Please think about it and if possible, try and help where and whenever you can.

Thank you.

Frank Smith
General Secretary

Canal Cruises

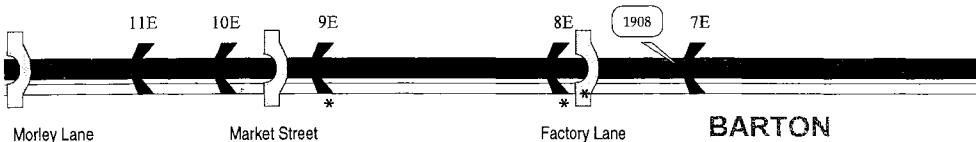
'PENNINE MOONRAKER'

Why not join us for a while on a relaxing canal boat trip in Saddleworth?



Contact: John Bradbury
10, Hill End Road, Delph, Nr. Oldham, OL3 5JA

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The Teacher's House
The Green, Barlaston
Stoke-on-Trent

Dear Alwyn,

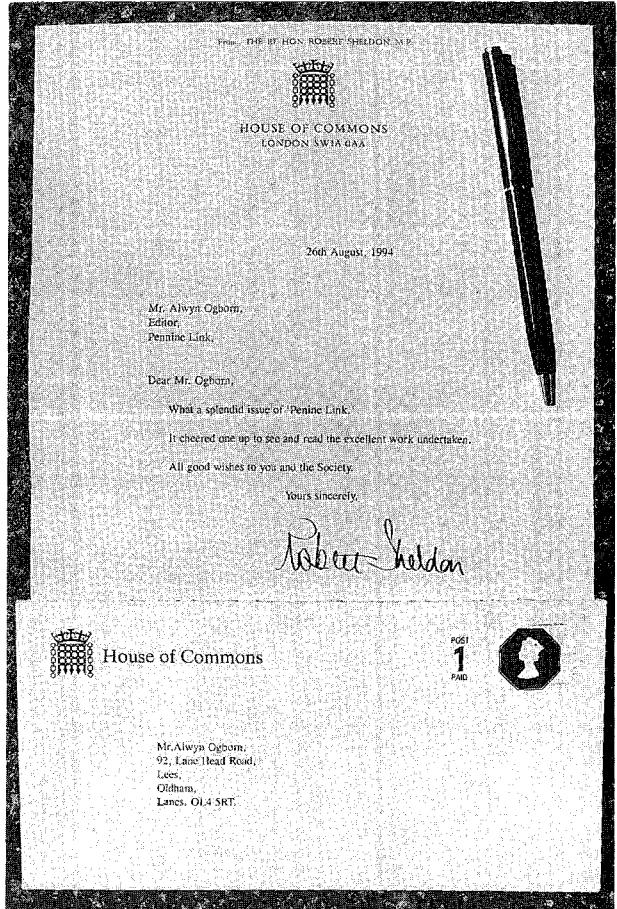
I enjoyed reading John Maynard's account of the birth of the HCS. He'd phoned me in the hope of receiving additions to his recollection of events. A vain hope, but between us we recalled the basic course of events. (I like the reference to a 'pound note' - a nice period touch!).

I still think that 'What do you intend to do about the Huddersfield Canal' originated from Bob Dewey. He said it to me, as West Riding Branch (IWA) chairman, so often that I started saying it to better-informed colleagues, like John and Ralph, because all I knew about the Huddersfield Narrow was from Pamela Cobb who, as previous branch chairman, had regretted and remonstrated over treatment of the canal, but in vain.

I do remember a pub-based (weren't they all?) committee meeting following the Zetland Hotel one, when several new members, being experienced Peak Forest Canal Society members, were enthusiastically in favour of
a) finishing their beer and
b) getting picks and shovels out of their Landrover and starting work.
It was the only method of canal restoration they'd known.

We persuaded them that there was a lot of boring paperwork etc. to be done first!

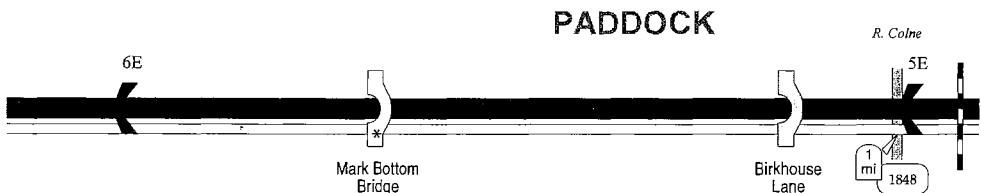
John and Bob were a splendid team and deserve great credit for what they achieved; it was the

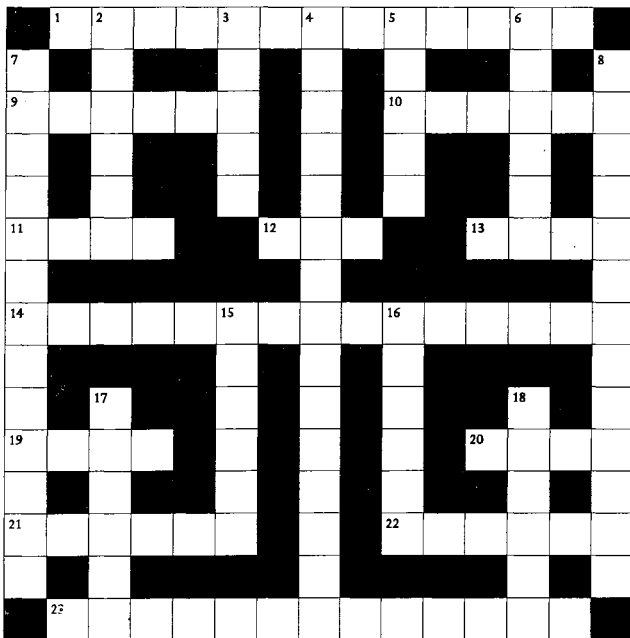


basis for the truly impressive things now happening. I admire and congratulate you all.

Very sincerely,
Margaret Sinfield

I must apologise for temporarily mislaying these letters. Ed.





3. On the Caldon canal you must moor end on to the basin (5)
4. Waters Meeting place - apparently near Manchester but not. Good place for pasta! (7,8)
5. Out of town (5)
6. Now nag a tunnel on the L & L (6)
7. On the GU find a bovine and fruity connection approaching Slough (6,7)
8. On the Shropple find an ancient monument near an iron lock (7,6)
12. Ye sailors respond positively (3)
14. Don't stand while steering - ... (3)
16. Zero (6)
17. Dietary requirement of a panda (8)
18. Fara is on a journey in Africa (6)

EASY

Across

1. Flight of locks in central Birmingham (7,6)
9. Surname of the long haired lover from Liverpool (6)
10. Canal engineer with indigestion? (6)
11. Small whirlpool (4)
12. Noah's boat (3)
13. How to dispose of flies! (4)
14. Northern BCN site of a big rally in 1994 (7,8)
19. Puddling material (4)
20. Flying residents of canal tunnels (4)

21. Set off on a cruise (6)
22. Where the Staffs & Worcs gets wide (6)
23. Western starting point of HNC boat trips (8,5)

Down

2. 'Nutty' aqueduct on the Scottish Union Canal (6)
3. A basin off the Caldon canal (5)
4. Where three canals meet - a good place for spaghetti? (7,8)
5. Out of town (5)
6. Leeds & Liverpool tunnel (6)
7. Junction of the Grand Union and the Slough arm (6,7)
8. Landmark near an iron lock on the Shropshire Union (7,6)
12. Not no (3)
14. Don't stand while steering - ... (3)
16. Zero (6)
17. On your cruise get a Chinese take-away with shoots (6)
18. An expedition in Africa (6)

CRYPTIC

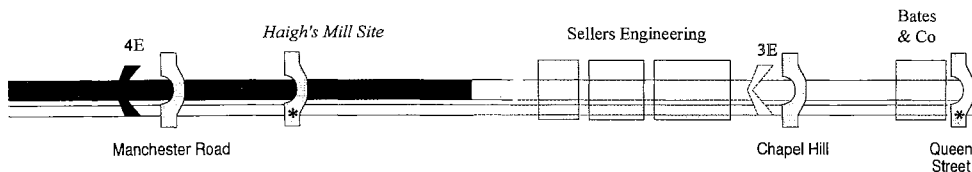
Across

1. Where an agriculturalist might cross a canal in Birmingham? (7,6)
9. Surname of the long haired lover from Liverpool (6)
10. Canal engineer with indigestion? (6)
11. I spied Dylan Winter be a paddle hole (4)
12. Biblical Nb? (3)
13. Flies watch as they get killed (4)
14. Boaters rallied to the BCN cause here in '94 (7,8)
19. Eric lay on the bottom of the canal causing a puddle! (4)
20. In Greywell certainly, in Standedge probably - take a stab at wildlife (4)
21. Initially the Midlands Electricity Board team up with 13A and set off on a cruise (6)
22. The Staffs & Worcs is a narrow canal - except where it's wide (6)
23. Meet Bill from the South coast at a canal junction in Ashton (8,5)

Down

2. A nutty Scottish aqueduct found in Meldon (6)

Solution in the Summer Issue 114



The campaign to restore and re-open the Narrow Canal has lost a staunch and active supporter with the sad death of Saddleworth and Littleborough MP Geoffrey Dickens.

Geoff lost a tenacious fight against cancer and our sincere sympathies are extended to his widow, Norma, and the family. Geoff was connected with countless good causes and campaigns, both locally and nationally. He was certainly a person who welcomed and attracted publicity and he was an inherently cheerful chap who was good to know.

On a personal note I first came across him when, after fighting a constituency held by Labour with a massive majority, he arrived in Huddersfield for what turned out to be a successful bid to win the seat for the Conservatives.

When re-organisation of constituency boundaries went ahead he moved over the Pennines to continue his Parliamentary career. He always had time to help when HCS officials wanted information or advice, and when one local Parliamentarian was failing to recognise the worth of the Narrow Canal restoration project (he was new to the area), Geoff said "*Leave*

him to me. I'll make him see the error of his ways." He meant, of course, by words and not deeds, although he had been a professional boxer, who had sparred with some of the top names.

Geoff 'topped out' the 50th lock to be restored. This was an event held in Arctic like conditions and he was ready for the reward of a visit to the Diggle Hotel, and the welcome warmth of a steak and kidney pie he declared was the best he had tasted. He also, incidentally, willingly bought a round of drinks.

Geoff was, as most people realised, a remarkably good self publicist, and had an eye for a news story. He hosted the pioneering visit by Narrow Canal Joint Committee officials to the House of Commons, introduced the scheme as a pathfinder project for the country's other waterways restoration drives and told me he had a good introduction for the Press Release I was to compile on the visit.

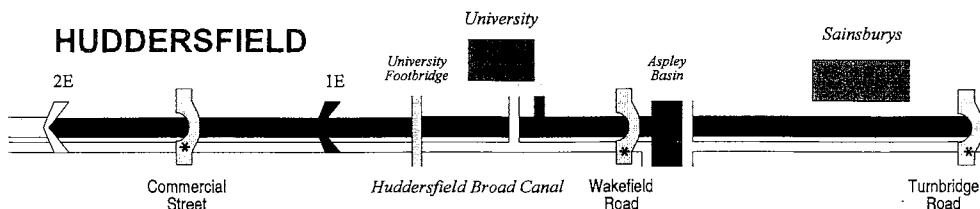
He was right. He had written to Robert Atkins, Minister for the Environment and the Countryside about the Narrow Canal Scheme - and had received an important and very welcome reply backing the scheme.

Geoff Dickens was big, expansive, a talker, a Conservative who thankfully, rarely peddled party politics, a backer of good causes - and particularly the Narrow Canal. He will be missed.

Alec Ramsden



Left: Geoffrey 'topping out' the 50th lock at Diggle. Photo: R. Gough



The Narrow Canal restoration drive has won its first funding from the National Lottery - without anybody having to buy a ticket.

News of the work being carried out on the trans-Pennine canal - the top waterways scheme in the country of course - reached the ears of the organisers of the country wide, pound a time flutter, and HCS Chairman David Sumner was presented with a cheque for £885 by presenters Anthea Turner and Gordon Kennedy when the seventeenth draw took place.

The donation was made up from the total of the winning numbers multiplied by five, and in addition to the cash, David was also presented with an 'I started the ball rolling' trophy for the HCS sideboard. Pity that somebody dropped it pre-draw, and sticky tape had to be found to make it presentable.

The draw was made in St Paul's Hall at Huddersfield University, and just as important as the cash - probably more important - was the massive free publicity for the restoration drive. Viewers were taken on a video tour of parts of the Narrow Canal, with David as presenter and

highlighting the completion date of 2002. That forecast, of course, could be brought forward if more Lottery cash is won for the 'Restore the Narrow' cause.

The Lottery cash will be earmarked for the planned new trip boat for Tunnel End - probably helping with the provision of a hoist for the disabled, a facility which has so far been missing from trip boats using the canal.

'Not quite the jackpot - but certainly a very useful contribution to the cause,' said David 'We shall be bidding for Lottery money under quite a number of the five funding headings, and we are very optimistic of a favourable response. We are, of course, looking for funding from a wide variety of sources, both in this country and from Europe. It would be nice if we could raise what we need and have the canal opened to through navigation by the turn of the century. Who knows. If one of our supporters drops the Lottery jackpot and has a couple of million ponds to spare, we have a wide range of schemes which could be completed.'

Alec Ramsden



Showing that his teeth compare with the best, smiling David Sumner, with trophy, is pictured with Kathy Staff of 'Last of the Summer Wine' fame, Anthea Turner and Gordon Kennedy. Photo: Huddersfield Daily Examiner



A well overdue report from the Membership Secretary and the now Chairman of the Society's Promotion Group. Yes, for my sins, I now wear an additional cap, so, to begin I will tell you about the achievements of the Promotion Group which meets on a regular monthly basis to plan the events, aside from Festivals, that you read about in the back copies of Pennine Link.

To commemorate the Bicentenary Year in 1994 we entered into a mass bulb planting exercise, planting daffodils in canal side plots on both sides of the Pennines. The bulbs have flowered again this year serving to remind us that the planter's efforts in late 1993 have again resulted in flowers along the towpaths.

The Society's twentieth birthday dinner last July was an enjoyable occasion for those who attended. The Promotions Group can never quite get to the bottom of why events of this kind tend not to attract the interests of members even if they live in a reasonable catchment area to a venue. Perhaps someone out there can enlighten us!

The Promotion Group's constitution, aims and objectives have been updated recently together with the Festival Committee's Terms of Reference. Copies of these are available from the HCS office on request.

A full programme of Festival events for 1995 have been organised, details of which you will read about in Pennine Link. The Festival Committees are always seeking help for these events, help from members who are willing to put in a few hours to lighten the load for those who tend to involve themselves year in and year out. The actual Festivals have increased in public popularity and subsequently have grown in size presenting a real need for additional pairs of hands. It would be grand to see some new faces on the organising Committee's so if you feel you could help out in any shape or form we would be delighted to hear from you. You would be made very welcome and what's more you may even enjoy the experience!

As Chairman of the Promotions Group I must thank Gay Quilter and the Sales team for a job well done during 1994 and for the repeat performance they are doing already this year. The Society's sales van takes a high profile at events up and down the Country, raising funds for the work we do and advertising the fact that we exist!

To conclude I will put on my Membership Secretary cap to report that during the 12 months up to the end of 1994, membership increased by around 100 which was good news. But, we must not lose sight of the fact that, for a wide range of reasons, members have failed to renew their membership. So, please spread the word and encourage others to join.

Regrettably we have found it necessary to recommend to the Executive Council that membership fees increase from 1996 due to the steady increase in the cost of printing and posting Pennine Link. We do recognise it is important to keep fees as low as possible but with expenditure reaching the stage where it will overtake income from Member's subscriptions we have a real need to address the shortfall.

May I thank the many Members who send donations with their membership renewals. They do help a great deal and are appreciated.

Here's hoping that this year I will meet even more of you who I know so well by name but not by face.

Mrs Jo Young

Building up to a very strange coincidence, as you shall see, I recently became the proud owner of a first-edition Imray "Canals and Waterways of Gt. Britain" published in 1939.

Fascinating stuff in itself but here's where the coincidence begins. In the map pocket at the back of the book, as well as the original map in excellent condition, were several sheets of duplicated paper. they comprised a 'brochure' for the Canal Cruising Co. of Stone and one of the boats listed was "Ailsa Craig", the same boat that Robert Aickman and company hired for the "Over The Top" story.

There was reference to a new book entitled "Canals and Waterways of Gt. Britain AND N. IRELAND" and Mr. Willy Wilson, head of publishers Imray, Laurie, Norie and Wilson and grand-son of the W. Eric Wilson DSO, who compiled the first edition, tells me that this

volume was published in 1950, two years after Aickman's voyage. So the boat survived!

It is curious that Aickman complained about the boat's reliability. In 1950 the owners state "a river boat, needs careful handling" - and, at the top of the season, hire the craft out at £17.10.0 (£17.50) per week!

Mr Peter Wyatt, the current boss of Canal Cruising Co. Ltd. - the grandson of the man who formed the company in 1947 (it was one of the first) was very pleased to hear of my acquisition and is looking forward to getting a copy - they have no records going back so far.

Shown below are some of the details, straight from the brochure - one interesting fact is that, in 1950, a week's mileage was limited to 108 and coupons were provided!

Ken Wright

CANAL CRUISING CO. LTD., STONE, STAFFS.

The enclosed map give little idea of the beautiful scenery these canals and rivers pass through and form part of. But it indicates the variety of country through which our cruisers can and do pass. Cruising on canals can be summed up in three words: peace, beauty, adventure. You may wonder, if you have never done so before, whether you can steer a boat, manage an engine and navigate a lock safely. But several hundred people have learnt to do so and they were please with their achievement and delighted with their holiday.

Hire Periods: A. April 1 to May 6 and Sept. 30 to Oct. 28
B. May 6 to June 3 and Sept. 16 to Sept. 30
C. June 3 to Sept. 16

(July 29 - Aug. 3 is canal repair week when some routes may be closed)

2nd Week: There is a reduction of 10/- a head for 2nd and 3rd weeks.

Extra Beds: A folding bed for an extra person can be put on all boats except Avon. 2 on Mancunian and 3 with Trent at £2 a head per week, £1 for a child.

Children: 2 children under 12 count as one adult if the basic charge is paid.

Deposit: The deposit quoted must be sent with a signed booking form. The deposit is not returnable if the booking is cancelled.

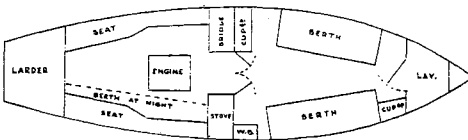
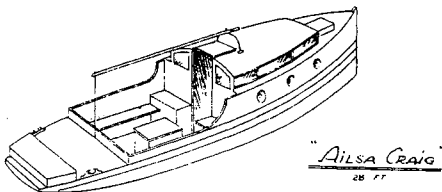
Patrol & coupons for 108 miles a week are supplied. It costs 16/- to 45/- a week.

Permits: A permit for the Trent & Mersey is included in the hire charge. Permits covering all canals and rivers (except Thames) cost:- one week 10/-, two weeks 16/-

BOATS: All cabin boats have Electric light, calor gas stoves, and Elsan lavatories. All, except Sorcerer, have Dunlopillo mattresses. Gas fires can be put on Mancunian, J.B., Angela, and Trent in April, Sept. Oct. at 10/- a week. The charge for cooking gas and minimum permit is included in the hire charge. The only item not included is petrol. Permits for other canals are optional.

AILS CRAIG: 28ft. x 7 ft. Draught 2'2". Sleeps 3. A single cabin cruiser with large well entirely enclosed at night by strong awning, kept rolled overhead. 2 beds in cabin, 5 ft. headroom, wash basin, water tank, cupboards. Folding bed in well and room for another. Steer by wheel or tiller. Engine top forms table in well. Morris Vedette engine. Self starter. A river craft, needs handling with care.

Period A. £13. B. £16. C. £17.10.0d.
Deposit £4.10.0d a week.



THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

- 2272 Mr & Mrs Rayner, [REDACTED]
- 2273 Mr & Mrs Bent, [REDACTED]
- 2274 Mr Wainwright, [REDACTED]
- 2275 Mrs Dean, [REDACTED]
- 2276 Mr Sewell, [REDACTED]
- 2277 Mr & Mrs Stafford, [REDACTED]
- 2278 Dr Russell, [REDACTED]
- 2279 Mr Williams, [REDACTED]
- 2280 Mrs Chambers, [REDACTED]
- 2281 Miss Brincombe, [REDACTED]
- 2282 Mr & Mrs Dilnot, [REDACTED]
- 2283 Mr Hopkins & Family, [REDACTED]
- 2284 Mr Ashworth & Family, [REDACTED]
- 2285 Mr & Mrs Hanton, [REDACTED]
- 2286 Mr & Mrs Sharples, [REDACTED]

SOLUTION TO LAST ISSUE'S PUZZLE

| | | £ | s | d |
|--------------|----------------|------------|-----------|------------|
| 1. | OLD BIKE | | | 1¼ |
| 2. | PIG | | 1 | 0 |
| 3. | LOCK WORKER | | | 1 |
| 4. | SINGER | 10 | 0 | 0 |
| 5. | LEATHER WORKER | | | 6 |
| 6. | ROYAL HEADRESS | | 5 | 0 |
| 7. | RULER | 1 | 0 | 0 |
| 8. | STONE | 14 | 0 | 0 |
| 9. | HAIR STYLE | | 1 | 0 |
| 10. | DISTANT OBJECT | | | ¼ |
| TOTAL | | £26 | 7s | 8½d |

SOLUTION TO CROSSWORD No 8 - ISSUÉ 112

ACROSS

1. Bancroft Basin 10. Harness 11. Replete 12. Bows 13. Bogie 14. Numb 17. Absence 18. Hanwell
19. Logbook 22. Rowboat 24. Acre 25. Seats 26. Plan 27. Inertia 29. Offence 31. Stanley Dawson

DOWN

2. Alrewas 3. Crew 4. Onshore 5. Tarnish 6. Amps 7. Ice Cube 8. Shobnall Basin 9. Newbold Tunnel
15. Snood 16. Snows 20. Garment 21. Keelage 22. Retford 23. Orlando 28. Ton 30. Few

WEST SIDE

Wednesday 9th August

Out & About on the Hartshead Infill section.

A guided tour of the works with Peter Rawson, Tameside Engineers.
Meet at the old railway line at Grove Road, Mossley, 7.45 for 8.00pm.

Wednesday 13th September

Out & About on the Diggle Flight to see the current state of restoration.
Meet at the Wool Road car park, 7.45 for 8.00pm.

Wednesday 11th October

General Meeting at the Tollemache Arms, Mossley, 8.00pm.

EAST SIDE

Venue for the East Side meetings is under review (see page 36);
members are welcome to attend West Side events.

BACK NUMBERS

THE FOLLOWING BACK NUMBERS ARE AVAILABLE FREE FROM:

John Maynard, 29 Thick Hollins Drive, Meltham, Yorkshire
Please send an A5 size stamped, addressed envelope (29p)

10, 22, 23, 24, 25, 26, 28, 29, 31, 32, 33, 34, 35, 36, 37, 38, 39
40, 41, 42, 44, 45, 46, 47, 48, 49, 52, 53, 54, 55, 56, 57, 58, 59
61, 62, 63, 64, 65, 66, 67, 68, 69, 71, 72, 73, 74, 75, 76, 77, 78, 79
80, 81/82, 83, 84, 85, 86, 87, 88, 89, 90, 92, 93, 94, 95, 96, 97, 98, 99
101, 102, 103, 104

*PLEASE NOTE THAT CERTAIN ISSUES ARE NOW REDUCED
TO SINGLE COPIES ONLY - SO, FIRST COME, FIRST SERVED!
ALSO, THE ISSUES LISTED ARE THE **ONLY** BACK ISSUES HELD,
PLEASE DO NOT REQUEST ISSUES WHICH ARE NOT ON THE LIST.*

ADVERTISING RATES

| | Per Issue | Per Year |
|--------------|-----------|----------|
| Quarter Page | £9.38 | £37.50 |
| Half Page | £18.75 | £75.00 |
| Full Page | £37.50 | £150.00 |

NEXT PRESS DATE

**Articles, letters, etc., for the
Summer 1995 issue of Pennine Link
should reach the Editor
by the 21st August 1995**