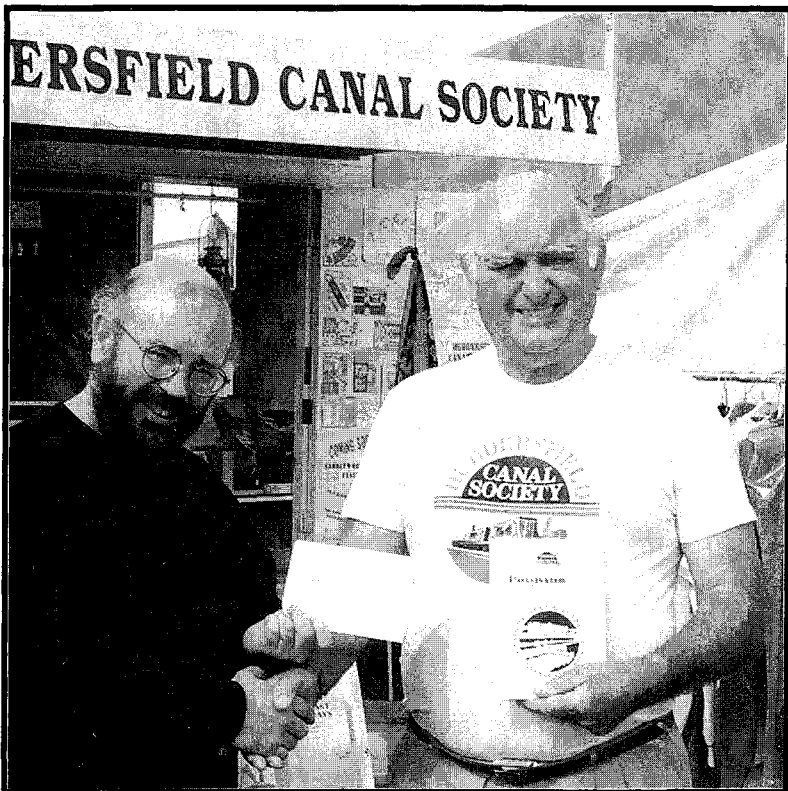




Pennine

Issue Number 114



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Front Cover: John Young receives a cheque for £100 from Canal & Riverboat Magazine's Editor, Chris Catrall, for Pennine Link once again winning the Tom Rolt Award. *Photo: Jo Young.*



How does one start?
 How tickled I am? How
 terrified I really am.
 What a responsibility.
 To take over editorship of
 an award-winning
 international magazine
 (well, *some* go abroad).
 And from somebody like
 Alwyn Ogborn, who has

always managed to produce something interesting and informative. Fortunately, Alwyn's right hand man has been our own Bob Gough who is still very much around, with the new title of Assistant Editor. He it is who will guide me through my first growing pains as Editor.

My dad, not being very original, always said '*leave well alone*'. That I am tempted to do, being basically bone idle but, on the other hand, 'a change is as good as a rest'.

Before I go any further into this game of proverbs let me tell you what I have in mind for future Pennine Links.

1. A Womens' Page - called 'The Distaff Side'; it is for *you*, ladies, to make it work. Anne (The Wife) is setting the ball rolling, but I want you to

take part by joining in the discussions or writing articles of your own.

2. Descriptions of the details of restoration in a nitty-gritty fashion.

3. More articles on canal users as well as canal restorers. We must start to get ready for a canal that 'works'.

4. Potted biographies of some of the people deeply involved with the Huddersfield Narrow.

5. A series of ecological items, flora, fauna (we have a regular Kingfisher sighting in Dobcross).

6. A new format for the restoration progress map.

Plus all the usual features such as Chairman's Report, Restoration Update, Festival News, Wife's Tale, Crossword, etc.

It's perhaps a forlorn hope, but can I plead with you to let me know what you think of our magazine? Producing it is a major effort, and rewarding in itself, but it would be nice to know that someone, somewhere would write us a letter, or an article, or just give me a ring and let fly!

All of our contributors are volunteers - there can never be too many.

Ken Wright



In my report to the Annual General Meeting in June, I emphasised the partnership theme in the restoration of the Huddersfield Narrow. Two applications featuring our Canal were made to the Millennium Commission. Both failed. Tameside MB included

the restoration of the Canal via the river route in Stalybridge in a wider regeneration package. The Society's bid with support from all the Local Authorities and British Waterways was also considered unsuitable for support. Our bid failed on 'technical and financial' grounds. Tameside's failed as it was not considered distinctive enough.

We decided to hear from the 'horse's mouth' the reasons for failure, so, with Derek Cochran and Steve Whitby, I visited the Millennium Commission in London to confirm the reasons for our failure, but more importantly to discuss the possibility of a re-application. It was clear that the bid for the Rochdale restoration, which by now may well be accepted, was not assessed by the same case officers as ours. Both the Rochdale Council Trust's bid and ours were very similar. Indeed, Oldham MB are the common link and both bids had the same theme, which included regeneration, as well as a vision to restore a monument to the Industrial Revolution and link East to West by navigable waterway.

I hope that the Rochdale bid succeeds. If the Millennium Commission can support this canal, then by supporting both they can create a unique 'Ring of Roses' and, no matter what the main intent of the Millennium Commission is, regeneration of large parts of Yorkshire and Lancashire will be a bonus. We are to bid again and our new bid will include Stalybridge in one

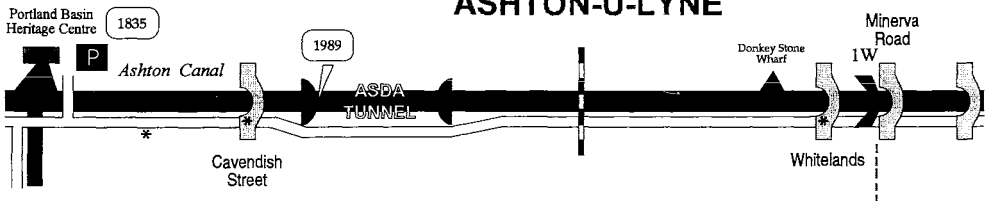
bid for the whole Canal. We are currently putting together a new vision for the Huddersfield Canal and we will have a few surprises for everyone when the application is lodged in November.

A fundamental part of any application for Millennium Commission funds is support from the Department of Environment and English Partnerships. We are very grateful for DoE and Derelict Land Grant aid to date, for aid from the new EP Agency and for help from the European Commission via ERDF grants administered by the Government Office for the North West. Should the Millennium Commission favourably consider our renewed application, I am sure that the aforementioned agencies will continue their support to ensure that the regeneration and greening of the Colne and Tame Valleys continues.

Following the visit by the Rt Hon Robert Atkins MP in June, we entertained Mr Chris Green, Chief Executive of English Heritage, to a trip along the Canal including, by courtesy of Ian Selby our British Waterways Manager, a trip into the tunnel. He was most impressed by the heritage value of the Canal and his staff are now assisting Keith Gibson and his team in an environmental and heritage audit of the Canal which we have commissioned. Simultaneously Ken Wright is assembling an up to date cost appraisal of all the remaining blockages - information which is essential for all future grant applications.

The visit by Chris Green and his brother, a railway employee and canal enthusiast, was brokered by John Sully whose 'treat' for the visit was another voyage into Standedge in the company of his wife. John and I are also railway enthusiasts and we would like to see a station at Diggle to assist the proposed tunnel trips and to bring more people to the Canal without their vehicles.

ASHTON-U-LYNE



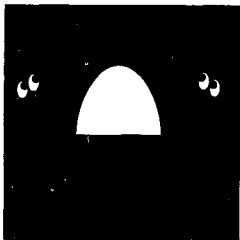
CHAIRMAN'S REPORT

Whilst all this 'bid mania' continues, perhaps rivalling the canal mania of the late eighteenth century, restoration and promotion of the Canal continues. Our new boat will be launched very shortly, the Canal channel to Stalybridge will be fully navigable this year, and in this 21st year of our Society, we can be justifiably proud of our success to date.

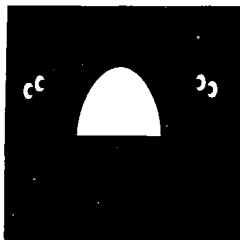
The Huddersfield Canal Society is proud to be part of the partnership to restore our Canal. The granting of a Millennium Commission award in 1996 would reward us all and reopen the Canal by 2001, which no one in authority dreamed possible when we were born in 1974.

David Sumner
Chairman

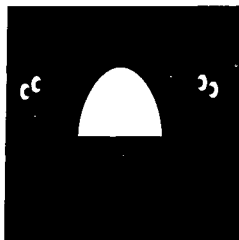
In Standedge Tunnel ...



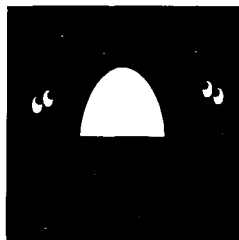
Awesome, isn't it..?



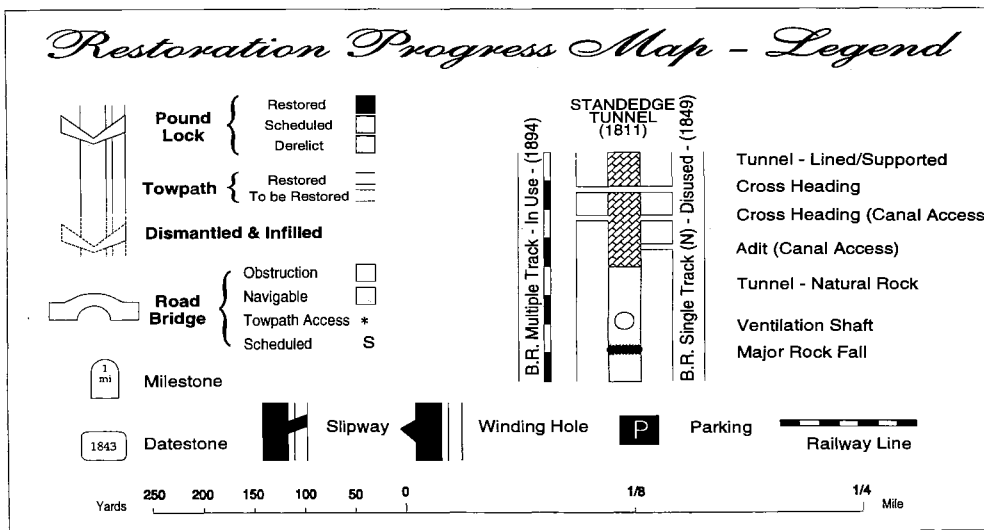
Got it at that film auction.



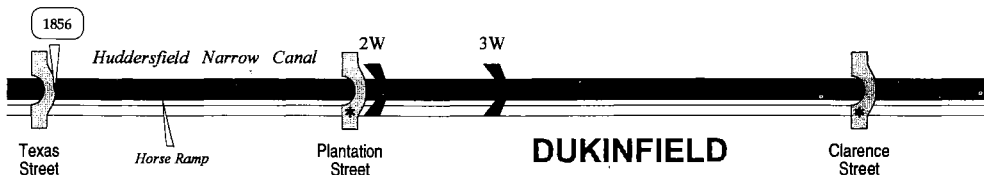
You know, Kubrick's 2001 ...



Awesome.



5



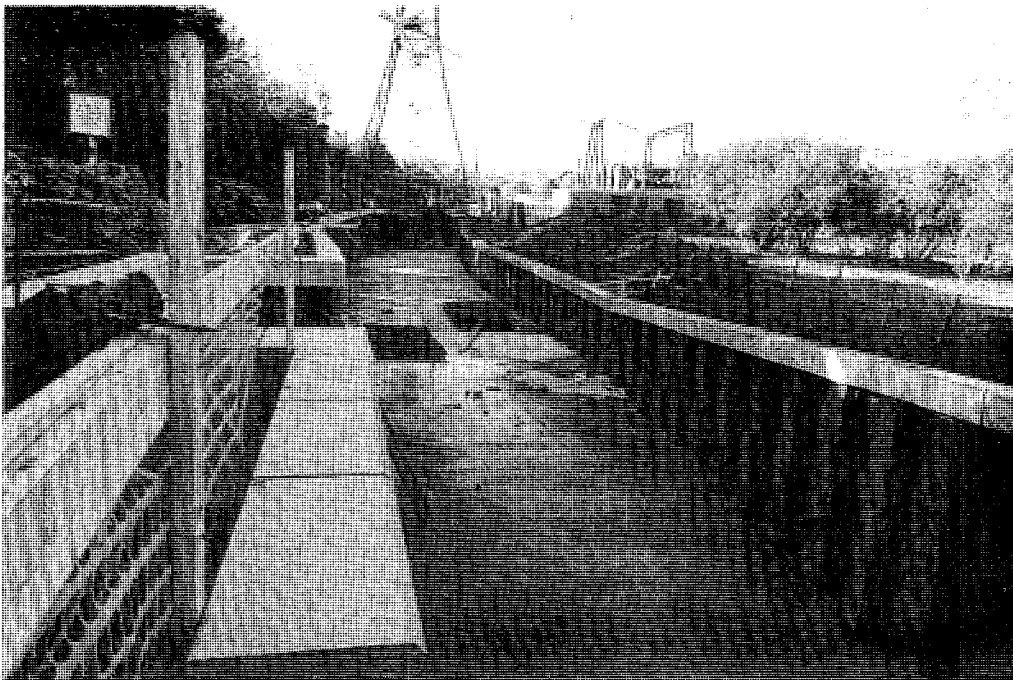
PROGRESS ON THE CANAL

Lock 1W - Staley Wharf

HCS Restoration Ltd Deputy Chairman (and new Pennine Link Editor) Ken Wright is showing his true colours, and the benefits(?) of early retirement by helping our

full time team as dredger driver. The first section, the newly built Staley Wharf, should be easy we thought - only a few inches of silt to remove to achieve the designed depth. But the

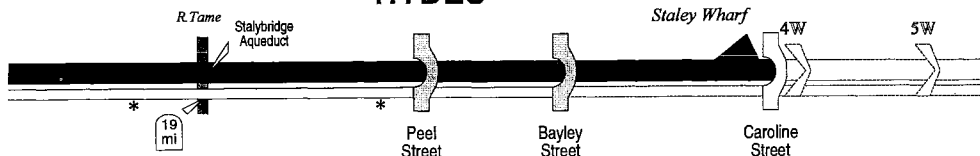
dredger bucket brought up hard-core not silt, and more and more hard-core! Water-based dredgers are designed to pick up soft silt, and not to grapple with hard lumps of concrete - so progress has been painfully slow. A huge mound of material has been built up alongside the new channel, awaiting removal to the nearby disposal site when contractors have prepared that site to receive the material. Meanwhile the bows of the dredger are beyond the new Bayley Street bridge and silt is being removed so, hopefully, progress can be faster. This section of the Canal is a Site of Special Scientific Interest, so the details of the dredging are to the approval of English Nature.



Work progresses a pace at the Hartshead section. The sheet piles, defining the new canal channel, have been capped with concrete, the channel is being excavated and the channel base cast *in situ*. The view is from Lock 8W toward the pylon.

6

HYDES



RESTORATION REPORT

Hartshead Infilled Section

Contractors Morrison Construction moved so quickly that my last piece was completely out of date by the time you read it - as shown by the photos taken at the last minute before going to press by Bob Gough. I hardly know what to say this time - I don't think the scheme will be complete when you read this, but if progress is maintained, it will not be far off!

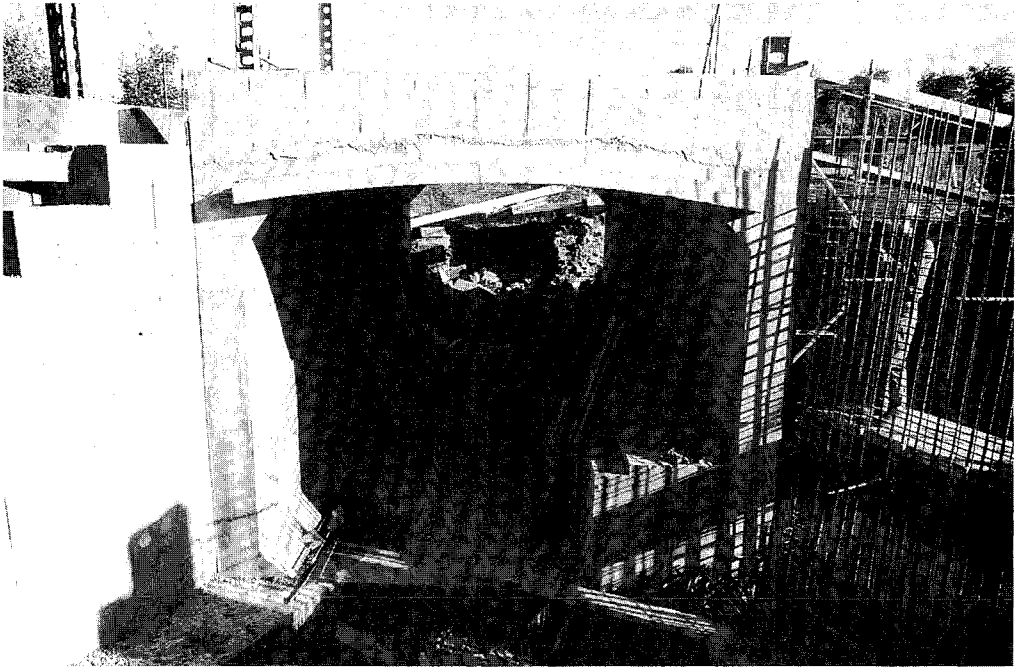
Lock 12W - Embankment

The embankment at Lock 12W has been removed and the area landscaped by Tameside Council under funding from a Derelict Land Grant.

Rather than press on with canal restoration, Lock 12W and the adjacent pounds will be closely monitored to ensure that the removal of the embankment has indeed cured the slippage problems experienced by this section of canal.

Diggle Flight of Locks

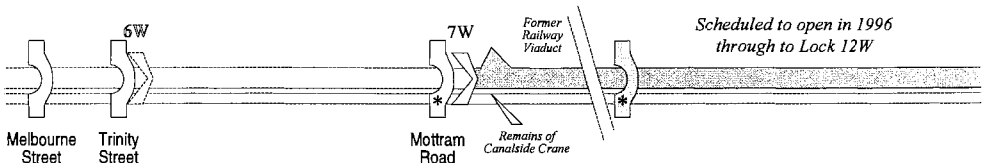
Since the last issue of Pennine Link, work has concentrated on the lower part of the Flight. We have completed the restoration of Locks 27 and 28W, and Lock 26W is almost complete. Lock gates have been ordered from British Waterways for Locks 25-28. Lock 26W presented us with a new problem - the paddle culverts were filled with concrete! Dredging is now completed down



The bridge culvert at Grove Road. The culvert, with integral towpath, is being cast *in situ* and in common with other recent road bridge projects, will be faced with reclaimed stone giving a sympathetic appearance to the finished job.

7

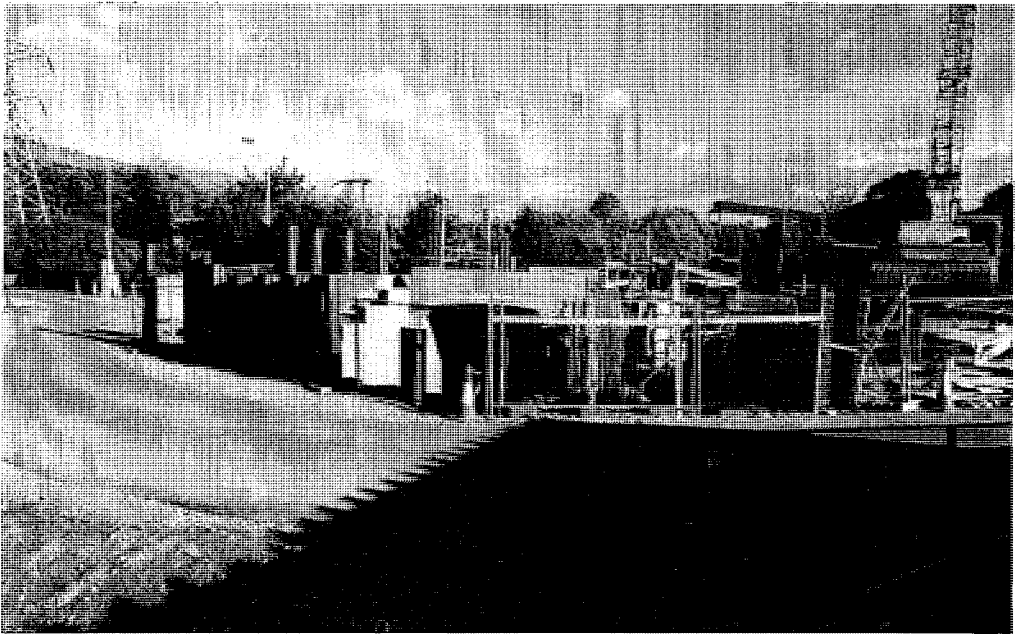
STALYBRIDGE



to Lock 25W, and work is taking place in the bottom pound of the Flight between Locks 24 and 25W, which has presented HCS Restoration Managing Director Steve Whitby and the lads on site with one of the most puzzling problems we have had to deal with. My suggestion that we used our dredger was immediately dismissed - where could we crane it into the Canal? - and, anyway, it was working under contract to Tameside Council in Stalybridge. Large land-based plant was also out of the question because there was no road access to the site. In the end, it's a case of using small plant and moving silt in several operations back up the pound - very time consuming and very costly; but

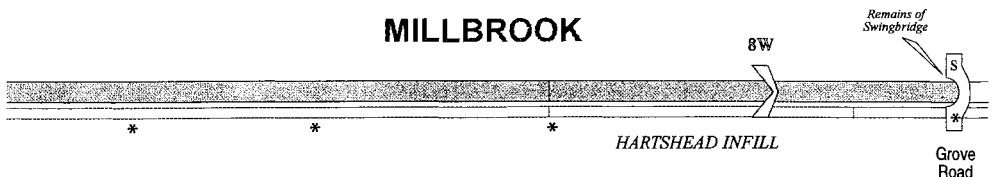
there seems no alternative. Whilst all this has been happening, the towpath has been restored down to Lock 28W.

We have had occasional problems with vandalism on sites, but nothing like the problems here in an apparently quiet rural location. Two acts in particular stand out. First of all the paddle gearing on the site was dismantled and the gears smashed - which will cost several thousand pounds to replace. Secondly, and potentially much more serious, a channel was cut through the offside wall of the Canal at water level, then the bywash of the lock below was blocked to raise the level in the pound causing water to be diverted into the Shaw's Pallets factory. Luckily



This view at Grove Road shows the substantial increase in road level that will be required to accommodate the bridge culvert; the road has been temporarily diverted to the foreground.

MILLBROOK



RESTORATION REPORT

only minor flooding of the site took place, and the damage was minimal, but it could have been much more serious. Neither of these acts was the work of minutes - more like several hours by somebody who came equipped to do the job. Whoever carried out these acts knew something about canals and water flows and, potentially, put lives at risk. Although a small minority of people is inevitably opposed to change and the restoration of the Canal, the motive is a mystery, and the Police have been unable to find the person responsible.

Locks 23 - 24E

Work continues in Slaithwaite with the slow task of raising the towpath washwall between the two

locks to the level of the tarmac road behind. The new concrete retaining wall to the road to the Manor House and car park below Lock 24E has been constructed.

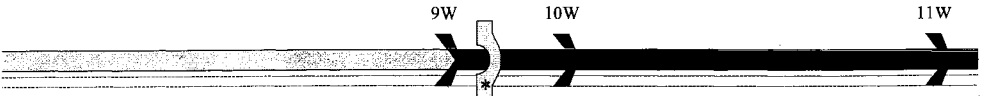
FUTURE GRANT BIDS

I reported at some length on the development of a funding strategy to complete restoration of the Canal in the last issue.

Since then, the Huddersfield Narrow Canal Joint Committee and the Rochdale Canal Trust have been invited to develop the joint bid for Regional Challenge European Regional Development funds further - a task masterminded by Oldham Planner Nick Andrews as his last service to the



The embankment adjacent to Lock 12W has been removed and the resulting landscaping works blend well into the local topography.



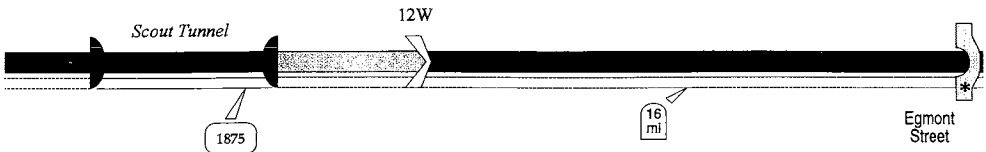
Huddersfield Narrow before moving on to a new job. This bid for the western parts of the two canals, which have been called the 'Ring of Roses', has to be seen as an imaginative use of the potential grant regimes. Interestingly, Kirklees and Wakefield Councils have also been asked to provide more details of their Regional Challenge bid for improvements to the Huddersfield Broad Canal, the Calder and Hebble Navigation and their environs. Whether either bid will succeed remains to be seen, as does the percentage grant that might be offered. It's a shame, however, that the eastern side of the Huddersfield Narrow is not eligible for this grant.

The two bids for Lottery funding from the Millennium Commission by Tameside for Stalybridge Town Centre, and by the Society for the completion of the remainder of the Canal, failed at the second hurdle. The Society and our local authority partners have become very experienced at bidding for various grant regimes but the truth of the matter is that the HCS bid was inadequate. It's not the project that is wrong - simply that we failed to give the Commission faith that we could deliver the project by the millennium. The similar bid prepared by Rochdale Council for the Rochdale Canal Trust was possibly more successful in that the Rochdale



The new concrete retaining wall to the road to the Manor House and car park below Lock 23E, Slaithwaite.

SCOUT GREEN



RESTORATION REPORT

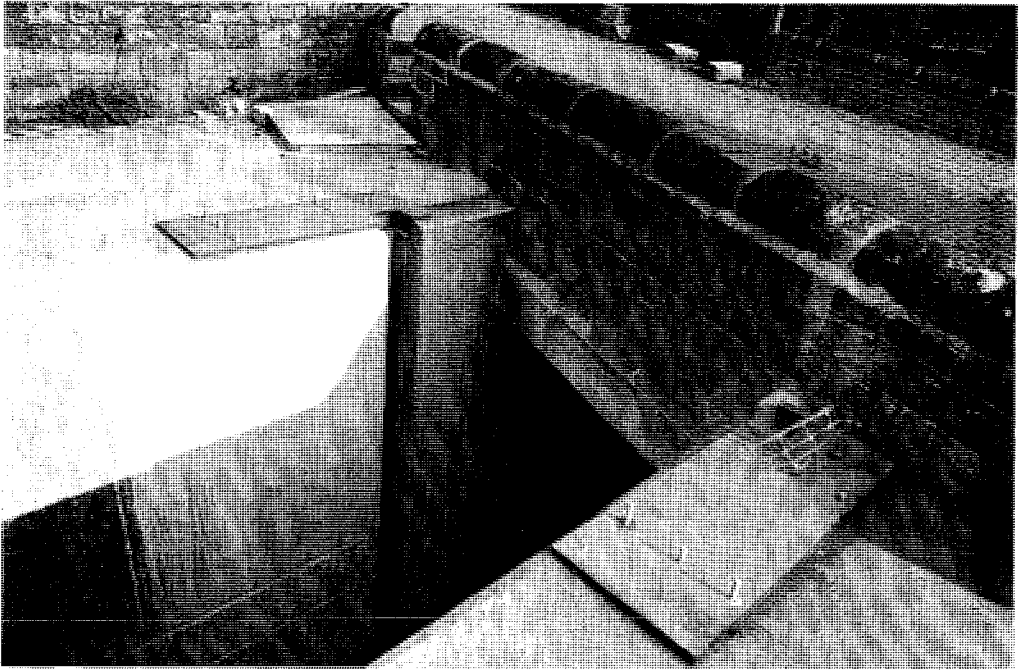
Canal is a short-listed scheme - which is pleasing to report. But it has become apparent that a short-listed scheme is far from an approved scheme, and the Rochdale Canal Trust have still to prove that the project is achievable by the year 2000.

Although not successful so far, the exercise has been useful in showing the level of information that Lottery funding agencies require. Officers of the Millennium Commission, the Department of the Environment and English Partnerships have all given very helpful advice in discussions with British Waterways Regional Manager, Derek Cochrane, David Sumner and Steve Whitby.

English Heritage have also given very constructive advice following a visit to the Canal by Chief Executive, Chris Green, who is very supportive of our case. As a result, a great deal of work is currently taking place prior to any future bids, partly by officers of the three Local Authorities, partly by British Waterways, partly by the Society (where David Sumner, Steve Whitby, Mike Thompson, Bob Gough, Ken Wright and myself all have roles to play), and partly by consultants.

I could probably fill the magazine on this topic - but now is not the time! Watch this space!

Keith Gibson



Mounting plates for the guillotine gate at Lock 24E, Slaitwaite; or maybe rather big stop plank grooves for the latest in do-it-yourself lock gates - a plank at a time to adjust your water levels! Photos: R. Gough

11

BOTTOMS

MOSSLEY





A year of 'remarkable achievement' in the campaign to restore and re-open the trans-Pennine Huddersfield Narrow Canal was reported by Councillor Jeff Brierley (Tameside) when he was elected chairman of the Huddersfield Narrow Canal Joint Committee.

'We have seen solid moves forward with more and more people and organisations recognising the value of restoration of the Canal in terms of job creation, provision of amenities and environmental transformation,' said Councillor Brierley.

'Work is being carried out at several places including the Diggle flight of locks, and a notable milestone was reached with the completion of the ambitious Staley Wharf scheme which has taken restoration to the outskirts of Stalybridge.'

Councillor Brierley said commitment to restoration was now widespread and had included the then Environment and Countryside Minister, Robert Atkins, who had seen for himself what had been achieved - and also what needed to be done to make the 20-miles long Canal navigable again.

But he also sounded a cautionary note. Restoration was costly and although the point of 'no return' had been passed in the re-opening campaign, winning funding would probably be more difficult in the future.

The government's Derelict Land Grant scheme had been the major fund provider. But this had now been scrapped and replaced with schemes which might not be as sympathetic towards canal restoration projects.

'We shall continue to explore every avenue to find the money to finish the job and I appeal to the government to give us all the help possible. We have gone so far down the restoration road that there can be no turning back,' said Councillor Brierley.

It is estimated that completing the restoration project - now the country's number one waterways scheme - will cost another £20m and restorers are on target for a 2002 opening, if the funding continues to flow. The most expensive single project will be the restoration of the Canal through Stalybridge.

This will mean a diversion into the River Tame, and this major engineering scheme is estimated to cost about £8.5m. *'Expensive, but as in-depth investigations have shown, very worth while in terms of the spin-off benefits,'* said Councillor Brierley.

Councillor George Speight (Kirklees), was elected deputy chairman.

The Joint Committee consists of representatives from Tameside, Oldham and Kirklees Councils, British Waterways and Huddersfield Canal Society.

Alec Ramsden
Press Officer

WOODEND

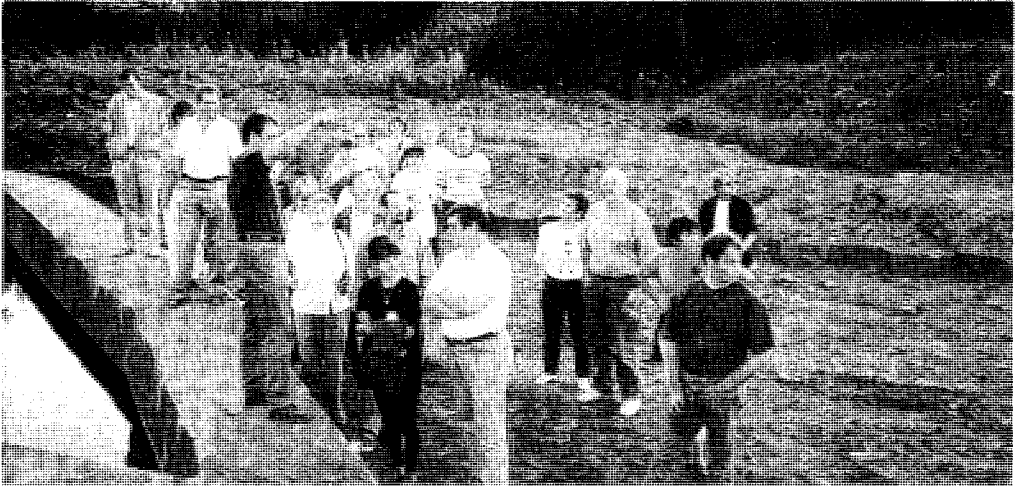
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ROACHES

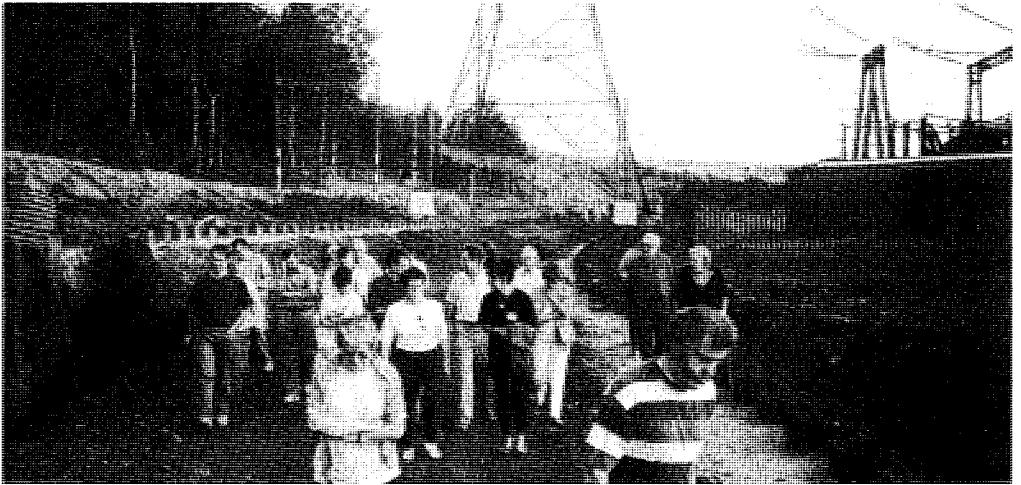


Back in August this year, the West Side social meeting was out and about on the Hartshead infill section.

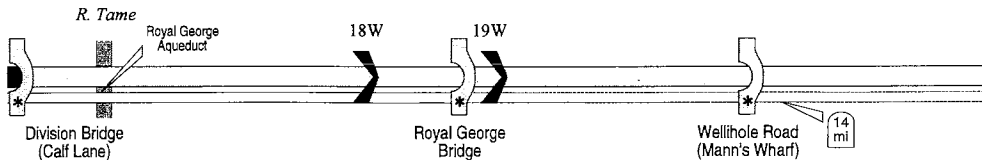
Above: Pete Rawson, Tameside Engineer, describes the work in progress to an appreciative

crowd. A crowd also appreciated by the midge population!

Below: Part of the 30+ crowd who turned out for the meeting. The 'pylon route' is clearly visible at this early stage. *Photos: K. Wright.*



13





The Society's construction branch, HCS (Restoration) Ltd., is working for Tameside Council clearing the Canal from Stalybridge down to Ashton. The dredging fleet is owned by the Society, the discharge machine is on hire.

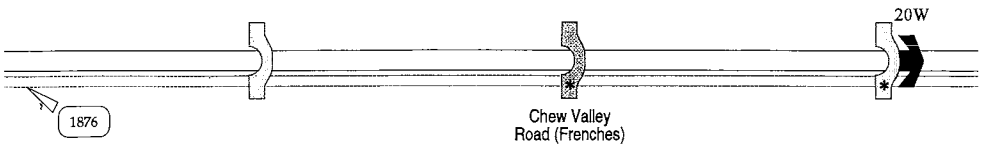
Left: Ex-Waterways spudleg dredger 'Pollard' loads into a mud hopper (30 ton load when full) as tug 'Ashton' waits to tow it away.

Below: One of the lumps removed from the bottom, solid concrete weighing about 1/4 ton. The usual dredgings are fine (very black) silt containing the accumulated rubbish of more than 100 years.



SHAW HALL BANK

GREENFIELD

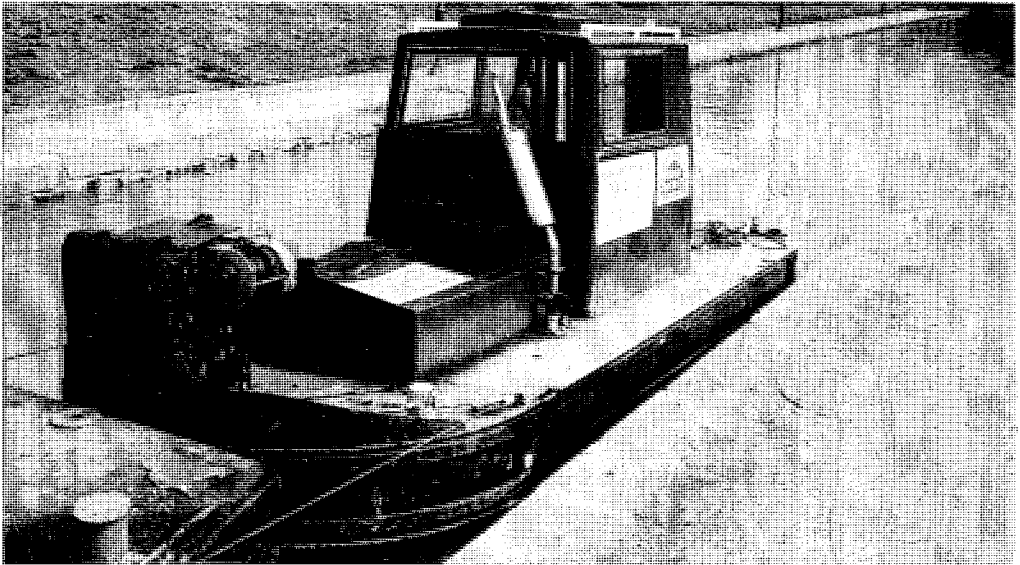


Water Based Dredging

Right: Tug 'Ashton' backs off with the hopper. Under normal conditions (with enough water width for manoeuvring) the tug would always push.

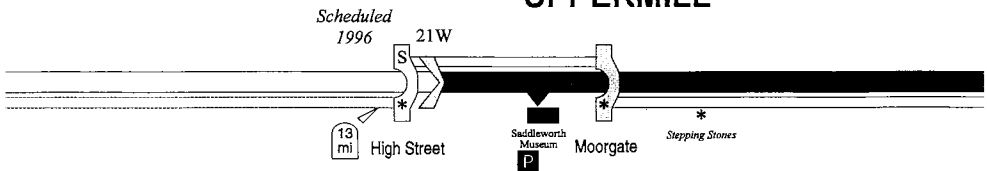


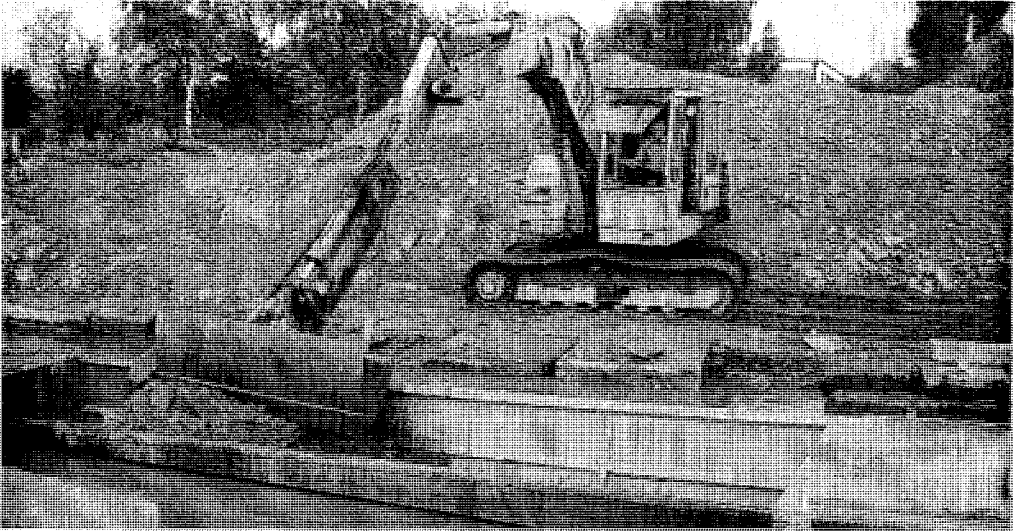
Below: 'Ashton' locked on to the hopper by winch and steel wire rope. This 'tug and butty' arrangement is similar to that on the Society's new trip boat, currently being built for Marsden.



15

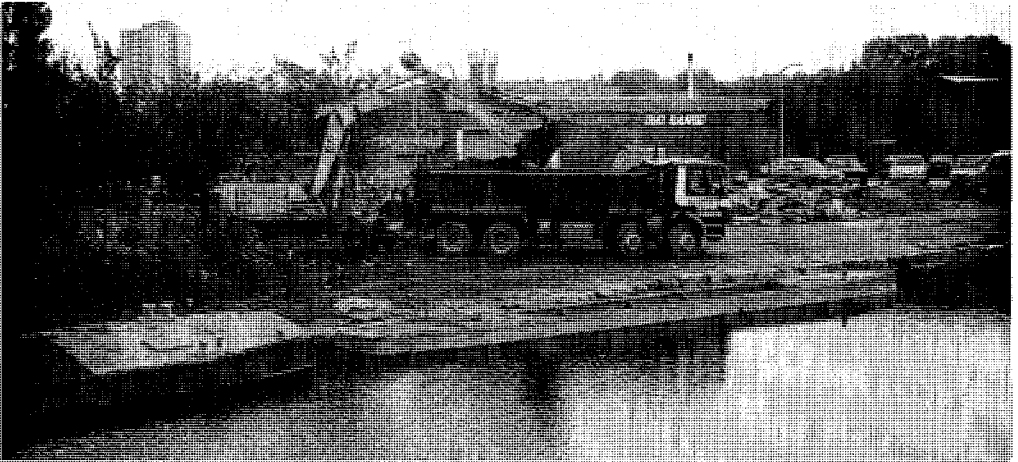
UPPERMILL



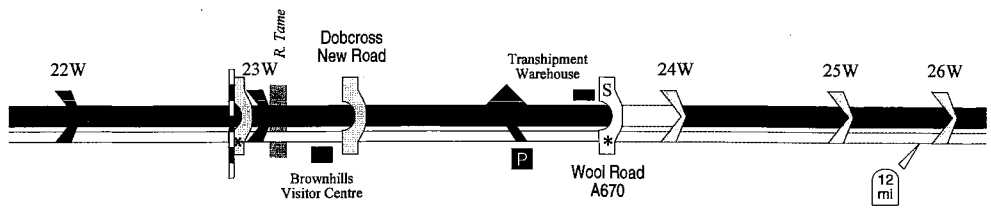


Above: The hopper arrives at the discharge site and is emptied by our expert plant operator, Ken Williams. The miniature mountain behind him awaits transport to a tipping site.

Below: A procession of large tipping lorries takes the spoil away. *Photos: K. Wright*



16



By kind permission of our local press, we begin what we hope will become a regular feature in reproducing articles and pictures on the Narrow.

This Issue, Tom Rolt Award again, Diggle vandalism and a happy event at the Wool Road Transhipment Warehouse.

Magazine's prestige award



MAGAZINE editor Ken Wright (right) and his assistant Bob Gough pictured with the award certificate.

A winning chair for new editor

Alwyn, who is vacating the editor's chair after eight years, said: *'It's been a happy, but challenging, task and I hope that our reputation for producing an interesting, quality product will be maintained.'*

He had a special pat on the back for assistant editor Bob Gough, who does much of the donkey work of design, layout and typesetting.

Plink first won the prestigious award in 1984, under the editorship of housewife Sue Gibson. When she retired, there were several temporary editors before Alwyn took over.

The magazine has been transformed from a simple, duplicated news sheet into a sophisticated, highly informative periodical, packed not only with waterways information - especially about the Huddersfield Narrow Canal restoration - but also features and competitions, with colour introduced.

The new editor is Ken Wright, of Dobcross, who congratulated Alwyn on bowing out in winning fashion. *'It makes it even harder for me as the new boy,'* he said. *'I have a high standard to keep up. All I can promise is to do my best.'*

Article and Photo: Oldham Evening Chronicle

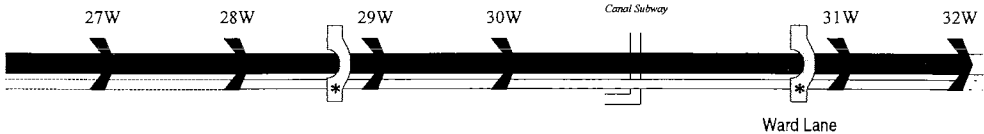
The Huddersfield Canal Society has carried off a top waterways award again.

Pennine Link, its magazine, has won the Tom Rolt award, plus a prize of £100, for the best periodical produced by voluntary waterways organisations.

Affectionately known to HCS members as Plink, the magazine - printed by Hirst, Kidd & Rennie, publishers of the Oldham Evening Chronicle - has won the award three times in four years and editor Alwyn Ogborn, of Lees, reckons that it would have been a clean sweep, but for an administrative slip-up.

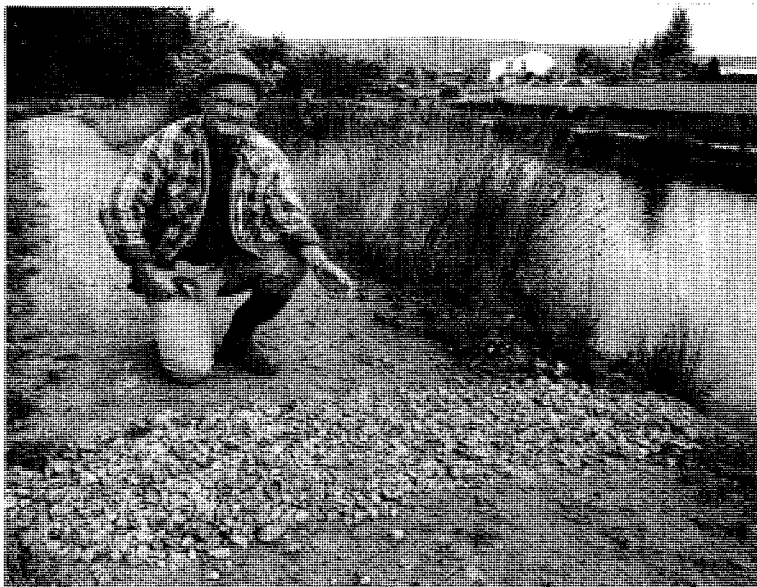
Diggle Flight (25W-30W)

DIGGLE



Ward Lane

Canal restorer's fight against 'premeditated' vandalism



MALCOLM BRADDOCK points out the trench cut across the towpath

SABOTEURS are hampering canal restoration in Saddleworth, having launched seven major attacks in seven weeks.

Diggle has been the target six times and the latest incident posed a dangerous flooding threat to the village.

Oldham Council has received a £650,000 grant to restore the Diggle flight of locks and the damage done has led planning officer John Rooney, of Oldham Environmental Services Department, to

make a plea for information about the wreckers to be given to the police.

'This is not spur-of-the-moment vandalism. In some cases spanners and other tools had to be carried. They were determined attacks and seemed to be premeditated,' said Mr Rooney. *'Graffiti has included references to a canal phantom.'*

The first serious incident, in July, saw water released from the canal and a series of lock pounds left empty. A similar incident four days later saw water released from two locks near Ward Lane.

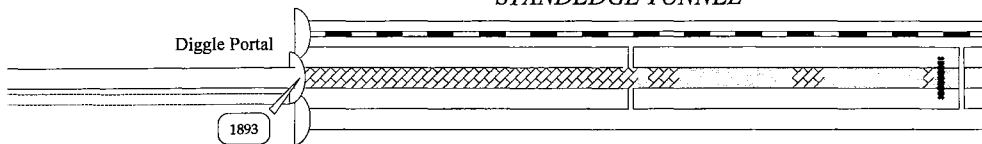
Winding gear from the same two locks was dismantled in the next attack, with water released from two others, flooding an adjoining area. The month ended with a solitary incident at Greenfield, when a lock was opened, emptying a half mile stretch and leaving fish floundering in an inch or two of water.

Water was released from three lower locks in the first August incident, causing the canal culvert at Wool Road, Dobcross, to become blocked.

Two weeks ago nuts and bolts were removed from two lock ladders and the ladders bent so badly that they will have to be replaced.

18

STANEDGE TUNNEL



Potentially the most dangerous incident was on Thursday last week, when the overflow to the lock near Ward Lane was blocked and a trench dug across the towpath, causing flooding to part of the adjoining valley.

'Potentially, it was very dangerous. If it had not been noticed it could have caused severe flooding,' said Mr Rooney.

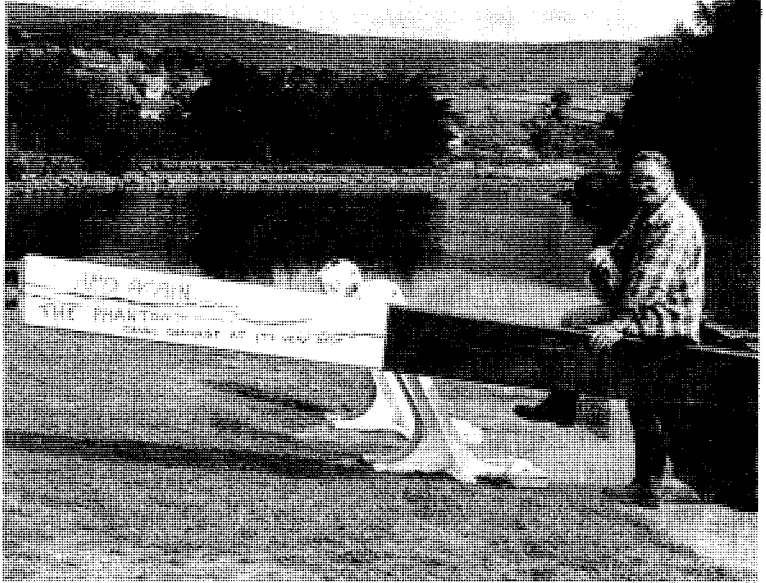
Appreciated

'Until now there has been very little canal vandalism and local people really appreciate being able to walk in an attractive canal-side environment. This sets back the work to make the canal navigable. It is really unfortunate.

'I would appeal to anyone who sees or knows anything about such acts of vandalism to contact the police on 0161-624 0444.'

Huddersfield Canal Society restoration foreman Malcolm Braddock, who has charge of the Diggle operations, warned: *'If things continue someone will get seriously hurt.'*

He pointed out that the trench across the towpath was 1ft wide and 2ft deep and would have taken two men 90 minutes to dig.



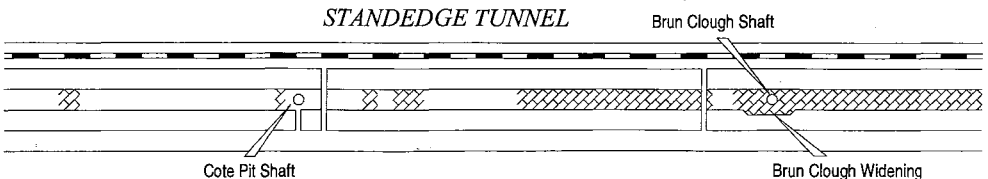
MR BRADDOCK and a lock gate badly daubed with graffiti

Destroyers who endanger many

'Stone had been washed 20 yards down a public footpath,' he said. *'But there is a pedestrian tunnel below the towpath. What if it had collapsed as people were walking through?'*

'Once you make a breach, water, if there is sufficient head, will cut its own channel. At first this was a nuisance, now it is becoming a serious business.'

Article and Photos: Oldham Evening Chronicle



Pennine
LINK

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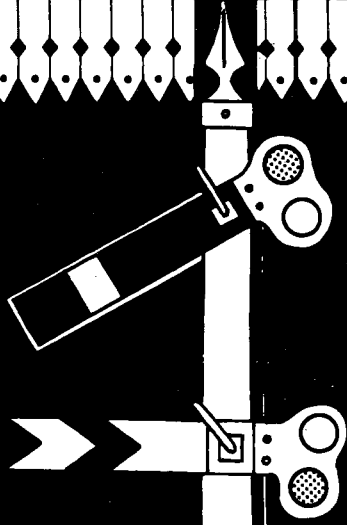
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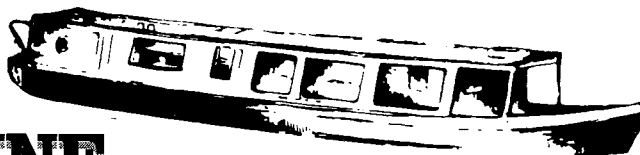
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Rachel Gartside, the bride's actress sister, recites a Shakespeare sonnet to the happy couple.



Mark and Jane (now both Roscoe) face the crowd after the ceremony performed by humanist celebrant, Mr Chatterton. Half of the guests enjoy the event from the moored boat - loudspeakers on the boat relayed the sonnet and poems, the vows and the accompaniment by a string quartet.

STANEDGE TUNNEL



White Horse Widening

Judy Widening

'Get me to the Transhipment Warehouse in time!'

Jane and Mark tie the knot in a warehouse

A UNIQUE humanist wedding took place at the old Transhipment warehouse alongside the Huddersfield Canal at Dobcross on Saturday (26th August 1995).

Dance teacher Jane Gartside and car salesman Mark Roscoe first exchanged vows at Oldham Register Office the previous day, to comply with the law, without guests.

But in their eyes the real wedding was next day, when a humanist celebrant conducted the first ceremony of its type in the warehouse, with the majority of nearly 100 guests arriving by canal boat.

Jane (22), of The Shaws, Uppermill, and Mark (25), of Oldham Road, Grasscroft, who arrived in more conventional style, by limousine, do not have strong religious views, and did not want to marry in church, but thought that a register office ceremony lacked style. *'We decided that the transhipment shed was ideal,'* said Jane.

Afterwards the party moved on to Oldham Golf Club, because the warehouse has only a small kitchen, and could not provide a reception for so many people.

Article: Oldham Evening Chronicle.

Photos: A. Wright.

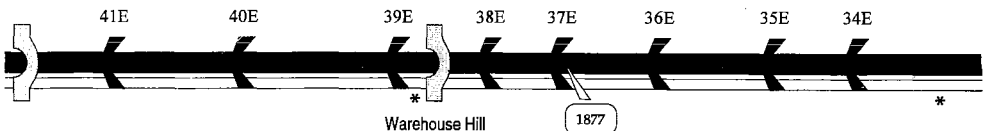
The 'shed' is available for hire. Contact the Editor, who also happens to be the centre manager, on 01457 873599, for details.



The only wet day in a very long, hot, summer failed to dampen the spirits on what turned out to be a memorable occasion.

23

MARSDEN



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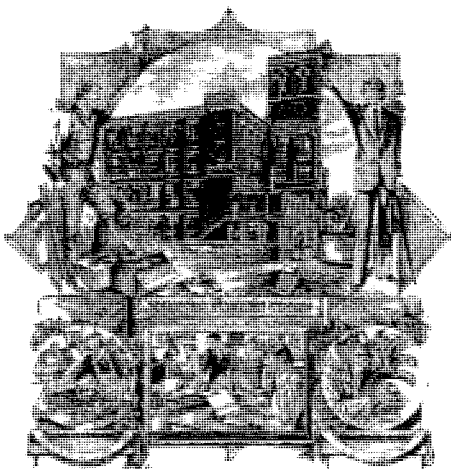
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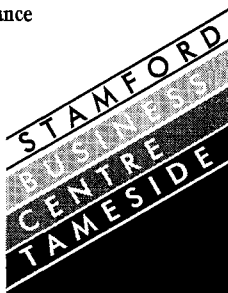
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And now, of course, there are our two boats on the Rochdale - come and see how the competition are doing!

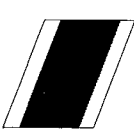
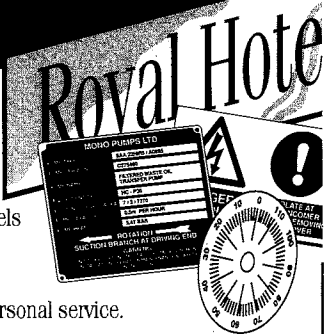
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Well, here it is! After several years of utter frustration we eventually got round to doing the Cheshire Ring!

If you remember we actually got as far as 'the day before' on one occasion, when the hirer rang to say that the boat had blown up and would we go on the Leeds & Liverpool instead!

1991 is the year and it is Easter-time. The boat is Alvechurch's Meadow Pipit, top of the range and brand new from the Boat Show - we are the first hirers. Is that a good thing? We shall wait and see.

DAY 1 SATURDAY

Sailing Time 4pm - 7pm and several hiccups!

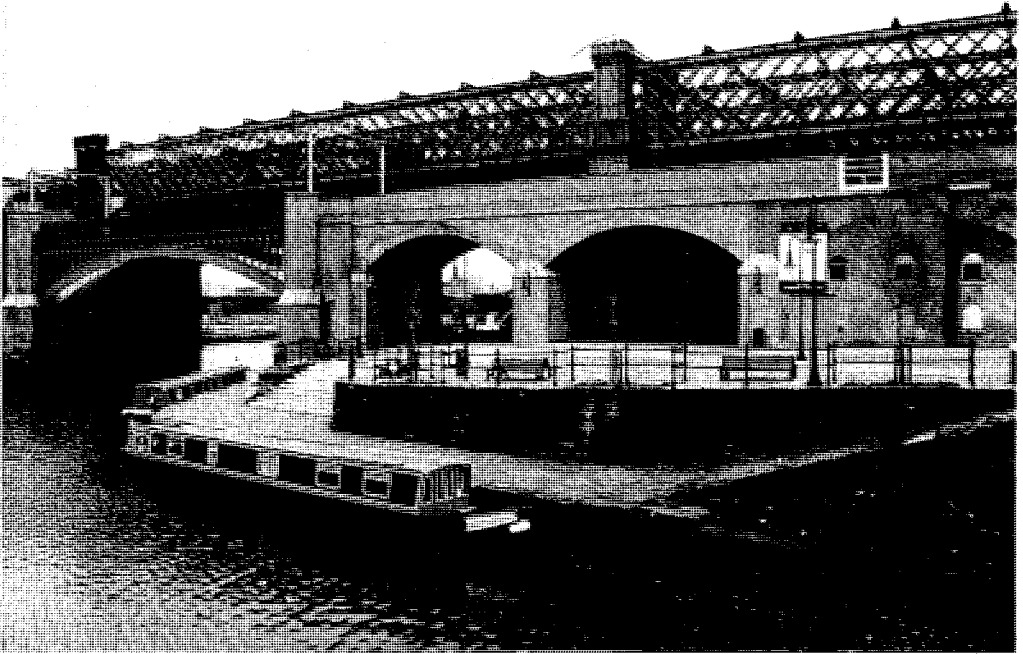
Weather - Overcast

Destination - Lymm (finished up at Preston Brook)

Distance - Best Laid Plans! About 5 miles.

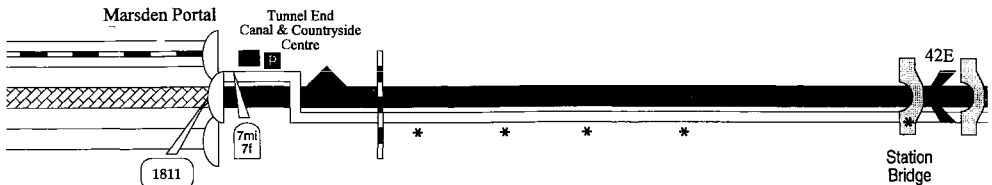
No. of Locks - NIL

The crew on this trip are Anne & Ken, son Simon and girlfriend Dena - and William of course, still alive and kicking (but not very high) at this time.



Meadow Pipit at Castlefield, Manchester

26



The Wife's Tale - Part 26

Very welcoming reception at Anderton - pleasant foyer in modern building with what looks like a nice dining-room and bar. Alvechurch do it properly! HE had a beer, I had a coffee in the reception area. Bought an up-to-date Pearson and a couple of canal horse brasses for our collection. Got to the boat at 3pm-beautiful and so new! Scared of scratching the paintwork. Semi-trad stern, 2 fixed doubles - small and large interchangeable dining tables and four easy chairs - comfort indeed. Inventory very good but not too sure about the galley layout, will see how we get on. But, why oh why, isn't the galley at the back? You will know that I'm a bit paranoid about this when you read my article elsewhere in this issue, on the first 'Distaff Side' page.

Set off at 4pm after Ken had dashed into Anderton village for a chicken, to replace the one I had forgotten! And he went quite willingly. Obviously by this time Simon and Dena had also arrived.

We got as far as Anderton Lift when smoke started pouring from the engine. Quick shut-down and Ken and Simon walked back to the yard for the fitter. He came and filled the header tank with water and we were away again. Apparently, not only was the boat new, it had only done any real distance on the back of a low-loader and the engine had never got hot before! Thankful for Simon's quick nose we set off again, even later, the itinerary having already gone to pot. We kept going until dark, at 7pm, and moored about a mile short of Preston Brook tunnel - not a pub in sight - what a first day!

Anyway, we feasted on pizzas and chocolate cake with plenty of wine and coffee - kept the on-board generator going to work the coffee filter - there's posh! Even though the TV (colour, of course) was working - those of you who 'boat' will know what a rare treat that is - we listened to Gounod's 'Faust' on the radio. Very pleasant. Bed at 10.00 to read and write

the log. Re-planned the route timing. Let's hope nothing else goes wrong. Boat seems a bit sluggish. Perhaps underpowered but Ken and Simon will check the weed hatch before we leave tomorrow. William has had a great day - there is a special shelf on the semi-trad stern for him to sit on.

DAY 1 SUNDAY

Sailing Time - 8.30am to late!

Weather - Cloudy but dry, sun early evening.

Destination - Manchester, if possible.

Distance - 30 miles (on the flat!).

Locks - 1.

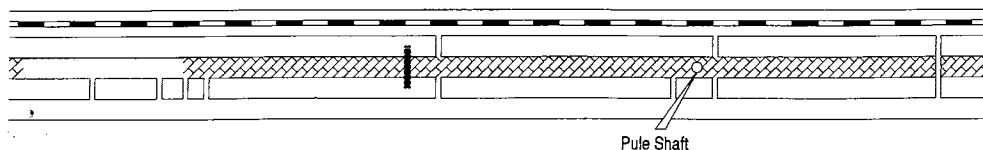
We had a rotten night thanks to Ken who couldn't sleep - the boat kept 'bottoming' and the noise echoed through the hull. Up at 6.45 and then remembered to put the hour on! Simon just up as we got to Preston Brook lock, the infamous stop lock with a rise of one inch if you are unlucky! Onto the Bridgewater Canal (from the Trent & Mersey) and then a long, familiar and fairly boring ride to Lymm. Moored up and went for a walk round the village and to the Bull's Head for a pint and a sandwich.

Continued our way past Dunham Massey (National Trust) - looked v. busy. Moored up at Sale for dinner - chicken and veg. for us (veg. loaf and veg. for our two vegetarians) followed by hot cross buns - oh, yes, I remembered the Easter Eggs and gave those out - v. welcome. HE told us the story of Manchester University Boat Club and their concrete skiff - AGAIN! Decided through dinner to go on into Manchester, risking vandals and all sorts of nasties we had heard about, and moor at Castlefield Junction ready for the Rochdale 9 in the morning.

What a filthy canal - picked up lots of plastic round the prop through Stretford and stopped to sort it out. Good view of Salford Quays and the

27

STANDEGE TUNNEL



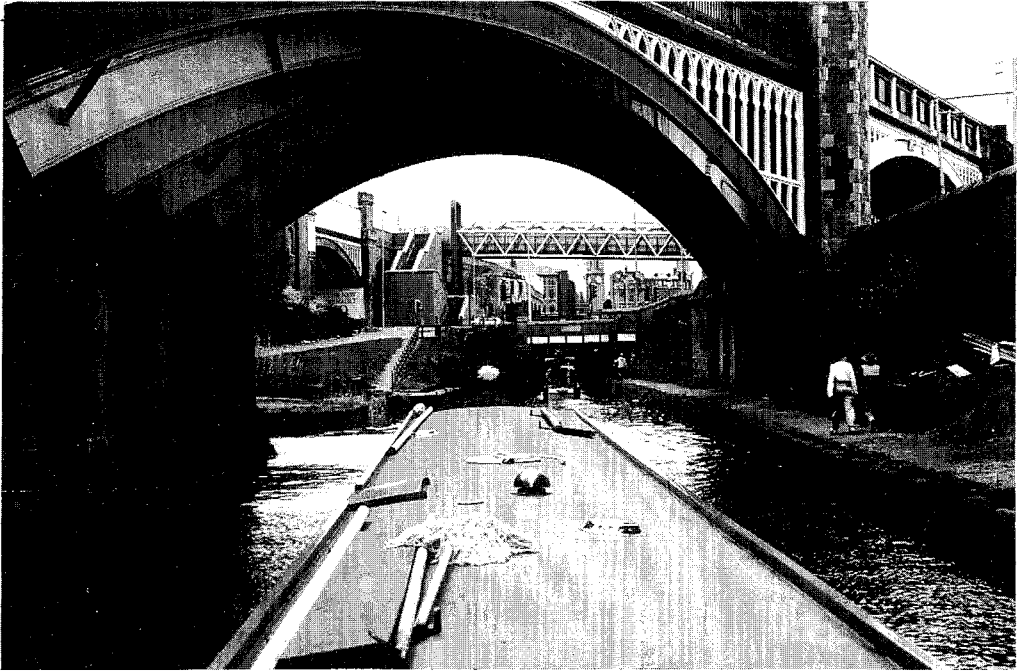
redevelopment - very few boats about - arrived at Castlefield.

What is all this? Our memory of Castlefield was a few shots from the TV series "Travelling Man" with Leigh Lawson. Dark, satanic mills and dirty water. Not a bit of it. Castlefield is transformed. Although Ken & I have known Manchester as 'our city' for ever in Ken's case (and second only to Bradford in mine) neither of us had ever been nearer to Castlefield than the odd exhibition at City Hall.

Now Manchester Development Corporation have been at work for some years. The area is a

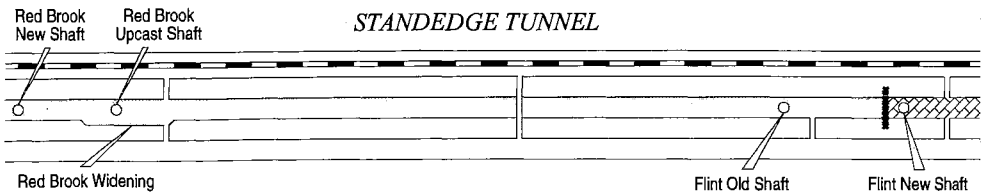
modern, light, well designed commercial, tourist, hotel, museum etc. area with high class residential accommodation and a couple of super pubs. And all around a smartened up canal complex left intact. Wonderful! Even by night it was awe-inspiring. And within easy walking distance is the incredible Museum of Science and Industry, a monument to the now defunct Greater Manchester Council. Also the Granada Tours experience with the real Coronation Street, and wonderful Roman remains that look as if they were built yesterday - no, they weren't!

We were so impressed we took lots of photos at night and promised ourselves another look round



An unfamiliar view of Manchester, looking up the 'Rochdale Nine'

STANEDGE TUNNEL



The Wife's Tale - Part 26

in the daylight tomorrow. We have been back several times since that day and never fail to be impressed by the latest improvements.

Needless to say our fears about vandals etc. were allayed. We were in a modern, well-lit mooring, very quiet and peaceful although feet away from major railway lines. Next to us was another Anderton boat, also going uphill, so we arranged to lock with them tomorrow. Stayed on board for drinks and TV. (A note in the log says 'we must come to the Science Museum some other time'. Yes, we must!)

DAY 3 MONDAY

Sailing Time - 9am - 6pm

Weather - Overcast and v. dull.

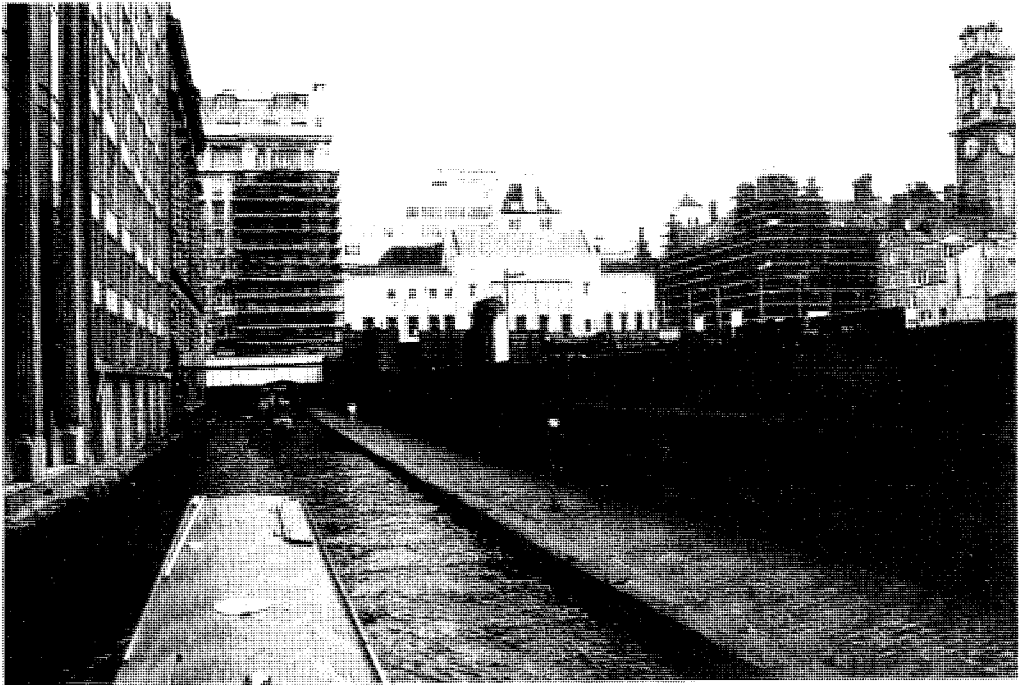
Destination - Portland Basin (home!)

Distance - 11 miles.

Locks - 27 + 2 swing bridges + 1 lift bridge

'Not what we expected'

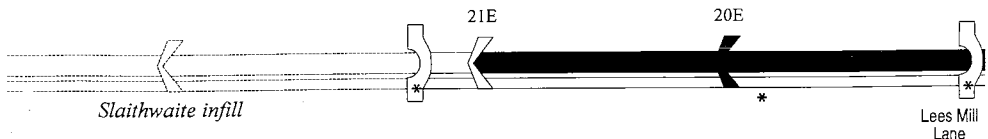
Up at 7.30. Took William for a walk and had another look at Castlefield. Took some photos of the Roman fort, a market and a fair were setting up. Set off at 9.00 and locked with Tawny Owl



Manchester's 'Palace' Theatre (and the ex-Refuge Assurance building, now the Palace Hotel)

29

SLAITHWAITE



up the Rochdale 9.

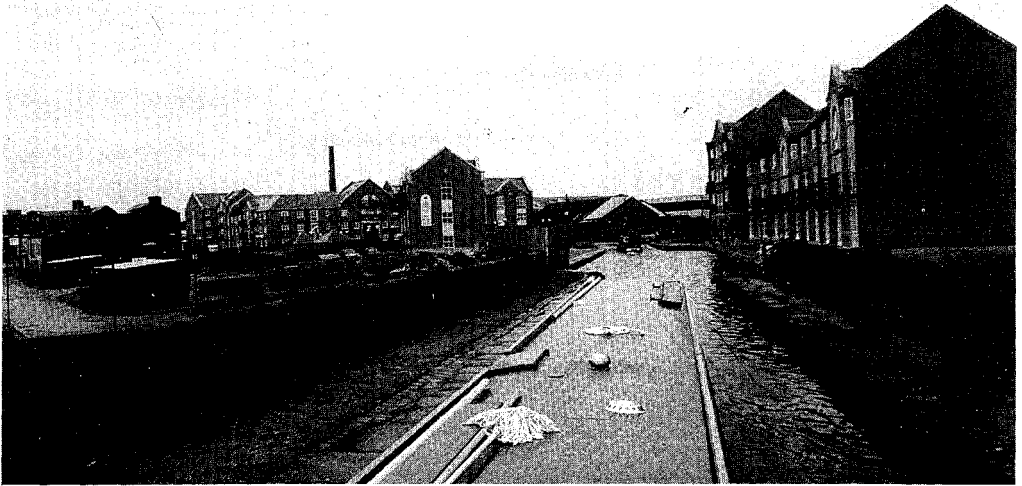
Not too difficult to work, although they look big and heavy, but £29 (I think) for the privilege, is a bit much. The hard work is more than compensated for, however, by the fabulous views of 'Manchester from the back' that one gets from the Rochdale. Unbelievable.

I have said it often since but, having discovered Castlefield and then done the 9, I was ready for home! I had done what I wanted and nothing could improve on the experience. And it is an experience. It is difficult to describe the awful, eerie feeling of sailing under 111, Piccadilly. A modern concrete cavern, gloomy, dripping. Some time later Ken and I walked back down the flight to a carnival at Castlefield and were shocked and sickened at what clearly goes on

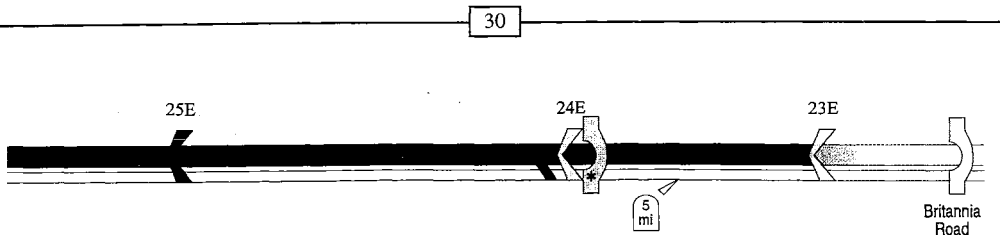
under there. A letter to the Development Company produced no reply - all the lamps had been broken to hide the 'activity' - and all this only a short time after the virtues of the walk had been extolled in a tourist propaganda book by Mike Harding.

However, on this particular Monday morning the lights were on and, in good company, it was nothing more than 'eerie'.

And just to back-track - words cannot describe how fascinating it was to go through Manchester - places so familiar, roads I have repeatedly driven on seen from a new perspective, old buildings renovated, new, modern developments - the always bustling, exciting 'Gay Village' - all utterly wonderful and all very, very quiet as this was a Bank Holiday Monday.



Piccadilly Village, Manchester



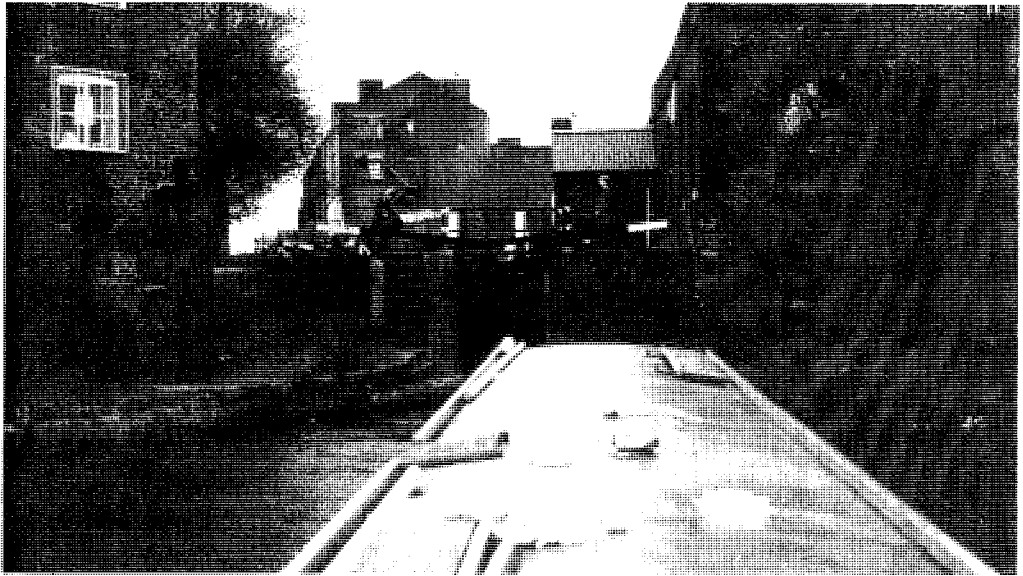
The Wife's Tale - Part 26

Back to single locks on the Ashton - vandal warnings again on this stretch but we saw nothing to worry about. Ken walked a short stretch with a nine-year-old fisherman. Ken - 'Nice day'. Fisherman - 'It was until you took our bloody water'. Start young round here. I walked most of it. Ken lost a windlass, Simon lost the boat-hook! Another run through familiar areas, Robertson's jam works, the wooden boat rescue centre, etc. Stopped at the Strawberry Duck near Lock 13, Openshaw - beer but no grub as Bank Holiday.

Arrived at Portland Basin at 4pm - not very inviting and no facilities - that will have to change when the Huddersfield is open. Of course, we couldn't pass by without going to see the start of the Huddersfield Narrow at Lock 1, could we? So up we went, ASDA tunnel is very

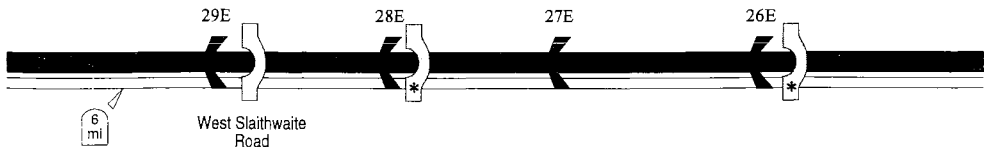
interesting and so are all the trolleys! Our hearts were in our mouths when we were winding before Lock 1, in case we couldn't! Ail was well and we deserve a plaque for that!

Moored up on the Peak Forest just clear of Portland Basin. Si & Dena went for a sleep, Ken was nodding off, I was reading, when a loud 'toot' from a boat broke our reverie. Several small boys, peeping from round a bridge pier, had pulled our mooring pins. We were broadside across the cut! Luckily the pins were still in the rope loops so no harm done. We glared at the little boys and sailed on to 'The Globe' near Bridge 2 at Dukinfield. Dinner chicken or egg stirfry and cake. Met some friends at The Globe for drinks. Stayed up late talking (and drinking!). Hope the moorings are safe.



Ancoats Lock on the Ashton Canal. Photos: A. & K. Wright

31



The National Rally (Waterways Festival) was held at Chester this year. A beautiful town popular with tourists; however the National was in the least inspiring stretch of the canal in the most depressing part of the town. The main boat moorings and the caravan park were together, but cut off from the rest of the site by a main road. Crossing this on the way back from the refreshment tent was a little bit hairy!

The hullabuloo caused by an extremely noisy fun fair with 200 decibel disco music going until after 10pm next door to the camp site wasn't to anyone's taste. The park for exhibitors was on the right side of the road, but because of the local council estate, was fenced off to allow the children to gaze in at these strange animals.

The site layout was strange, I've no doubt there was a definite pattern to it, but by the end of three days I wasn't altogether sure whether I had visited every part of it. There were plenty of exhibitors and the canal societies were spread about, but there did tend to be too many stalls doing or selling the same thing - and this wasn't just among the canal societies. All credit to Gay, the HCS stall looks better, is more professional and has a far greater variety of products than any other society's. Unfortunately we probably had one of the worst sites available.

I know from organising other events how difficult it is to assess traffic patterns, i.e. the directions in which the Great British Public will walk in any retail situation, so I don't think that our poor position was a fault of the organisation. Many of the large trade exhibitors seemed to have little idea of what they were doing or why they were there. Buying a big space and filling it with your limited product range is OK for a purely trade show, but for the general public it is boring. The worst offenders were the engine manufacturers who had all attended the same marketing course. (And failed the final exams).

The PA announcer (lady) gave the impression

that all announcements were pre-recorded.

Thanking the sponsors effusively and often might be gratifying for them, but it doesn't help a visitor trying to find out what is going on in the way of entertainment. Several times these eulogies were made as an entertainer was performing - to me this is the very height of bad manners to your artistes.

£5.00 admission per adult kept the crowds to a very sparse level. I overheard some members of the IWA Rallies Committee discussing the idea that only viable Nationals would be where the Local Authority picks up the bill.

The competitors in the illuminated boat competition were all very good, but we had more entrants at the Ashton Festival in July. Perhaps there is something inhibiting about a National to boaters.

It wasn't all doom and gloom, there were many bright spots of course - the Waterways for Youth is a super idea. I took my 6 year old grandson round and was very impressed by the organisation and fun of this event. WRG youngsters are always amusing - two of them spent eight hours in a bath of mud raising funds. (If you are thinking about the necessary visits to the bathroom - don't - they never got out!)

HCS founder and past Secretary, Bob Dewey, was responsible for site services and managed to keep smiling even when I found an old and unflattering picture of him and had it enlarged for the WRG notice board. Mind you, with all the attractive young lady helpers he had, no wonder he looked happy!

IWA National Chairman, Audrey Smith, kept smiling and cheery all weekend. There can't be a lot wrong with any organisation that puts someone like her in charge!

Chairman David Sumner was the stand's 'resident expert' on the opening day, however, David got among the VIPs and spread the gospel



National Waterways Festival '95

according to HCS to the nobs. He returned with Derek Cochrane, BW Waterways Manager, in tow and when we went over to the bar, Derek bought the beer! Now that shows how much the Society's relations with BW have improved! Incidentally, David kept going for later and later trains home, because of the interest on the stand. I never did find out when he eventually left!

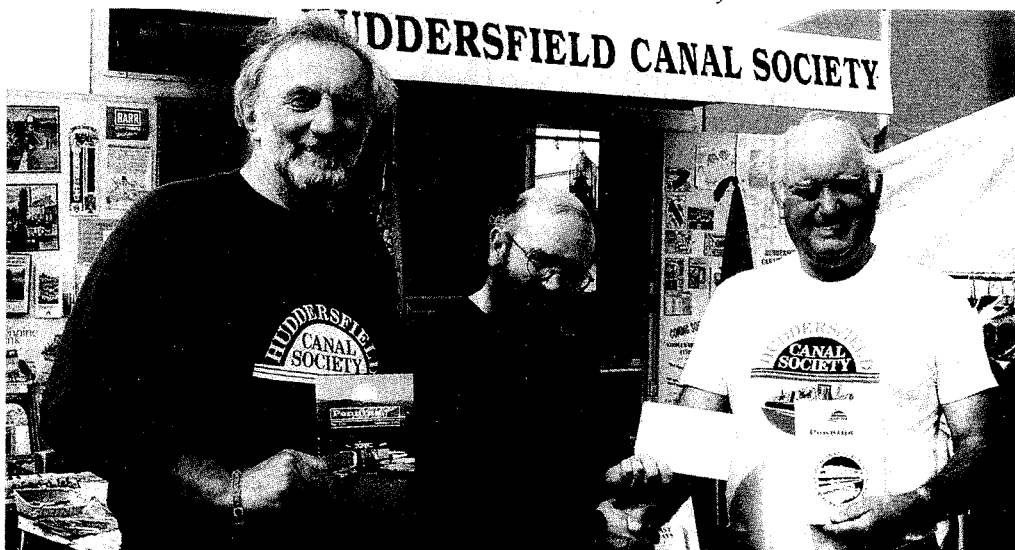
Editor Ken was supposed to be the expert in attendance on Monday and didn't arrive - this meant when an appeal went out for someone smartly dressed from HCS to attend the trophy ceremony, yours truly had to go and receive the award for the best society magazine on behalf of Alwyn. I was dressed at the time in shorts, a disreputable pair of trainers and a sweater, borrowed from Jo Young, advertising the Society. The only thing that worried me slightly was that Jo's perfume is somewhat stronger than

my aftershave (*what aftershave? Ed*) and could see a few funny looks in my direction!

I talked with several members of the Committee of next year's Trail Boat Festival (to be held on the Montgomery in May '96) giving them details of what we did right and wrong, but they seem to be very capable and well organised; the best of luck to them, I have already booked my caravan in and am looking forward to an enjoyable weekend. I have not booked for next year's National at Dudley.

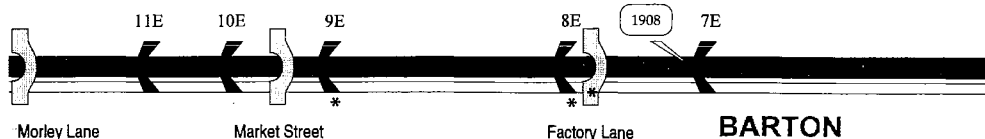
Brian Minor, Festivals Officer

This warts'n'all account of the National is Brian's personal view and its accuracy could probably be challenged by the IWA, the Mayor, Alderman and Burghers of the City of Chester and by ME! My commitment to the National had been for one unspecified hour and my intended absence was widely known. Ed.



John Young (far right) receives a cheque for £100 from Canal & Riverboat Magazine's Editor, Chris Catrall, for Pennine Link once again winning the Tom Rolt Award. Brian Minor (left) holds the impressive colour Issue 110. *Photo: Jo Young*

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'Achievement is the outcome of effort'

Well, we achieved the 11th or so Huddersfield Canals Festival, and we all know the effort put into it. Another saying is 'it'll be all right on the day' - and it was! The dedicated committee members who had 'stayed the course' throughout winter and spring had all the preliminaries completed by the start of summer. It was then that the nagging doubts began - will the suppliers bring the correct marquees - will the beer have fermented in time - will there be too many boats to fit in the canal - will someone park in the Vice Chancellor's parking space? Probably!

Came the day and with memoranda flooding

round the 'varsity like early morning ducks round a narrowboat's bottom, the university staff braced themselves - could they rescue their cars from the Entertainment's Arena, I mean car park, before the heavy equipment arrived? One of our fears was realised when the marquees arrived - they were not the ones we had ordered. However, by a bit of juggling about we managed to achieve the desired result - to get the beer tent operational in the time for the Big Prize Quiz. This was organised by Rod and Bob on a Trivia Quiz basis, one for the boaters and one for the land lubbers, who were mainly pub-quiz experts. The various spot prizes went down well, as did the draught brown ale - but who was it that



The Opening Ceremony. Viscount Lewisham addresses the crowds with (right to left) Councillor Ken Sims, Mayor of Kirklees, John Leslie, Festival Chairman, and Bob Dewey, HCS, in attendance.

MILNSBRIDGE



Huddersfield Canals Festival '95

passed his glass round committee members saying 'this is a grand session beer'? It was much, much later that we discovered it was 6%!

That was Friday. Saturday saw the arrival of the traders, who seemed to spend much of their time trying to find the tradesman's entrance. This should tell us something as it happens every year. A departure from the norm was the Craft Hall, located inside the University buildings, adjoining the cafeteria and toilets. The benefits were, perhaps, obvious; the traders, once set up, could leave their displays in situ all weekend, rather than ship them out each night; there was a captive audience - those who wanted a cuppa and bacon butty, not to mention a loo!; and the

punters didn't have to rush off when it rained.

The opening ceremony took place in the Entertainers' Arena instead of the overbridge, and this being less remote, while the VIPs were inspecting the guard of honour, the VIPs were being inspected by the crowds, who were in turn being addressed by our Patron, the Viscount Lewisham. Also present were Tom Megahy MEP, Barry Sheerman MP and a host of Mayors and representatives of local organisations and sponsors. Throughout the day bands played, kick boxers kicked and the Western Show shot the rollocks off the dinghies! While insidiously and relentlessly the draught brown ale got to work! The kids meantime circled the roundabout, had



The Trade Hall - a new development for the Festival was the location of several trade stalls inside the University building.



fun on the fun bikes, rode the octopus, bounced on the castle and waltzed by the swinging boats - and all with fearsome painted faces. The Society stall was prominent once again, ably run by Gay and her band of helpers, while everywhere one went, there was Jean rushing round looking after her stall holders. It was nice to see the model boat builders again, but as I told them *'you'll have to stop coming as I'm running out of cash and space'*!

Tom, as usual, rallied the boaters along to the basin, and though there were not quite as many as usual, this was mainly due to the lack of water restricting lock opening times, thus preventing

more distant boats reaching us.

The day finished with another great Beer Tent event, an evening with Downes and Zorn, an American folk and country duo, who kept us going until the generator ran out of fuel - no fault of our able sparkys, Paul and Frank.

Sunday saw the second year of the Whackey Race, and Fiona, assisted by Ratty the Clown, soon had the children charging through an involved obstacle course. Finally the Grand Duck Race. The talk for the previous fortnight was how could the ducks get through all that green weed. Wise heads nodded knowingly *'they'll be all right, it's only duckweed'!* One



Ratty the Clown in the company of Treasurer, Caroline Jones (left) and Chairman's wife, Joan Leslie (right) amid the plastic duck hatchery.

LINTHWAITE



Huddersfield Canals Festival '95

small dog, however, couldn't tell the difference between duckweed and grass, rushed down the slipway steps and leapt on to the lawn! It's owner was not amused. In the event, the wind cleared most of the race channel, but the ducks managed to find the only patch of weed remaining - it was certainly a green event! Thanks must go to both Barry and the Sea Cadets for running a well organised and amusing event.

The site layout itself, with all activities occurring in the Entertainment's Arena fronting the bar and shelter, allowed more viewing space for onlookers, with a greater sense of involvement. It also freed the previously congested area at the

top of the steps at Level 2. Well done, Geoff. The festival was publicised as '*Canal boats come to Town*', and being in such a central position adjoining the shopping area, it is in an ideal location to introduce the general public to the joys of their very own canal.

In conclusion I should like, once again, to thank the Festival Committee for all the planning and effort during the past year, not forgetting the generosity of the Chancellor and staff of the University of Huddersfield for allowing us to use this superb site and facilities.

John Leslie

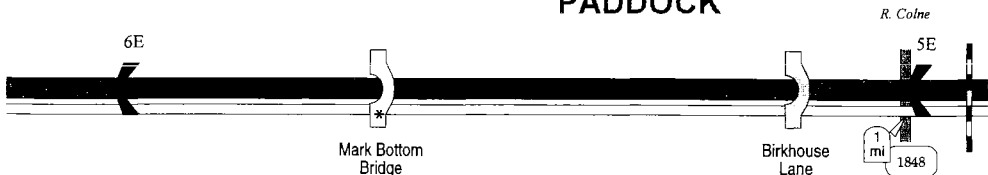
Chairman, Huddersfield Festival Committee



What festival would be complete without a bouncy castle? Sea Cadet on guard to ensure fare pay! Photos: F. Smith

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PADDOCK



This is the first of what I hope will become a regular feature of Pennine Link. A chance for the ladies to have their say on canal matters. Whether it be debating paddle gear, boat design, hire costs, owner/hire, anglers, cycling - here is an opportunity to have your say. Give Anne or me a ring if you have any ideas. Ed.

Narrowboat Galleys

When the Editor asked me to write an article for a women's page I panicked. 'Can't think of a thing ... no-one would be interested'. The excuses tumbled thick and fast. 'Well you're always bending my ear about ...' and he reeled off a few topics.

So for HIM UP THERE - here goes. The subject - 'Let's hear it for the galley at the back'.

Looking through the narrow boat hire brochures I wonder if I am one of a dying breed who prefer galleys at the back (i.e. immediately you come down the companionway). The boat designers must think I am. Out of 493 hire boats illustrated only 47 have galleys at the back. Is somebody trying to tell me something?

When we first started serious canalling many moons ago it seemed that all boats had galleys at the back. It was years before we tried any other configuration and quite frankly we didn't like it. Generally today, starting at the back, the layout is beds, bath, galley, sitting area. You get every other combination in small numbers, of course.

My preference is, to some extent, dictated by boating in weather which, apart from this exceptional year, can only be described as from mixed to downright appalling. Mind you, we generally go out at the cheaper times of the year. Well have you seen the hire charges lately? But that's another subject.

Now don't get me wrong. I am not knocking the hire boat companies. They do a splendid job.

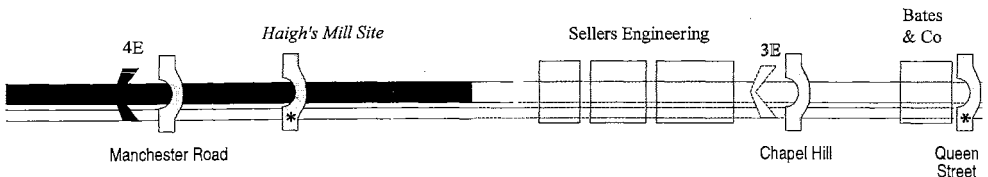
The boats are beautifully fitted out and in our experience they are very pleasant people to deal with. BUT - do their designers ever go out for a week or two or more? Do they experience the conditions we have had? Long cold windy stretches; trying to get off a bend in a force 7 gale; wind and rain lashing down and the dreaded cry 'locks' when you are trying to keep dry and warm below. Not for us the boat owner's luxury of sitting the weather out.

The cry from HIM OUT THERE saying 'we've got to get to ... tonight otherwise we won't get back to base in time' rings in our ears. If you set out in a hire boat to do a planned route, in a given time, especially on the rings, you've got to keep going come hell or high water. Meals sometimes have to be made and eaten on the go.

The 'working end' is at the back - the steering, the engine, the weed hatch, the oil, the gas, getting on and off, and the 'meeting' area on cruiser style boats. When getting food and drink I want to be able to hand them straight up to those out there, not walk the length of the boat, manoeuvring corners, without spilling the contents down me or over the fittings. (Oops there goes the damage deposit).

Recently, on the Hatton flight, a typical incident was witnessed. Picture - husband steering, children/friends locking, wife making hot drinks. Galley near the front on a 65 footer. She started to walk to the back when the paddles opened - too quickly. (Well, they hadn't been out that long). Boat bumped the side, the drinks went flying, also the plate of sandwiches she was carrying. I hope their dog enjoyed the bacon butties.

With the galley at the front you are cut off from the working end. All the dirt, mud and wet is trampled through the boat and everything is dumped on the first bed or bunk. At the back you can keep in touch, you can talk to each other. Nothing is missed. Food and drink are



The Distaff Side

quickly made and consumed. Surprising how hungry and thirsty crew get being out in the open all day. It's a constant pastime.

By organising sleeping arrangements early risers can get up, breakfast and away without disturbing the somnolent. The back of the boat becomes self-contained. Alright, you can get out at the front but it's a nuisance. Trying to balance mugs while walking along the side deck without falling in takes some doing. By the way, have you seen the latest narrow boats with a step down then back up in the side deck? Surely that's courting disaster in an emergency.

Most hire boats have 'sociable' cruiser sterns where all can congregate, have drinks and, weather permitting, even meals. Here, the back of the galley becomes part of the social area. However, there seems to be a tendency for owner/occupier boats to be 'traditional', with only room at the back for the steerer, secure in his or her little 'box'. Is this deliberate, we ask ourselves, to keep HIM AND HER apart? We know of one boat where it applies! Is the growing tendency for hire boats to adopt the tractor stern an indication that isolationism is spreading? I hope not.

It has been interesting over the years to see how narrow boats have developed, mainly but not all to the good. One boat we hired was first out from the Boat Show, a flag ship for the hire company. At the end of the holiday we had listed 20 'faults', the main one being no drying facilities - but it did have a vacuum cleaner, hair dryer and microwave. And the mirror in the main cabin (right at the back!) was placed too near the side wall. Great if you were left handed! Right handed I needed an extra joint in my arm.

I have a sneaking suspicion that designers are mainly men and they are brainwashed by the typical hire brochure photographs of smiling families and bikini-clad young ladies on cabin tops, all in glorious sunshine. Perhaps they might think again if there was the occasional picture of the summit pound of the Leeds & Liverpool in March!

I am left with the conclusion that the only way to get a boat that is perfect is to own one and design the interior myself. Ah well ... if wishes were horses. Now what were those numbers again ... 8, 12, 26 ...

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'PENNINE MOONRAKER'

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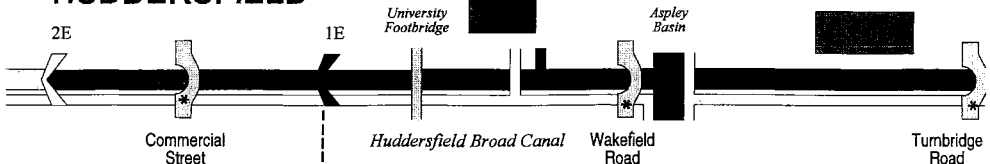
Tel: Saddleworth (01457) 873085

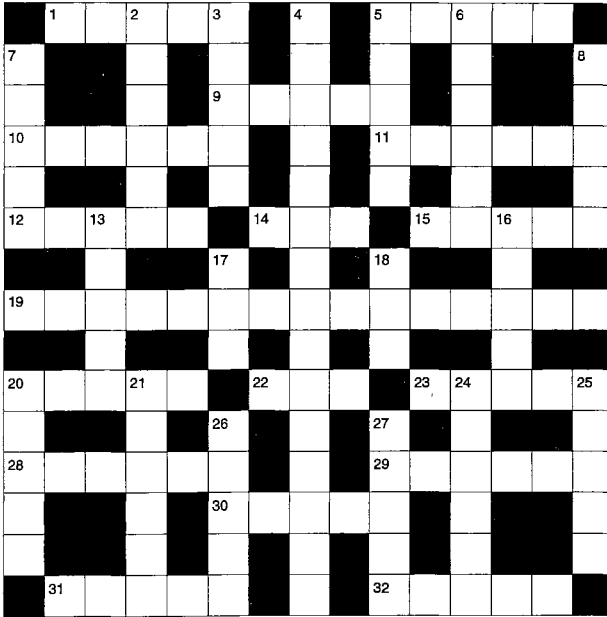
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Huddersfield

University

Sainsburys





- 13. In Poe's house find a wedding attendant (5)
- 16. Any pot hole in Yorkshire (5)
- 17. The number of a boatman! (3)
- 18. Wide, even deep is this river (3)
- 20. Find one at Redbrook, Pule and elsewhere in Standedge (5)
- 21. On 4D find a well and other towns (6)
- 24. Meat in prison? (6)
- 25. A village on the Caldon seen best from one extremity (5)
- 26. Fancy cleats - useful for lockwheeling (5)
- 27. Cash dispensers on canal sides? (5)

EASY

Across

- 1. Where boats loaded and unloaded (5)
- 5. Tunnel and aqueduct on the Llangollen (5)
- 9. A gathering of boats and boaters (5)
- 10. Once loaded you will be given a 'bill of
- 11. What your engine runs on (6)
- 12. The length between two locks (5)
- 14. Noah's boat (3)
- 15. Grows in water in the sunlight (5)
- 19. One end of our cut (15)
- 20. A common fixing for woodwork (5)
- 22. Definitely an article (3)
- 23. Water in the bottom of the boat (5)

CRYPTIC

Across

- 1. Initially where half a return fleet loaded (5)
- 5. A stitch irks me on the Llangollen (5)
- 9. Every year all yearn to be at a boat gathering (5)
- 10. When loaded receive a bill (6)
- 11. Sid eel keeps a canal boat moving (6)
- 12. The value of a length of canal water? (5)
- 14. Noah launched his boat in Newark! (3)
- 15. A gale rises in sunlit water (5)
- 19. One end of our cut (15)
- 20. Did Archimedes invent this for joining wood? (5)
- 22. Definitely an article (3)
- 23. A gerbil gets wet in the boat bottom (5)
- 28. Pay Les to work at the east end? (6)
- 29. The flavour of nuts carried the Union Canal over this river (6)
- 30. Take a taxicab in the search for a better boat interior (5)
- 31. Let a lad lead the way to a soup bowl (5)
- 32. Limit it to 4mph (5)

Down

- 2. A tonic for inertia? (6)
- 3. Forget where the blacksmith works (5)
- 4. Ach lad, blend beer further to the east (15)
- 5. Would Bonnie have travelled forth with him on a Scottish canal? (5)
- 6. In conjunction with the Mersey the precursor of the Duke's cut (6)
- 7. Lit up the search for a Spring flower (5)
- 8. Lock a link between the 'Ditch' and the Duke's cut (5)

- 28. And a basin at the other end of our cut (6)
- 29. A flavoured Union Canal aqueduct? (6)
- 30. The interior room of a boat (5)
- 31. With which to serve your soup (5)
- 32. The limit is 4mph (5)

Down

- 2. A tonic (anag) for inertia? (6)
- 3. Wherein the blacksmith works (5)
- 4. Waterway into which the HNC did (and will) join in the east (15)
- 5. Scottish waterway (once famed for shipbuilding) (5)
- 6. 'West' side river (6)
- 7. A Spring flower (5)
- 8. The way to lock into the MSC (5)
- 13. Wedding attendant (5)
- 16. Any pot hole in Yorkshire (5)
- 17. The original number for a captain? (3)
- 18. Chester's river (3)
- 20. Standedge has various examples of this: Redbrook, Flint, Pule, etc. (5)
- 21. Town on the 4D below Halifax (6)
- 24. A resident (especially of a prison!) (6)
- 25. Village on the summit level of the Caldon (5)
- 26. An item of equipment useful for lockwheeling of shopping etc. (5)
- 27. Places to get money at the edges of the cut? (5)

As you all know that man of many parts (and talents), Alwyn Ogborn, has handed over his Pennine Link editor's eyeshade to Ken Wright, and as chairman of the Promotions Group, which 'oversees' Plink, I should like to sincerely thank Olly for his work and dedication over the last eight years.

Appropriately he's leaving on a high note - Plink once again carried off the Tom Rolt award for the best magazine produced by a voluntary waterways organisation. That makes it three winning years out of the last four, and there's a strong possibility that it would have been four out of four, but for what, diplomatically, I shall call an administrative error (we were late entering).

A proud record, and there's no doubt that many of Alwyn's ideas have been responsible for turning Plink into a winner. Way back in 1984, of course, the magazine was judged the best in the land under the editorship of Sue Gibson, but when she retired Plink was left in limbo with several temporary editors.

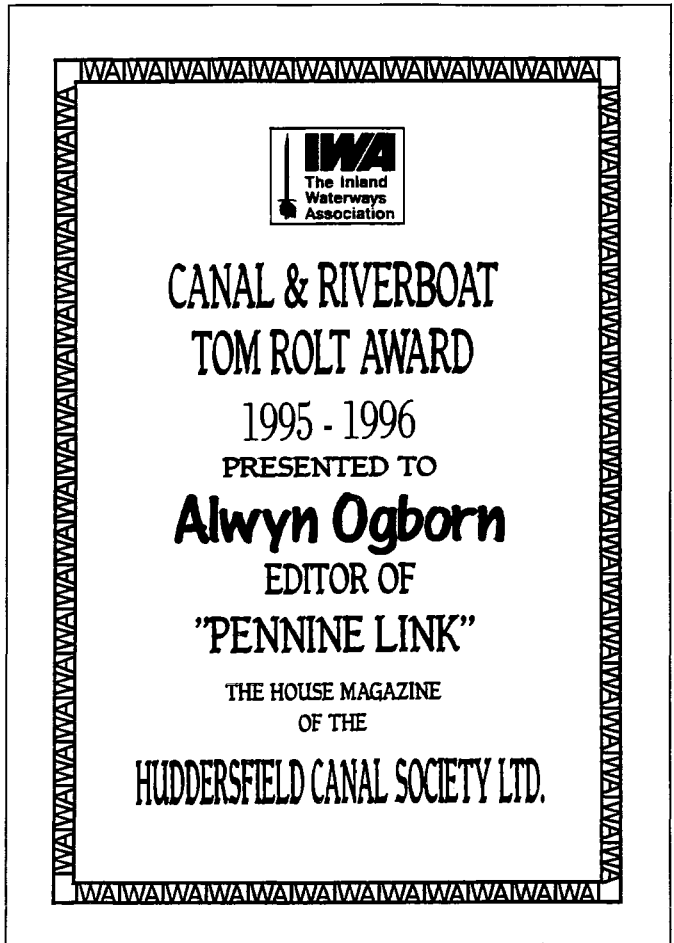
That time was one of uncertainty and confusion and there was obviously a need for somebody to take firm charge on a long-term basis. Alwyn brought stability and a determination to succeed. He introduced new features and produced some memorable issues, including the 'sell-out' one featuring the Standedge Tunnel survey and, more recently, the full colour copy.


He chivvied people into doing things, thoughtfully considered suggestions for improvements, looked at cost cutting ideas -Plink is certainly not cheap to bring out - and handled production problems without once losing his temper (at least, that's what assistant editor and

legwork man Bob Gough says). In journalistic parlance he turned the magazine into a consistent 'good read' and I'm sure that Ken Wright will have the same target.

Alwyn will certainly be missed, but he has pledged to remain an active society member and has hinted that he might, some day, be back in the editor's chair. Will this be before or after the biggest story we all want to read - the day when the Narrow Canal is navigable end to end?

Jo Young




IWA
The Inland
Waterways
Association

**CANAL & RIVERBOAT
TOM ROLT AWARD**

1995 - 1996

PRESENTED TO

Alwyn Ogborn
EDITOR OF
"PENNINE LINK"

**THE HOUSE MAGAZINE
OF THE**

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2299 Mr Briggs, Buxton, Derbyshire.
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2313 Mrs Gartside & Family, Greenfield, Oldham, Lancashire.
2314 Mr & Mrs Holt, Ladybridge, Bolton, Lancashire.

NEW MEMBERS

THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

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2316 Ms Romanski, [REDACTED]
2317 Mr Pickard & Family, [REDACTED]
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2335 Miss Best, [REDACTED]
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2337 Mrs Blain, [REDACTED]
2338 Mr Jennings, [REDACTED]
2339 Mr Lamb, [REDACTED]
-

SOLUTION TO CROSSWORD No 9 - ISSUE 113

ACROSS

1. Farmers Bridge 9. Osmond 10. Rennie 11. Eddy 12. Ark 13. Swat 14. Pelsall Junction
19. Clay 20. Bats 21. Embark 22. Tixall 23. Portland Basin

DOWN

2. Almond 3. Endon 4. Salford Junction 5. Rural 6. Gannow 7. Cowley Peachey 8. Beeston Castle
12. Yes 14. Sit 16. Nought 17. Bamboo 18. Safari

WEST SIDE

Wednesday 8th November General Meeting at the Tollemache Arms, Mossley, 8.00pm.
Wednesday 13th December Christmas Social at the Tollemache Arms, Mossley, 8.00pm.
Wednesday 10th January '96 General Meeting at the Tollemache Arms, Mossley, 8.00pm.

EAST SIDE

Venue for the East Side meetings is under review;
members are welcome to attend West Side events.

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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

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by 13th November**