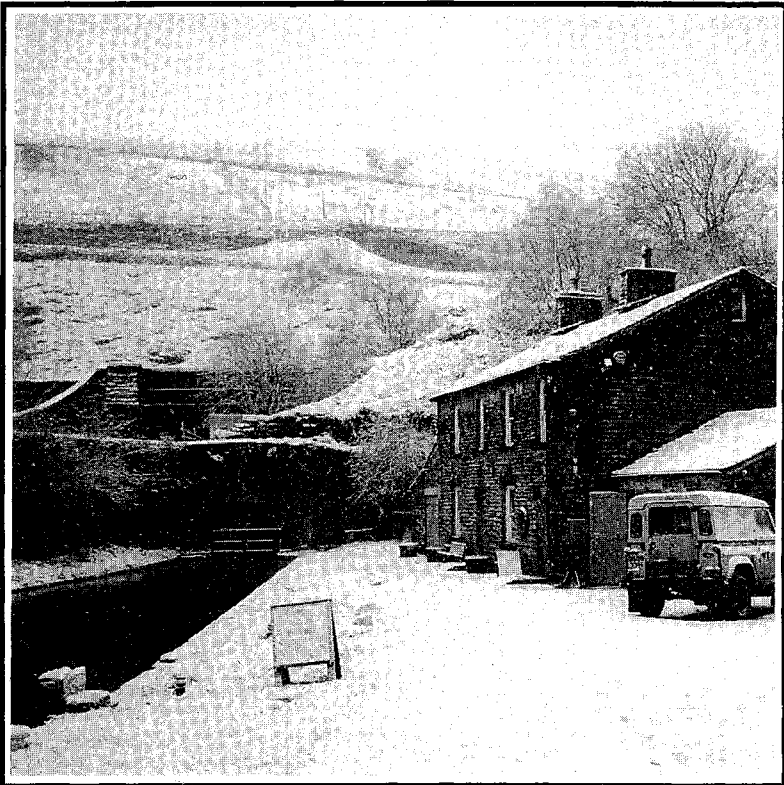


HUDDERSFIELD  
CANAL  
SOCIETY

Pennine

Issue Number 115



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Council Members..... Inside Front  
Editorial.....3  
Chairman's Report ..... 4-5  
Restoration Report..... 6-10  
Restoration Volunteers .....10  
Manning Officer Required.....11  
NCA - Anderton Boat Lift Visit ..... 12-13  
Buying a Boat - 1 ..... 14-15  
A Midi Summer Dream..... 16-19  
From the Transhipment Warehouse ... Centre Pages

Photo-feature - Locks ..... 26-30  
The Wife's Tale - Part 27 ..... 31-33  
What the Papers Say..... 34-35  
Tameside Canals Festival '95 ..... 36-38  
The Distaff Side.....39  
Canal Crossword - 11 .....40  
Letters to the Editor..... 41-42  
New Members..... Inside Back  
Social Programme & Back Issues..... Back Cover

*Front Cover:* Seems like a nice spot for a visitor centre;  
a seasonal view of Tunnel End Cottages, Marsden. *Photo: F. Smith*



I couldn't be more pleased than I am at the reception for my first Pennine Link. I have had several letters from readers, one of which - from Mrs. Shuker of Southsea - is reproduced in full as this Issue's Distaff Side.

Another letter is from Trevor Lomas, the Match Secretary of Stalybridge Fox Angling Society, putting an angler's viewpoint on canals. One of my aims, as you know, is to introduce more items on canal users in general - a series on Huddersfield Canal towpath walks, for instance - and any more on angling would be welcomed.

The talk at HQ since the last Issue has been largely about our next bid for Lottery funding, having licked our wounds better after the news of the Rochdale Canal success story. Still, it's an ill wind - their success gives us the added incentive to go for the completion of the 'Ring O' Roses'

I can't see the Leeds/Liverpool and Rochdale Ring being very popular except with long-distance boat owners; OUR ring has far greater commercial potential as a holiday route. HOLIDAY? - my quick estimate is 71 miles and 199 locks - around 70 hours cruising time, using the hire companies' rule of thumb. What a challenge! The various canal societies could make a bob or two, rendering assistance on some of the (very) heavy paddles!

New writers on new subjects again, in this Issue. Keep them coming, variety is the spice, etc.

Ken Wright.

P.S.

We had intended to have this Issue out before Christmas but the computer went on the blink (blinkin' computers! Blinkin' Windows 95 more like!) - HONEST.

Please accept our Chairman's positive and optimistic report as a belated seasonal greeting from all at HCS. Ed.





In my remarks in the last Issue of Pennine Link, I explained the failure of the two bids for Millennium Commission support. In the same Issue, an article about a canal marriage presaged what I believe is the perfect marriage for canal restoration. The members

of the Joint Committee have now joined forces and made a unified bid for funds from the Commission.

This approach followed an exploratory meeting with Sir John Hall (one of the Commissioners). Mr Tom Pendry MP, one of our earliest supporters, arranged an informal interview at Tameside MBC's offices to seek his advice on a restructured bid. The outcome is a further cementing of the relationships between the local authorities, British Waterways, and the voluntary and private sectors. If our application to be allowed to rebid is successful, we shall resubmit by early February and probably with the knowledge that the Rochdale Canal project will definitely proceed - hence the 'Ring O' Roses' concept.

Our new bid will be coordinated by Tameside MBC at the most senior level and with support from economic consultants. The revamped bid will emphasise the benefits to date, the lasting benefits for the community and the regenerative benefits of full restoration.

Support for the project has never been stronger. Our new riparian MP, Chris Davies (Littleborough and Saddleworth) is behind us and Mr Robert Jones MP, Minister at the Department of the Environment with responsibility for British Waterways and navigation, named Lock 31W the Geoffrey Dickens Lock at a ceremony in early

December. Members will recall Geoffrey celebrating with us the reopening of this lock, the 50th lock to be restored. It is fitting for other reasons. The restoration of this lock was a partnership and was largely restored by volunteers, assisted by HCS Restoration Ltd. British Waterways kept a watchful brief, though the lock's owner is Oldham MBC. Lock gates and ancillary equipment was funded by the DLG programme and other financial assistance came from the private sector. Once again, a perfect marriage of interests.

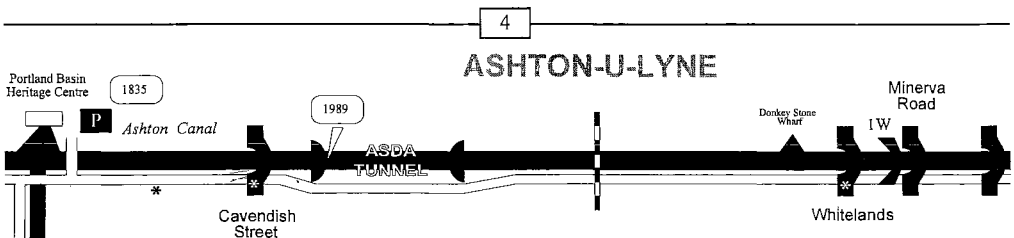
We invited the Prime Minister to the ceremony. He was unable to attend, but his office wrote to Alec Ramsden stating:

*'The Prime Minister welcomes the enthusiasm of all supporters of the project and the splendid efforts that are being made to restore the canal.'*

Robert Jones' predecessor, Robert Atkins, visited our Canal earlier this year and reminded us of John Major's interest in canals, fostered when they cruised the Four Counties Ring together in the 1980's. The Prime Minister's acknowledgement of our restoration drive is most welcome. Perhaps we can persuade him to endorse our Ring O' Roses bid!

British Waterways have recently completed a water resources audit on the Canal. Ian Selby reported that for a modest sum, only necessary to protect supplies in the driest of summers, the forecast level of boat movements can be accommodated from existing resources. Thus, the expectations in British Waterway's recent leisure survey for the Huddersfield Narrow can now be fully realisable at little or no extra cost in water resourcing.

Late last month, Delta Crompton Cables Ltd announced that they were to close the majority of their operations in Stalybridge. Members will recall that restoration along the original route was



# CHAIRMAN'S REPORT

forecast to be the cheapest option (WS Atkins, 1986). However, this option was discounted by Tameside MBC for a fear of job losses. Rumours are that the agents for Delta Crompton see a major opportunity for the regeneration of Stalybridge should a redevelopment of their site incorporate the Canal. Perhaps the old route may

be possible after all, after another partnership has been forged to underscore the regenerative effect of restoration. As I observed earlier, the Canal does marry a lot of interests.

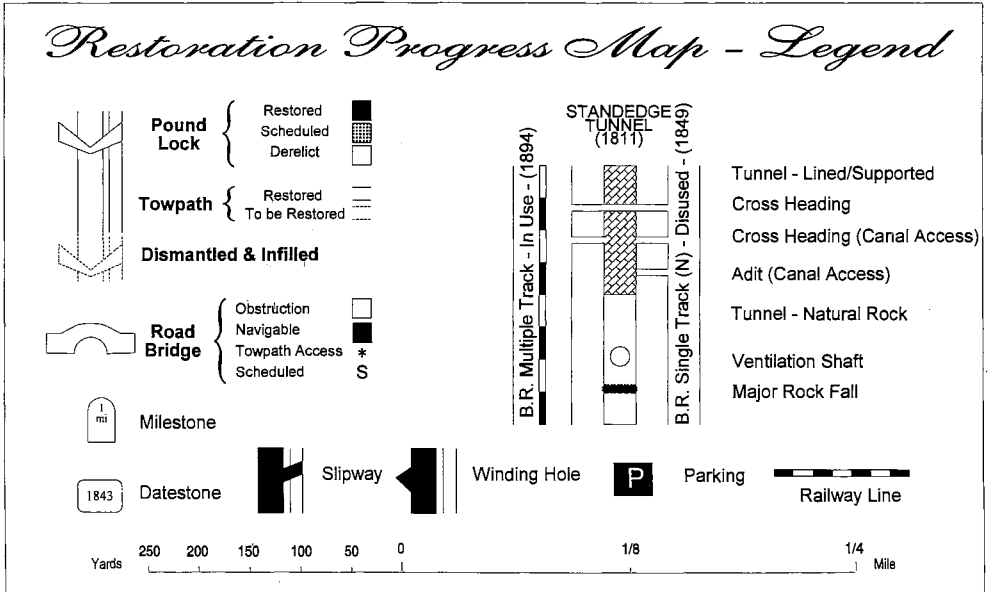
David Sumner  
Chairman

In Standedge Tunnel ...

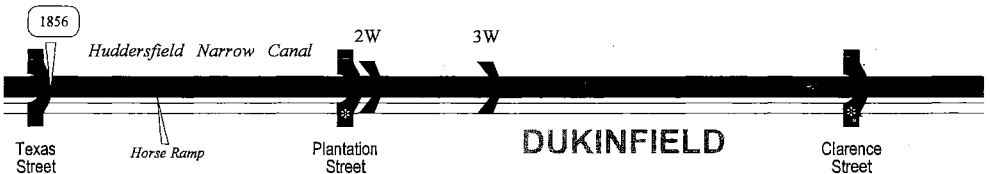


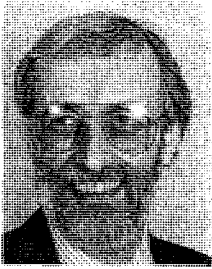
I do love a white Christmas...

## Restoration Progress Map - Legend



5





## THE WORK AHEAD

As restoration of the Diggle flight of locks nears completion, I am looking to the future.

From the Society's viewpoint: to see the Canal open from Ashton to Huddersfield as soon as

possible. From the viewpoint of the Chairman of HCS Restoration, to see employment for our workforce up to the completion of the project, and possibly beyond.

In the immediate future, the plan is for HCS Restoration staff to concentrate on finishing Locks 23 & 24E and the dredging between Lock 1W and Staley Wharf, when the Diggle flight is complete.

Then we will move to the Hartshead site when Morrison Construction have completed the new canal channel and the bridge at Grove Road, followed by the restoration of Lock 12W and the rebuilding of the Canal below that.

It might be useful if I set these projects into the context of the Strategic Programme of Reclamation (Oct 1995) produced for the Huddersfield Narrow Canal Joint Committee by the Officers Working Party, comprising Kirklees, Oldham & Tameside officers, British Waterways and Steve Whitby representing the Society.

I will list the projects in the order set out in the document, and précis the work to be carried out. I can give no dates because that will be dependent on the availability of funding.

## A. Current Projects

### 1. Diggle Flight

Restoration of Locks 24 to 30W, dredging, washwall repairs, towpath and footpath works. Contractor (HCS Restoration) on site. Project nearing completion.

Lock 24W was excluded from the contract as it is more suitable to be rebuilt as part of the Wool Road bridge works.

The original cost was estimated at £752,000 but Oldham Council are now seeking further funding from English Partnerships to include full restoration of Locks 22 and 23W and dredging of the pound from Lock 23W to Wool Road. (Locks 22 and 23W - Dungebooth and Limekiln - were the first to be re-opened following clearance and re-gating by volunteers - but no repairs were carried out to the lock chambers.)

### 2. Division Bridge to Manns Wharf, Greenfield

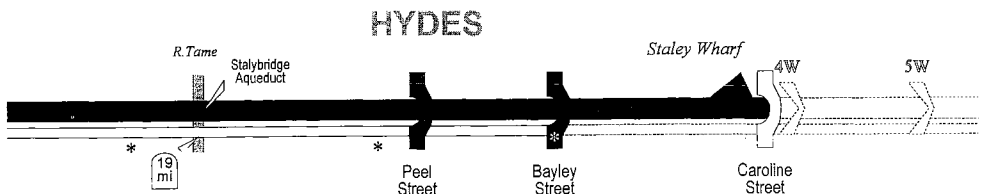
Dredging and washwall repairs. HCS Restoration appointed as contractor.

Delayed because of the difficulties in making arrangements for silt disposal. A temporary disposal site has now been identified. Oldham Council are awaiting the approval of English Partnerships to extend the contract to include the Manns Wharf to Frenches and Frenches to High Street sections, which can now be added with the completion of the new Manns Wharf and Frenches bridges.

### 3. Lock 12W to Lock 13W, Mossley

Dredging, washwall and towpath repairs. Project nearly completed by HCS Restoration.

Tameside Council are to submit a variation to English Partnerships for a few additional works identified as the contract progressed.



# RESTORATION REPORT

## 4. Lock 11W to Lock 12W and Embankment, Mossley

Removal of redundant railway embankment which had slipped and severely constricted the canal channel. Reconstruction of canal channel to original alignment and reconstruction of washwalls and towpath. Lock 12W to be restored.

Following approval of the grant by English Partnerships, contractors have removed the embankment (see photo in last issue). The resulting land form is to be allowed to settle before HCS Restoration move in to carry out the canal works.

## 5. Hartshead Infilled Section, Stalybridge

Morrison Construction are currently under contract to Tameside Council on this English Partnerships funded scheme to build 305 metres of new canal channel and construct a new box culvert bridge at Grove Road. The second part of the scheme has been contracted to HCS Restoration to restore Lock 8W, dredge the channel and carry out towpath and washwall repairs.

## 6. Mottram Road to Lock 11W, Stalybridge

Although a separate project, we see this as an extension of the work at Hartshead. HCS Restoration will dredge the Canal and carry out washwall and towpath repairs.

## 7. Staley Wharf and Lock 1W to Bayley Street, Stalybridge/Ashton

The heavy engineering side of this project - the restoration of the Staley Wharf infilled area and the building of a new bridge at Bayley Street - is

complete. HCS Restoration are now involved in dredging the Canal between Bayley Street and Lock 1W.

## 8. Lock 24E, Slaithwaite

A scheme directly funded to the Society by English Partnerships to restore this lock. Works (including the fitting of a guillotine tail gate) almost complete. (Pictures of this remarkable first for the Canal will be in Pennine Link as soon as the gate structure is complete!)

## 9. Lock 23E, Slaithwaite

Working under contract to Kirklees Council, HCS Restoration staff have dredged the channel between Lock 23 and 24E, and rebuilt the washwalls; on the towpath side, this has involved increasing the height to the level of the adjacent roadway. Work is now taking place on rebuilding the upper parts of the lock walls prior to re-gating and landscape works.

## B. Future Projects

(ref. numbers as in the Strategic Programme)

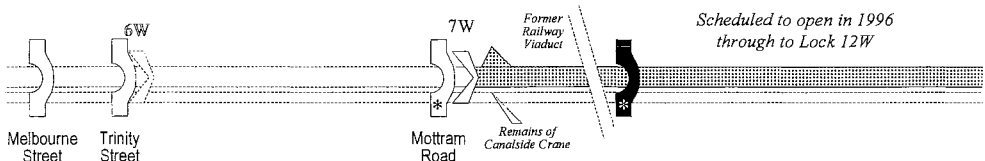
### K1 Bates & Co.,

Queen Street South, Huddersfield

The construction of a concrete channel under Bates & Co.'s premises, partly between piles under the newest building and partly by tunnelling under an older building, both of which are on the line of the Canal. This will involve alterations to Lock 2E, deepening the canal channel above that, underpinning Queen Street South bridge and a new lock beyond Bates' premises. Cost: £2,240,000.

7

## STALYBRIDGE



## K2 Sellers, Chapel Hill, Huddersfield

Re-opening the section of canal infilled through Sellers Engineering works. Will include the construction of a replacement building for Sellers and the construction of a new lock.

Cost: £2,912,000.

## K4 Mark Bottoms Bridge, Paddock Brow, Paddock, Huddersfield

Construction of a new box section road bridge and realignment of road. Cost: £362,000.

## K5 Holme Mills Bridge, Britannia Road, Milnsbridge

Construction of a new box section road bridge and realignment of the access road to Holme Mills Industrial Estate. Repair listed swing bridge and fix in an open position. Cost: £560,000.

## K6 Lees Mill Bridge, Bank Bottom, Slaithwaite

Replace the existing low level bridge with a lift bridge. Cost: £187,000.

## K7 Slaithwaite Town Centre Infilled Section

Build a new lock (22A) below the existing Lock 23E, cut and cover channel through Britannia Road bridge, new open section through the town centre, forming a widened marina area, new Lock 21E and box section culvert to connect to the existing canal at the site of existing Lock 21E.

Cost: £3,024,000

## O/K9 Standedge Tunnel, Diggle to Marsden

Restoration of Standedge Tunnel to navigation, dredging, structural repairs and safety measures in accordance with the Ove Arup consultants report and further works by British Waterways.

Cost: £5,087,000 (to include a contribution of £400,000 by British Waterways). Associated with the restoration of the Tunnel will be the creation of the Standedge Experience visitor attraction, based initially at Tunnel End, Marsden, and intended to extend to a second site at Diggle. Preliminary work for this project was carried out by Leisure & Recreation Consultants at the same time as Ove Arup's condition study of the Tunnel. We are looking at this in more detail now.

## O10 Ward Lane to Standedge Tunnel, Diggle

Dredging and washwall repairs, footpath and towpath improvements. Cost: £40,000.

## O11 Wool Road Bridge, Dobcross

New concrete box culvert road bridge and restoration of Lock 24W. Cost: £450,000.

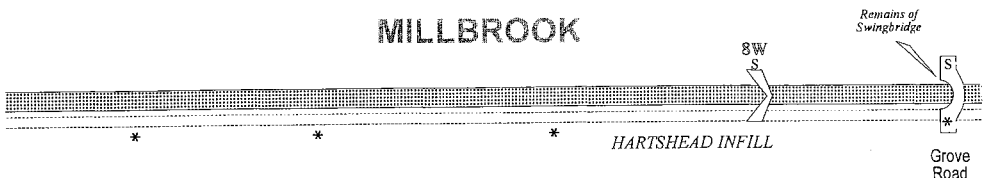
## O12 Wade Lock, Uppermill

Restoration of Lock 21W, possibly with a guillotine tailgate to accommodate the widened High Street bridge, and dredging the pound to Dungebooth Lock (22W). Cost: £130,000.

## O13 - High Street Bridge, Uppermill

New concrete box culvert road bridge. Cost: £450,000.

## MILLBROOK





# RESTORATION REPORT

O14 & O16 Dredging between High Street Bridge and Frenches, and between Frenches and Manns Wharf.

See Current Project 2 above (Cost: £180,000).

## T21 Stalybridge Town Centre

Approximately 1 kilometre of canal has been culverted where it passes through Stalybridge Town Centre. A realigned route utilising a canalised section of the River Tame is currently proposed. Major works comprise:

- a) In the River Tame - dredging the river to navigable standards together with the construction of two new locks and associated weirs.
- b) At the Northeast river connection - the Canal/river connection will be in the vicinity of the now demolished Knowl Street railway viaduct and three new locks will be required to accommodate the difference in water levels. A new road bridge will be required at Knowl Street.
- c) At the Southwest river connection - a further lock is required here together with a footbridge where Bridge Street will be severed. This connection will be directly into the Staley Wharf basin. Cost: £8,500,000.

It may be possible to alter this proposal and by so doing reduce the cost to £7,500,000.

All of the costs quoted above include design and supervision fees, and any necessary land acquisition or disruption costs.

For those of you who are trying to calculate the number of locks we will finish up with, there will be an extra lock above Bates' Mill to allow for the lowered channel under the mill and the reduction in the fall of Lock 2E, there will be an extra Lock (22A) in Slaithwaite, and the section

through Stalybridge will include 6 locks (compared to 4 originally) - making a grand total of 78!

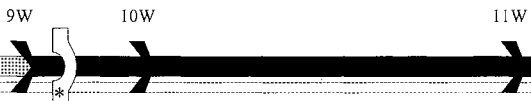
## Development of the Funding Programme

Restoration of the Canal has been paid for from a variety of sources - European and Central Government grants, local authority expenditure, investment by the Society and through various job creation schemes. British Waterways have also made what contributions are legally possible from their maintenance budget.

The current high rate of expenditure is funded almost 100% by Derelict Land Grant from the quango English Partnerships without whose help restoration would have been much slower. Also a European Regional Development Fund grant is offered to Oldham Council for works already subject to Derelict Land Grant which could, perhaps, allow for reallocation of that money to other projects.

Like most funding agencies, English Partnerships are now seeking, wherever possible, matching funding from other sources, so that their contribution is limited to 50% of the cost, thus increasing the number of projects they can fund. The National Lottery provides the best opportunity for the restoration partnership to overcome this likely shortfall for the large projects ahead.

But bidding for Lottery funds is far from easy. Our colleagues on the Rochdale Canal have succeeded in their bid for Millennium funding, which gives us hope that the Millennium Commission will be attracted by the benefits, (and the big idea), of completing the South Pennine Ring of Canals - or the Ring of Roses as David Sumner calls it (the Huddersfield Narrow, Huddersfield Broad, Calder & Hebble, Rochdale and Ashton canals will complete a ring from Portland Basin back to Portland Basin, Ashton).



Together with Tameside Council, the Society has appointed three firms of consultants, PIEDA, Market Access and DTW to prepare the bid for Millennium funding. Subject to budgetary constraints, Oldham and Kirklees Councils, and British Waterways should also be involved. Alec Ramsden has come into the HCS team involved because of his press and PR background in addition to the names mentioned in the last issue.

Ken Wright is co-ordinating the work of local authority engineers in preparing details of costing and engineering work required. I am overseeing

a further consultant's report being prepared by the Civic Trust aided by local conservation architect/planner Adrian Caley, to provide a heritage and environmental audit of the Canal and its immediate environs.

In short, we are spending a great deal of your money in preparing for what we hope will be a successful bid so that you will be able to travel by the shortest canal route between Ashton and Huddersfield by the year 2000.

Keith Gibson

## HCS Volunteers

There has been little about the activity of HCS Volunteers in Pennine Link for some time. This has mainly been because we have been struggling to decide what work to do. Since the National Trailboat Festival in May, we have done a certain amount helping out on Locks 23 and 24E at Slaithwaite.

The Trailboat Festival was one response to the need to get boats onto the Canal and the best use for volunteers in the future would seem to be to work towards this end. For the present, we intend to tackle some of the growth of vegetation which has developed in the several years since some parts of the Canal were restored. The first stretch to be tackled is upwards from Slaithwaite which is the most promising length for boating in the immediate future.

We have already cleared the lock 'island' at Lock 25E of brambles and even some very small trees and cleared the tail of Lock 26E of another growth of brambles which had even penetrated the bridge parapet. A number of other locks, mainly in wooded surroundings, suffer from similar problems, as maintenance has been limited

to grass cutting. Perhaps if we can keep the heavy stuff under control for a while, this might then suffice.

The Slaithwaite-Marsden stretch does have a slipway at Lock 24E, but experience since this was built suggests that it is far from ideal in its present form. If possible, we would like to see this upgraded to something near the IWA standard for slipways and then publicised. An outline has gone to BW for comments which suggests slewing the head of the slipway over by a metre and then changing the slope.

Due to the break in continuity, we have not had any recent recruits and would welcome additional assistance. Please ring me on (01484) 534666. We work on alternate Sundays, normally starting about 10.30am.

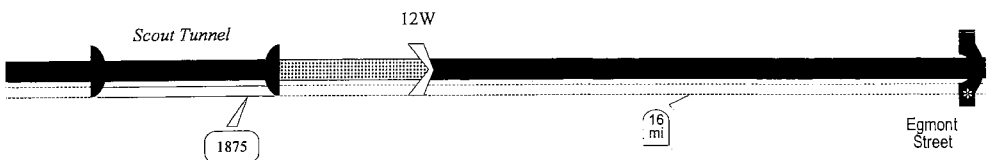
Provisional dates for the first half of 1996 are:

January 7th, 21st, February 4th, 18th,  
March 3rd, 17th, April 14th, 28th,  
May 12th, June 2nd, 16th & 30th.

Trevor Ellis

10

## SCOUT GREEN



## VOLUNTEER REQUIRED

### Manning Officer

Every year, the Society, via its festival committees, organises up to four canal festivals. One of the main problem areas these committees face is attracting additional volunteers to help out over the festival weekend, e.g. staffing entry gates, selling programmes, etc. There are never enough 'bodies' to go round, usually resulting in committee members being run off their feet, which is a pity, when they have spent all year organising and find little time to enjoy the event.

To alleviate this situation, the Society is looking for a person to take on the role of 'Manning Officer', whose main task would be to recruit volunteers, i.e. 15 to 20 people, and manage them over the festival weekend. This would involve ensuring they are at the right place at the right time, making sure they are 'fed and watered', etc.

Ideally, the Manning Officer's role would be to cover all the festivals, throughout the year. However, should volunteers only have time or patience to manage one or even two events, this would be just as appreciated. Resources at the Society's office in Ashton would be available to anyone volunteering.

The four annual events are:

- Saddleworth - May (early)
- Tunnel End - June (late)
- Ashton - July (early)
- Huddersfield - September (early)

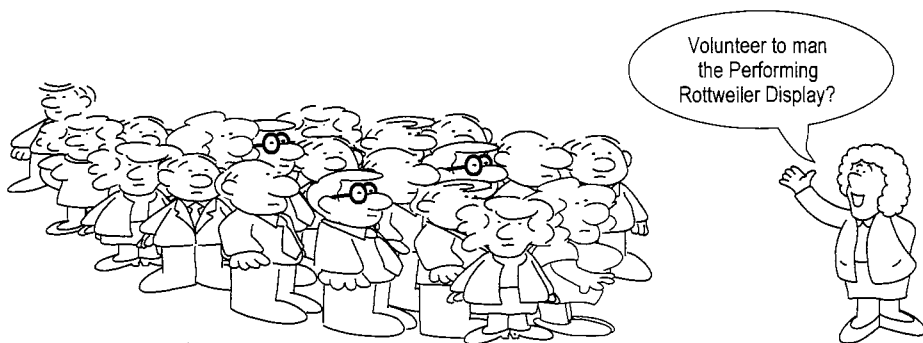
If you would like further information or wish to volunteer your services, please contact Frank Smith, the Society's General Secretary, at the main office.

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Huddersfield Canal Society, 239 Mossley Road, Ashton-under-Lyne, Lancashire, OL6 6LN

Tel: 0161 339 1332 Fax: 0161 343 2262

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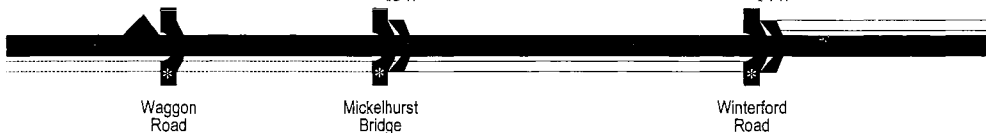
11

BOTTOMS

MOSSLEY

13W

14W



Formed several years ago, the Northern Canals Association (NCA) is a loose affiliation of canal restoration societies and waterway bodies, which meets three times a year to discuss restoration issues. Keith Gibson is the current Chairman, with the Society's office acting as secretariat.

Representatives from the 50 plus member organisations are the experts within the restoration fraternity, and what they don't know about restoring canals isn't worth knowing.

Although most of the societies and trusts are predominantly from the North West and North East of England, several members travel from as far South as Essex and West Sussex, with others, a little nearer, from the Midlands. There is a good mix of dialects, although a lot of the 'southerners' are in fact 'liberated' northerners.

## AUTUMN VISIT

The host organisation for the Autumn meeting was The Anderton Boat Lift Trust and, as the name suggests, the highlight of the day was a visit to this unique waterway structure.

Leaving the 'light' Manchester October showers behind, I arrived at Northwich to bright skies and Autumn sunshine.

Unlike previous site inspections, where NCA members usually have to hike along towpaths or drive semi-cross country, on this occasion we were treated to a boat trip along the River Weaver, courtesy of John Tackley - Sovereign Cruises Limited.

Boarding the 'Weaver Sovereign' at the town quay, members soon settled in, catching up with the gossip and restoration progress as we headed for the Anderton Lift.

On arrival at the 'Lift', built in 1875 by the engineer, Leader Williams, who later went on to build the Manchester Ship Canal, we were met by

Laurence Morgan, Principal Engineer, BW North West Region. As he had the keys, we were given a guided tour of this impressive and enormous piece of machinery.

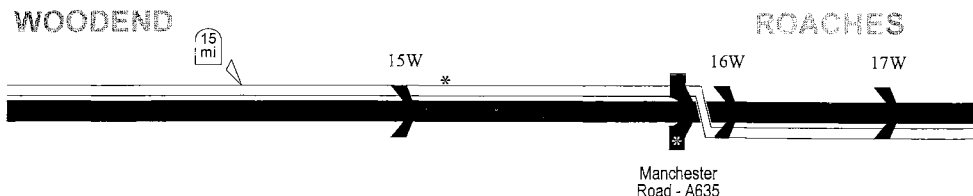
The Lift, constructed to connect the Trent and Mersey Canal to the flourishing Weaver Navigation, originally consisted of two water filled tanks counterbalancing each other in a vertical slide resting on massive hydraulic rams. The principle was that making one tank lighter by pumping water out, would assist the steam driven rams in moving both tanks with boats in them, up and down.

Perched rather precariously on top of the, now empty, gear gantry, 50ft above the River Weaver, the group was educated on the Lift's fascinating history. We were cautioned not to lean on the railings, as both time and rust had taken their toll, and with a good push you could fall through them, possibly seeing the Lift from an angle no one else has ever seen.

In 1908 the structure required a major overhaul due to excessive corrosion of the hydraulic rams, and it was at this time that the mechanical gearing was introduced. The counter balance was so precise, to within a gnats gnidger (technical



NCA members boarding the 'Weaver Sovereign'  
Keith Gibson leading the queue to the bar.



# NCA - Anderton Boat Lift Visit

phrase), that the whole device was powered by a small DC motor no bigger than a modern electric kettle. It is understood that the whole assembly was installed over two to three weekends.

The majority of the Lift has now been surveyed, the final stage is to inspect the foundations and underneath the 'parked' caissons. To facilitate this, the river entrance has been cordoned off with sheet piles to await the final pump out.

The superstructure is painted with various coloured stripes to indicate the type of repairs necessary, which vary from minor remedial touches, to complete replacement. I noticed, whilst at the top, that every single vertical support was 'goosed', excuse the French, and will have to be replaced.

British Waterways are playing a leading role in the restoration programme, and need to raise £2m to rebuild this unique and fine example of 19th century British engineering.

Following an excellent on-board lunch, we continued down river and through Saltersford Lock. The Lock-keeper looked slightly surprised to see one of our guests, Brian Dice, Chief Executive of British Waterways, staring at him through the window. (I thought that he might



A fascinating view from the Lift of its gearing 'graveyard' in an adjacent field. The cast iron gears and counterweights wait patiently to be restored to their rightful place in the great mechanism. Photos: F. Smith

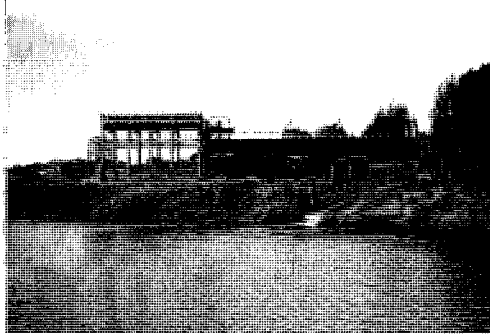
have saluted). I was surprised to find out that Mr Dice had hardly had his ear bent at all, which is not usually par for the course for BW people attending these events.

During the afternoon, the group was addressed by Elizabeth (Liz) Bradley, on funding canal restoration schemes in the new era of English Partnerships. Although it was an excellent and informative talk, I'm sure that several of the passengers would rather have been 'top side' admiring the view and taking the odd snap.

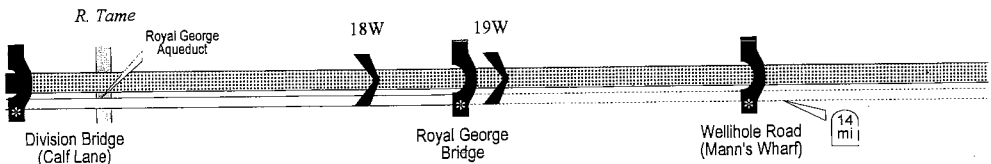
Throughout the journey the skipper kept us abreast of our geographical position, or should that be nautical position, with a steady commentary on places of interest or historical value.

Arriving back at Northwich, slightly later than envisaged, NCA members bade their final farewells, and made their way home - looking forward to the 1996 programme visiting Chesterfield, Sleaford and other restoration schemes.

Frank Smith



Approaching the Anderton Boat Lift from the River Weaver.



*This is the first of three articles (having bought a real lemon, the Oldfield's spent a year putting it right - 'The Crucifixion!', and a year enjoying it - 'The Resurrection!')*

## Buying A Narrow Boat.

To buy or not to buy, that is the question.

You've had one or more happy holidays on Britain's canals, and now it is time to decide upon whether to continue as a hirer, or sink your savings into a narrow boat of your own.

Certainly, owning your own boat means that you can use every spare week-end that comes along, to undertake a continuous cruise around vast tracts of lovely countryside across England, over a full season.

When you've bought a spare pair of waterproofs, wellies etc. to leave permanently on board, and you are on and off regularly, the business of nipping off for a week-end cruise becomes indescribably more simple than the gargantuan task of packing up for a hire boat holiday.

For a start, you learn to leave behind 90 per cent of what you would otherwise take on your annual canal hols! And of course, there is the benefit of knowing that the boat is all yours - to better up or bash up as you see fit.

We are fortunate enough to get one long week-end of Friday, Saturday and Sunday off every fortnight, and this year we spent six months sailing around the north, taking in Chester, Nantwich, the Llangollen, Leek and the Caldon, the Anderton lift and numerous other quaint Cheshire towns. Only in late November did we bring the boat home to its moorings in time for winter.

Our weekly routine tends to go: Friday - drive to the boat, wherever it is, straight after picking our daughter up from school. When we get there, we two unpack while my husband drives the car to the next stopping spot along the canal, then makes his way back to us using public transport.

Saturday, Sunday: Sail the boat on to where the car is parked, go home, start all over again in a fortnight! So where's the dilemma? Let's all buy a boat. Life, of course, is rarely that simple.

Owning a boat is like having a new baby. The amount of hours and pounds that it demands, invariably means it is more like a part-time career than a hobby. I once heard a boat describes as a hole in the water, into which you pour all of your cash and time. A realistic definition! And while, if you are both prudent and handy, you can

pick up a bargain, an incautious purchase could certainly lumber you with a bigger tragedy than Hamlet. Still want to buy? OK.

If you are fortunate enough to have upwards of £20,000 lying fallow in the piggy bank, boat ownership should present no problems. Simply head off to one of dozens of top-class boat builders on the canal network, hand them your order, pick up your craft and sail off into the sunset.

If on the other hand, you are like the rest of us poorer mortals, your choice may well be decided by how handy you are. For a few thousand you can pick up a steel shell and - often at the boatyard - fit it out yourself. You will have the advantage of saving cash on materials, staggering the cost over the time it takes to build the boat, and you will know just what has been done and that it has been done to your satisfaction.

However, if you don't have the patience of Job, or the time for that matter, the options come down to a second-hand purchase. And this is where you can sail into really deep waters. Boat-buying is like painting your wagon and pioneering the wild west - full of opportunity, but with a saloon full of bandits and cowboys waiting to take advantage of the naive, the honest and the unwary. I speak from bitter experience.

Our £12,000 "dream" boat turned into a very expensive mushroom farm, complete with free-range fungi on the interior carpets, no engine and any amount of running water inside (every time it rained) within six months of purchase. It also helped my husband to a nervous breakdown, and almost a year off work.

This sorry story - a lesson to learn for anyone - will be told in a later issue. Meanwhile, the fact that this article is being written on board the very same mushroom farm - now happily restored to a 40-foot narrow boat, albeit still with its own peculiar problems and quirks - should emphasise that the watchword in this story is CAUTION and not AVOID, when it comes to buying a boat. But before we consider the ways that you can paint your wagon, let's turn to the hard-cash facts of purchasing it.

Unless you are really handy - or lucky - I would seriously advise against spending less than £13-15,000 on a second-hand narrow boat. Cheap bargains are certainly around, to be had in these recessionary times, but more often than not, the cost of upkeep of a rundown, cheap, boat is a false economy, set against saving a bit longer and buying a more expensive, better one.

Still set on a boat? So buy it ...

SHAW HALL BANK

GREENFIELD

20W

# Buying a Narrowboat

The first choice is private craft versus ex-hire. Our boat was privately-owned for years. Advice - ALWAYS look for an ex-hire boat first.

They are generally a bit more pricey, available for sale at the convenience of the hire fleet (usually when you least want one, at the end of a season) and it is true that the hammer they take from inexperienced crews (just like you!) is no laughing matter. But they are generally built stronger than private boats for that very reason AND they are maintained with the vigilance of a passenger jet compared to their private counterparts.

Only when you buy a former private boat, and have to come to terms with all the corner-cutting, cash-saving bodes that its previous owners foisted on it before getting shut, will you know what I mean. Advice - don't find out! Once you have found your dream boat, get it surveyed. Advice - let NOTHING - and I mean nothing, neither cost (at anything like £250-300 it's not cheap) nor the most plausible of excuses get in the way. We did (as you will read in a future edition). It cost us thousands.

On then to the running costs, and let's consider least first. If you run a car, your fuel will be all important. You can all but forget this cost on a diesel-engined narrow boat. If you are used to hiring you will be staggered to find how cheap the fuel is; since agricultural diesel is allowed, meaning that if you are paying more than a quid a gallon you are definitely being ripped off!

Furthermore, the engines themselves are so mean and frugal, that £40 worth of diesel used in a full March-November cruising season would constitute some real canal motoring. Other costs however are more significant. We enjoy exclusive moorings, fenced off from vandals and superbly maintained. But for this we have to pay the sum of around £130 per quarter.

Moorings are based on the length of the boat per foot (remember this when deciding what length boat you wish to buy) and although you can definitely save on what we pay, for example by renting a BW towpath mooring, the cost of just giving your boat a home is an important consideration. There are of course "gypsy" boaters who simply keep moving around the system without ever having a proper mooring (BW generally allow you a couple to three weeks parked in one spot before they get nowty). But if you're not actually living aboard (as some also do, illegally) would you really want a five-figure investment left to the whims of every yobo?

Of course such human flotsam exists on the canals as

everywhere else (we have just had one of our windows kicked in by a drunk) so obviously, insurance is also a must. If your boat-to-be is over 20 years old (and at prices below £13,000 she is likely to be an old lady) you may have difficulty getting insurance, without a full survey report or a dreaded BW boat safety certificate (more of these in the next edition).

At least - unlike cars - insurance is a cheaper reflection of the sturdiness of ten tons of steel and you can look to be set back a mere £100-150 depending on the policy.

Then you have to remember that BW themselves have to pay for all those dredgers that you come across, moored at the most impossible impasses, and the unscheduled stoppages that invariably wreck your best laid plans (only joking, lads, we love you really).

This little levy comes in the form of the BW equivalent of your road tax. Here cars definitely come off better. Once more, the annual Waterways licence cost varies in accordance with the length of your boat. Ours, this year, cost £229.49 including VAT. If your boat is a modest 18ft or under, you would probably pay considerably less than £200. But should you buy a giant 70-footer you will almost certainly be looking at an annual licence fee of around £400!

Aside of a fresh Calor gas bottle every month or so (average use, and priced at £10-15 a throw) breakdowns and maintenance (and if you buy well, these should constitute a bit of DIY and one service a year at up to £100) that's about it... Apart from the couple of hundred quid every three years or so to have the boat hauled out for its bottom blacking, new anodes, paint touch up jobs etc.

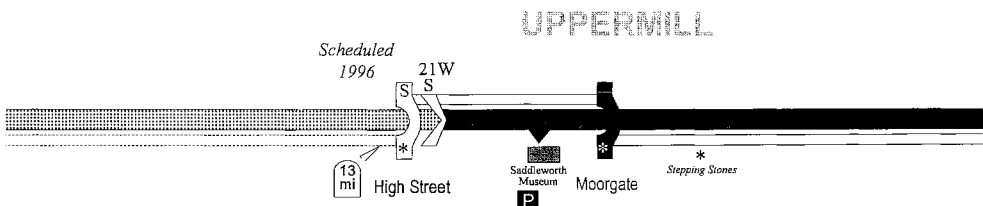
As I say, a hole in the water into which...

But when it's running right, where would you rather be on a Saturday night in November - sitting at home watching The Generation Game on telly, or cuddling up in the dark around a smoky Torgem stove, chestnuts roasting on top, moonlight glinting off the water and the pub nestling, 30-feet away (and no drink-drive, either).

I rest my case.

Kathay Oldfield

15



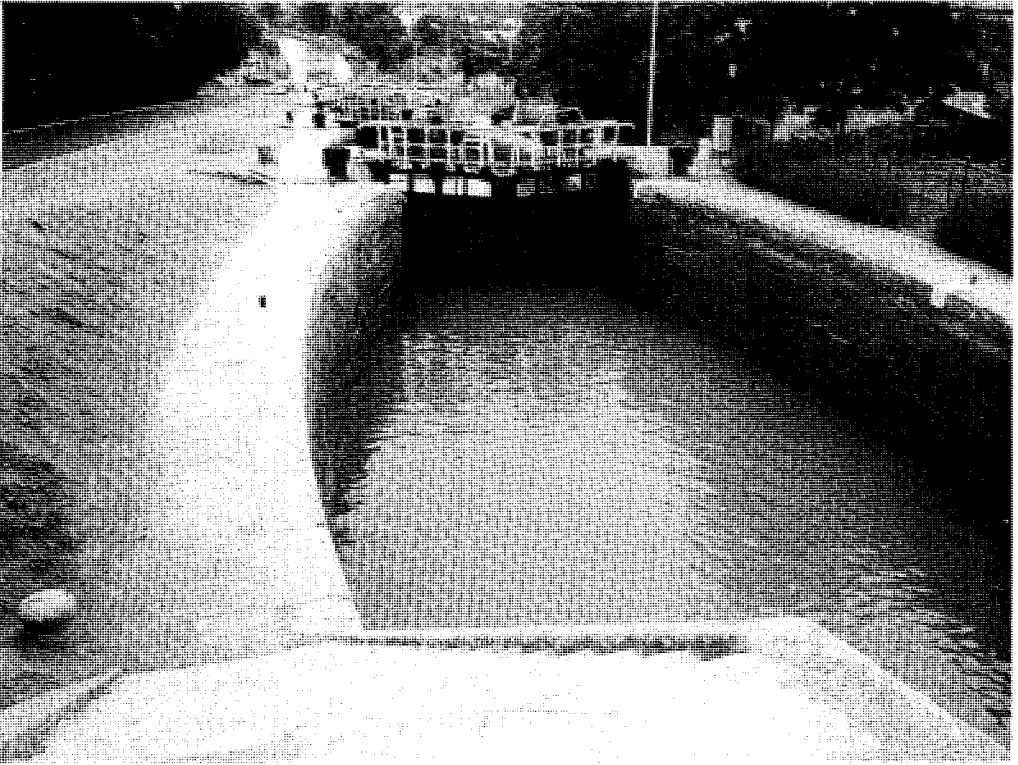
So, what did you do during this long hot summer of '95? Aside from attending Festivals to recruit additional members from our new kiosk, we donned our shorts and sunhats, sailed to France with caravan on tow, bicycles and cameras at the ready to head for our destination ... the sea, sunshine and of course the cuisine and wine way down south in this remarkable country.

France is, we must admit, a place we enjoy and have widely explored annually for around thirty

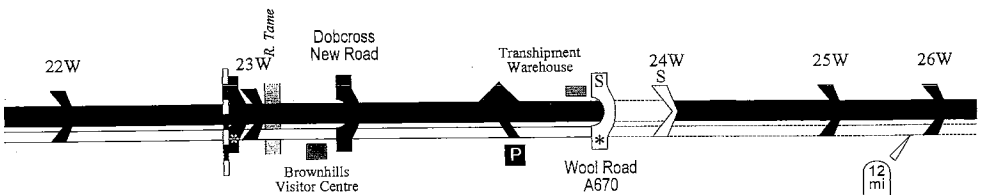
years. Yet even after so many visits we are still able to find places of interest which have previously remained undiscovered, by us anyway.

In 1994 our itinerary found us following in part the route of the Canal du Midi. What we saw then prompted us to return this year to look in more detail at this historic waterway.

Built between 1666 and 1681 by Pierre Paul Riquet and François Andreossy, under the



The staircase locks at Fonseranes showing the oval shaped lock walls.





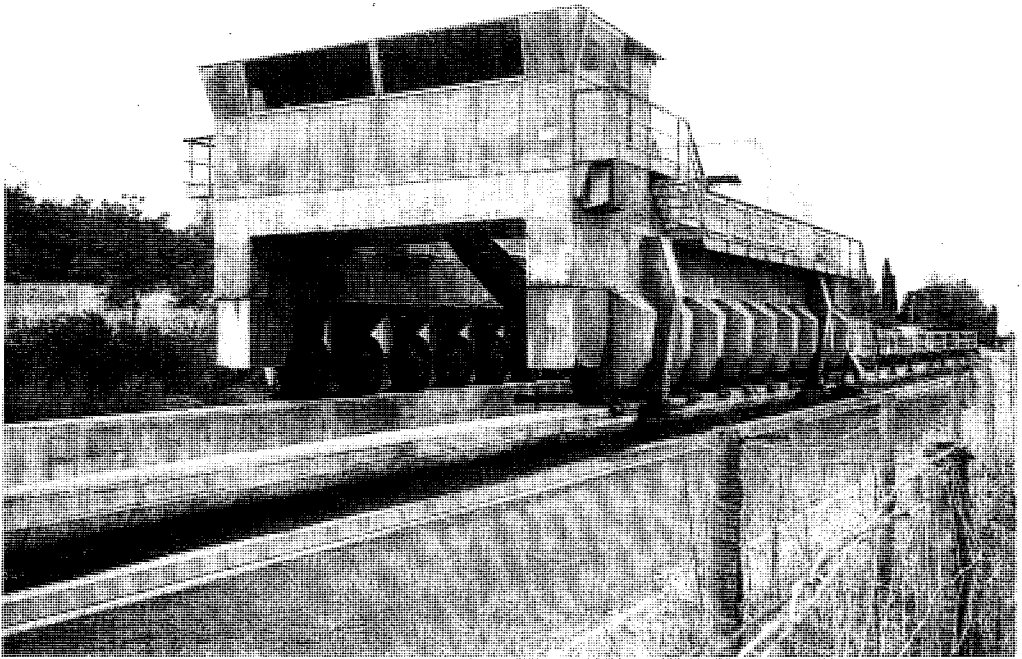
# A MIDI SUMMER DREAM

patronage of Louis XIV, the canal links the Mediterranean in the east with the Atlantic westside, running from the port of Sete via Beziers and Carcassonne to Toulouse where it joins the river Garonne which is navigable to the sea.

The canal is 149 miles long, between 50 and 90 feet wide at the surface and 6 feet deep. Over 100 locks, several grouped in staircases, carry the

canal 620 feet above sea level. The major staircase is the 8 lock one at Fonsèranes, still in use but which has an alternative method to negotiate the locks, the twentieth century incline plane carrier. The lock chambers are of an oval shape designed this way to withstand the pressure of the ground on either side.

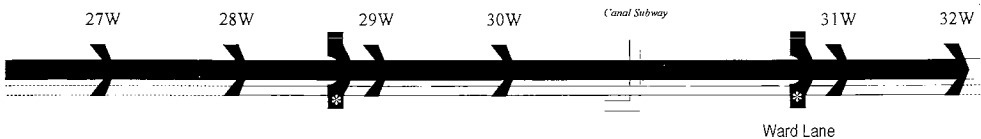
From our, that is as HCS members, point of view, the Midi is of particular interest for it boasts a



The present day boat transporter on the inclined plane which by-passes the 8 lock staircase at Fonsèranes.

17

## *Diggle Flight (25W-30W)*



Transshipment Warehouse and the world's first canal tunnel, the 175 yards long Tunnel of Malpas. The latter claim may seem insignificant when one thinks of the Standedge Tunnel, the highest and longest canal tunnel in Britain, which the Huddersfield Narrow Canal can claim as being unique, but we should remember the Malpas was the first, built very much earlier.

Records tell us that the construction of the Midi had a direct effect on the construction of canals in Britain. Today, it is well used by barges (not narrowboats) which carry freight, and tourists, who enjoy the spectacular scenery from the hire

boats which are available from marinas along the canal's route. Stout trees, like those alongside French roads, provide ready made mooring posts and plenty of shade, very necessary in this sunny part of southern France.

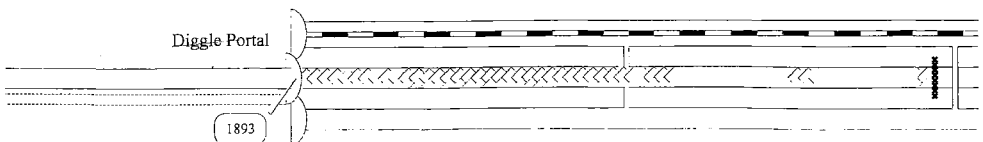
This area is well worth a visit and perhaps worthy of a canal boat holiday, albeit we have not yet experienced this ourselves. Those we met certainly seemed to be enjoying the experience. Perhaps someone out there reading this feature has had such a holiday. If so do let us hear about it!

Jo & John Young

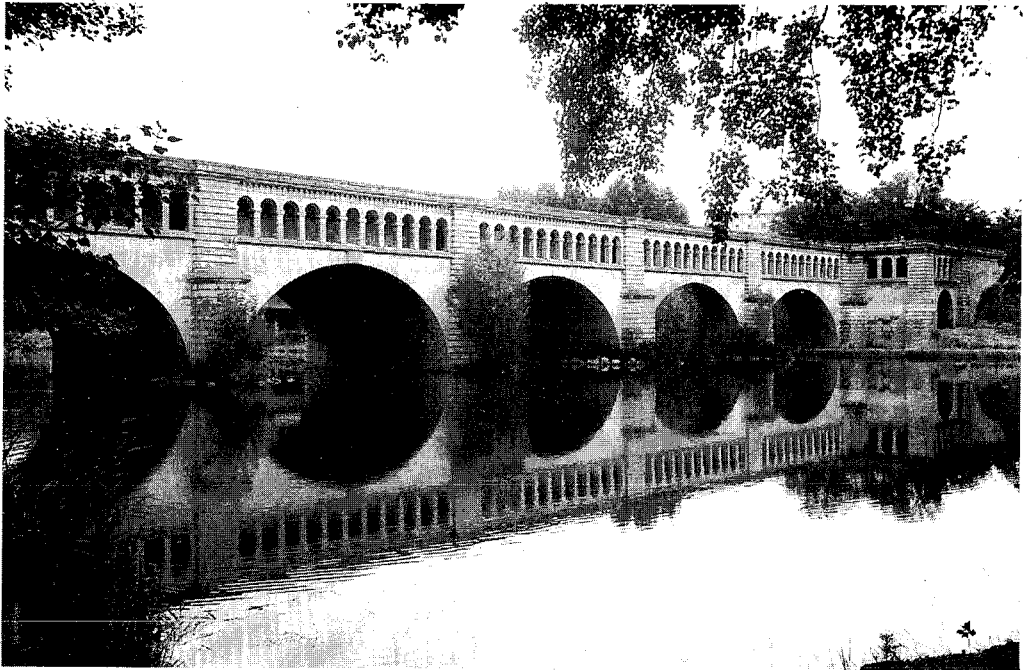
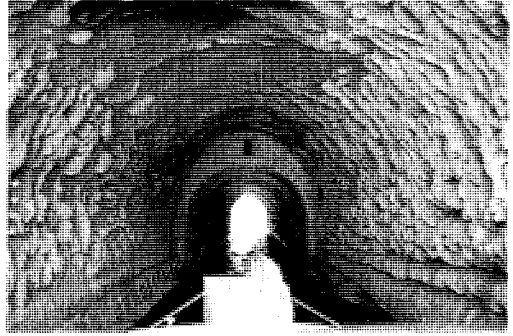
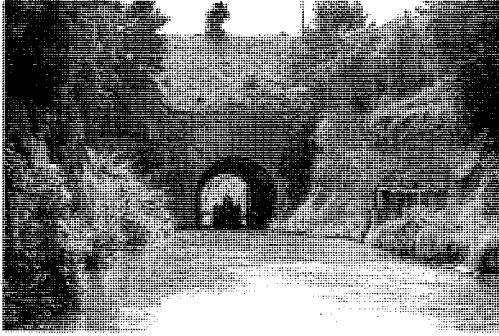


Montgiscard, nr Toulouse. Haven't we seen this before somewhere?

## STANDEGE TUNNEL



# A MIDI SUMMER DREAM

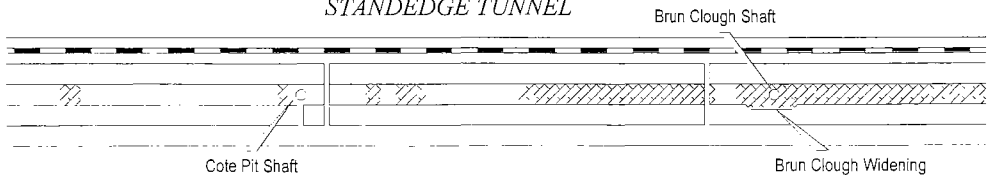


Above: Le Tunnel de Malpas, the world's first canal tunnel.

Below: The 'Pont Canal' aqueduct crossing the River Orb at Béziers - a fine example of the stonemason's art.

Photos: J. & J. Young and Editions Meridionales

## STANDEDGE TUNNEL



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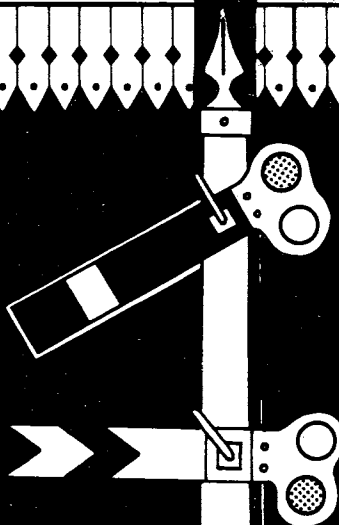
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## White Rose Award for Transhipment Warehouse

The Yorkshire Region of the Royal Institution of British Architects (RIBA) in conjunction with Istock Bricks, present White Rose Awards to buildings in the region, or designed by Architects from the region, annually.

This year's award winners were formally announced on Tuesday 17th October at the University of Huddersfield.

I was pleased to receive a Commendation Certificate, on behalf of the Society and HCS Restoration as client and contractor for our work at the Transhipment Warehouse.

JTA Construction, who carried out the superb joinery details, and Russell Earnshaw of Architecture and Design Partnership, also received certificates, which were presented by internationally acclaimed American architect, James Wines, (President of SITE who designed the famous and very odd 'Best' supermarkets).

We were certainly in good company with 6 other projects receiving Commendations including the Alfred McAlpine Stadium in Huddersfield, designed by the Lobb Partnership. An Award (i.e. better than a Commendation!) was given to the Christian Community Church at Bottom Village, Danby near Wetherby.

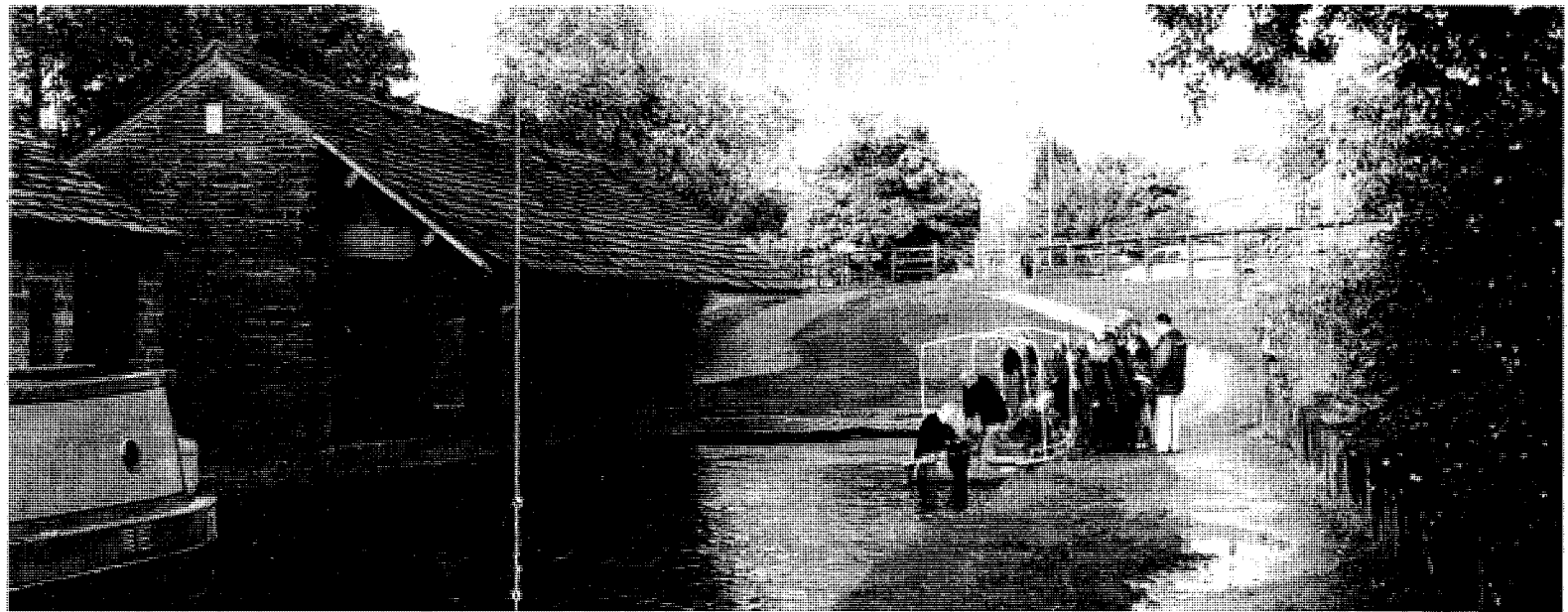
The citation to the Commendation quoted in the RIBA Yorkshire Region Newsletter reads:

*"The restoration and modification of this very small canal building respects the original detailing throughout. The building reuse demanded the new detailing to demonstrate extreme care and thoughtful attention to detail. The space around the Transhipment Shed extends the*

*public's enjoyment in the quiet canal location. These new combinations of spaces meet modern demands of leisure and education in a historic setting."*

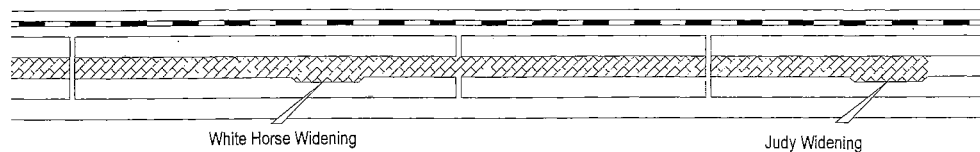
I have to say that, following the Commendation of the scheme in last year's Civic Trust Awards, Russell Earnshaw and I could almost walk over the water of the Canal! My congratulations to all involved, especially Steve Whitby and the staff of HCS Restoration Ltd.

Keith Gibson



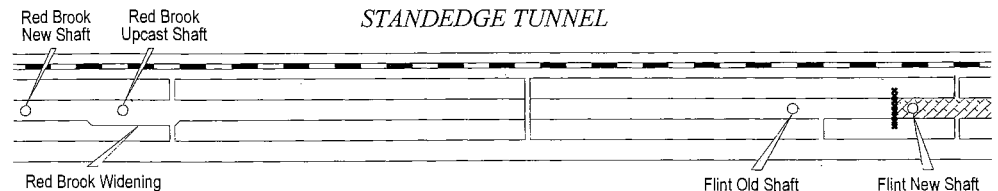
22

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23

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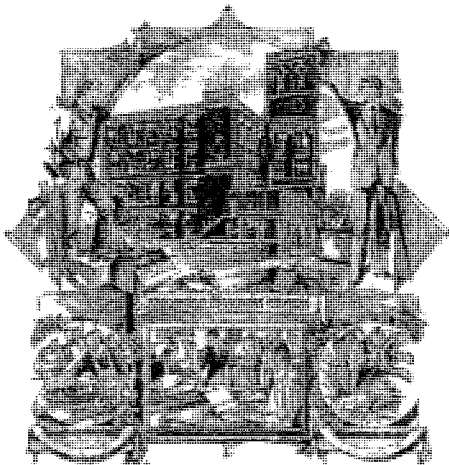
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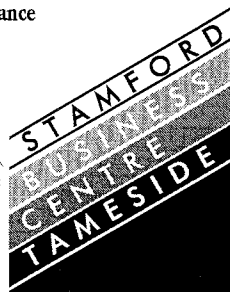
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And now, of course, there are our two boats on the Rochdale - come and see how the competition are doing!

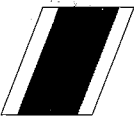
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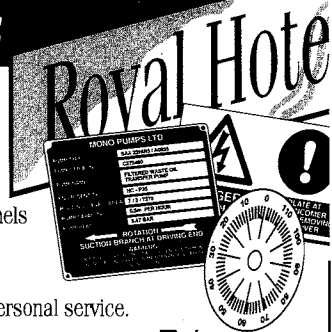
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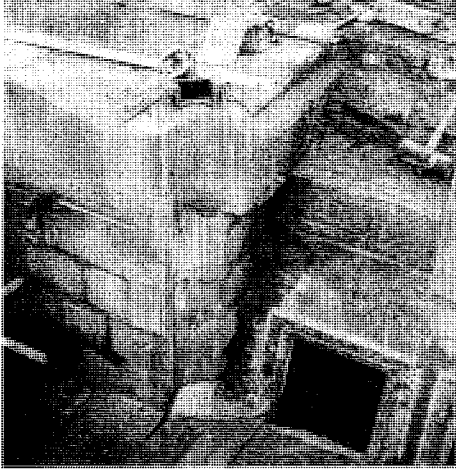
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LOCKS vary in length quite considerably from canal to canal and, generally, are either 7-8' (narrow) or 14-15' (broad) in width. On the Huddersfield NARROW Canal, the locks are 75-80' long and are used by NARROWboats. Boats which can only use the broad canals are usually over 10' wide and are called BARGES. There are many types of both widths and names

like motor, butty and Tom Pudding are common, but to elaborate would require another picture feature, at least!

The Huddersfield BROAD Canal has locks of only 60-61' in length - about the shortest on the canal system - so that a boat wanting unrestricted access to all waterways (rivers and canals) has to be no longer than about 58'. The depths of locks again vary greatly, but on the Huddersfield Narrow they are generally greater than 15' deep. The following pictures show the basic details of locks on our Canal.

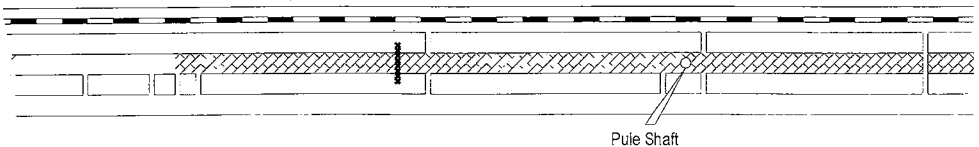


*Left:* The lock gates, usually in oak, are pressed, by water pressure, against the 'quoins', one of which is shown here being rebuilt in the Diggle flight. One of the twin 'ground paddle' frames is also clearly shown.

*Below:* The detail of a gate fixed into its quoin. The cast iron 'A' frame, the steel strap and wedges are all very traditional. The 'balance beam' on top (unpainted here) balances the weight of the gate in its mountings and acts as a 'handle' for opening and closing the gate.



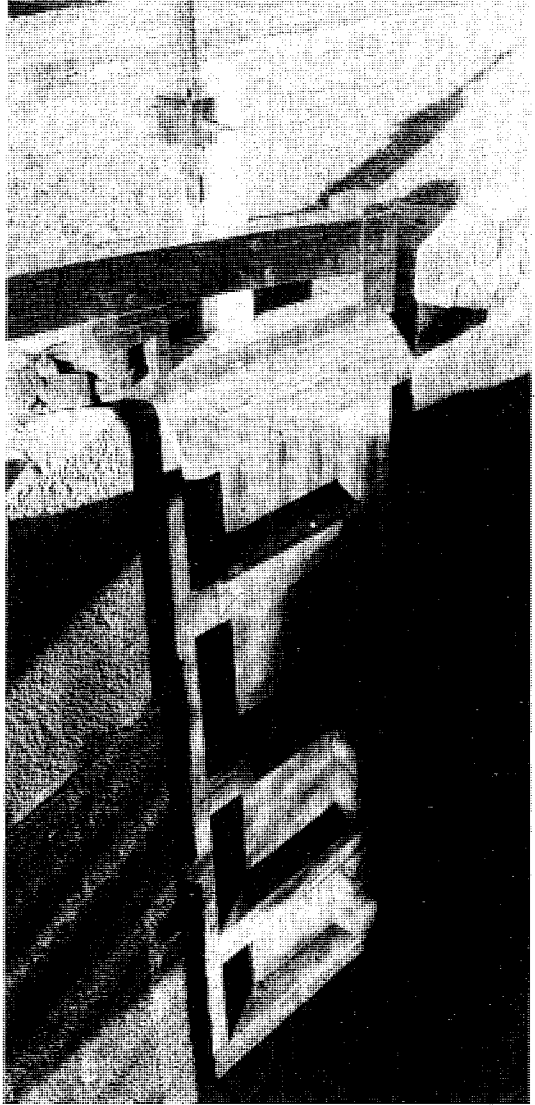
## STANDEGE TUNNEL



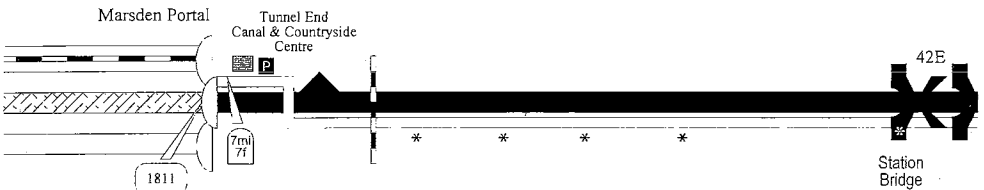
# Photo-feature - Locks

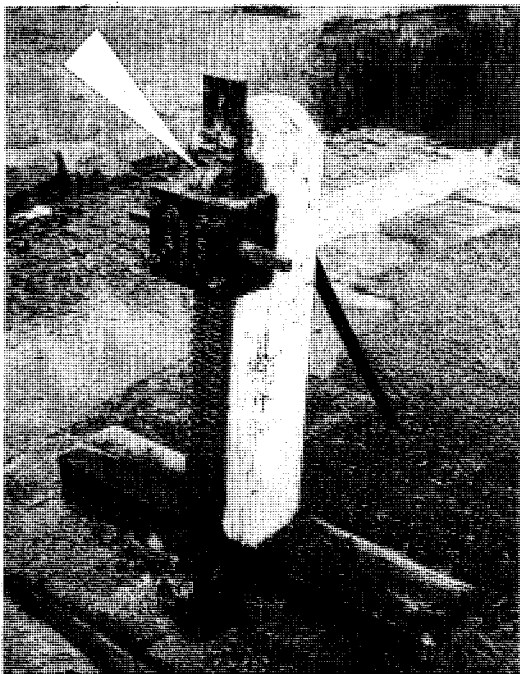
*Below:* 'Heel grips', this is a new one on the Diggle flight, help the 'lock wheeler' to get to grips with the ground (the correct action is to put the backside against the beam and push backwards!)

*Right:* A 'tail gate' at Lime Kiln Lock, Dobeross. Each of the pair of tail gates weighs up to 2 tons (depending on the type of wood used) and the single 'head gate' is 1 ton. (Note the perilous platform used to stand on to operate the tail gate 'paddle'. On some canals they are even smaller!) The gate paddles, when raised, empty the lock, and lower the boat within.



27

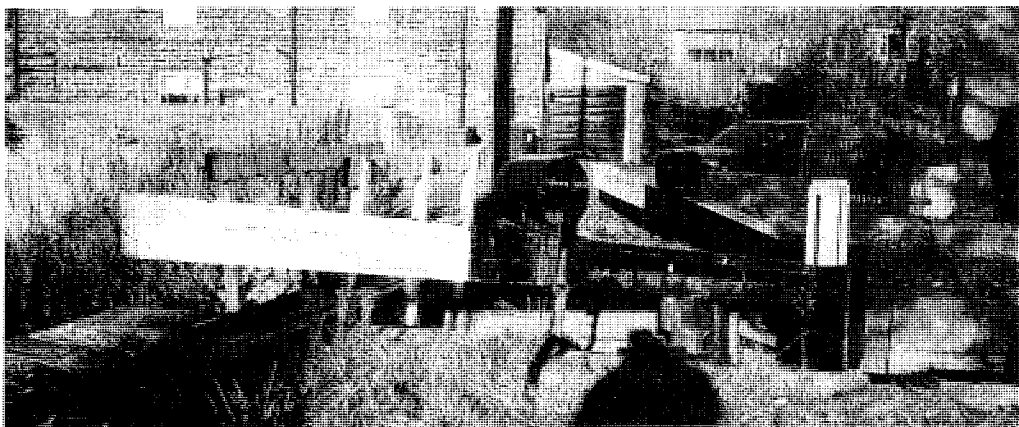




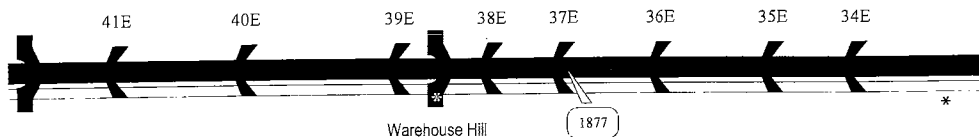
*Below:* A better arrangement of tail gate paddles at Lock 19W in Greenfield. Here the mechanism is hydraulic - I am not joining in the argument about hydraulic versus traditional in this feature - and the operating point is on terra firma, halfway along the beam. Note that the mechanism locking plate is vandalised and dangling - the graffiti on the beam reads 'The phantom lock-keepers on tour, J ov Diggle, we'll be back, asta la vista' (sic, very!).

Note, too, how the gates meet at an angle, or mitre, this resists the water pressure and forces the two halves of the gate into a water-tight joint - in theory! Down below water a 'cill' or small step in the lock bottom also acts as a water-tight joint against the gate.

*Left:* Traditional gear at Dungebooth Lock (22W). This is a 'ground paddle' which opens an underwater sluice (see page 26) and lets water into the lock to lift a boat. Note the hazardous ratchet (arrowed) which has to be held clear of the 'rack' with one hand while the other hand lowers the paddle - this is done with a 'windlass' or handle, carried by the lock wheeler, which fits on to the square spindle.



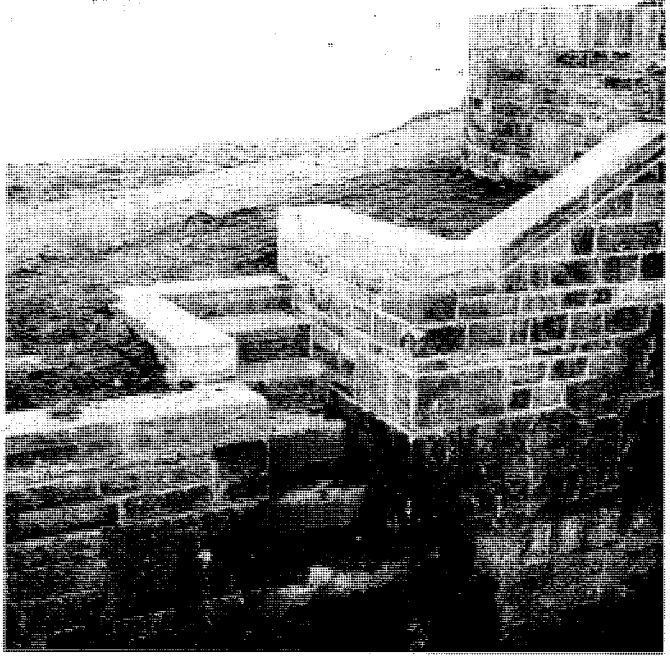
## MARSDEN



# Photo-feature - Locks

*Below:* Another type of ground paddle. This is at Lime Kiln Lock (23W), the first of the Thomas Telford designed locks. Both paddles are on the same side (the 'off' side, opposite the balance beam, for a reason I have never figured out!) and sloping, again for some obscure reason.

*Right:* Some lovely (new) masonry on the Diggle flight. This is a flight of steps for the boatman to join or leave the boat immediately before or after working the lock. These access points vary enormously - this is a very 'up-market' example!

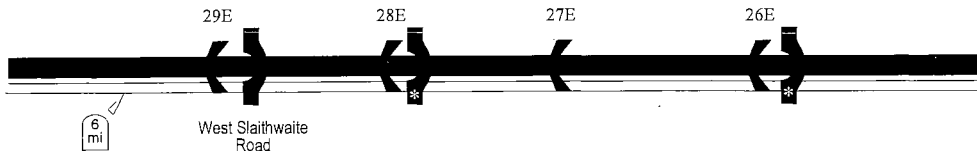
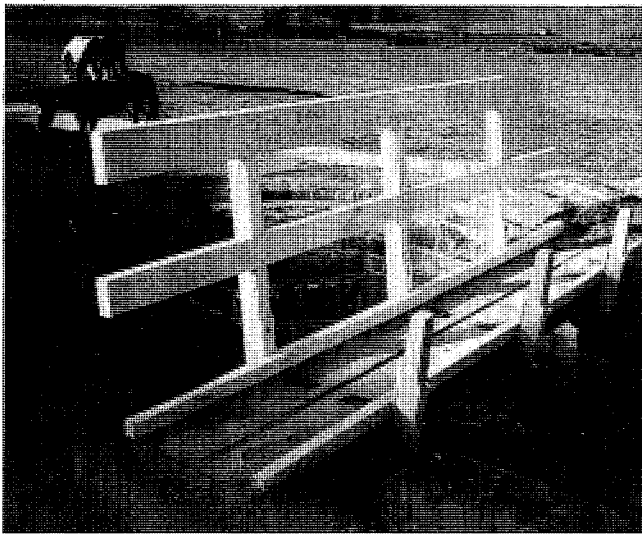


*Below:* Boatman's eye view of Lime Kiln Lock in Autumn. What looks like a short flight of steps near the tree is the 'bywash' where surplus water bypasses the lock.

Again, these are all shapes and sizes and often have enough force to push a boat sideways just when it is lining up for the lock! Note the notch in the railway pier at the left of the picture kindly put there by the railway builders in 1848-ish to help a 70'0" boat to line up!

*Right:* More sabotage on the Diggle flight. The photograph shows the extent to which "Jov Diggle, The phantom lock-keepers" are prepared to go in sabotaging our work. This lock bridge had only been in place a few weeks.

*Photos & Article: K. Wright*



It is April 1991 and Anne & Ken with Simon and girlfriend Dena (and, of course, William the dachshund) are starting the fourth day of a clockwise trip round the Cheshire Ring.

Tuesday, 2nd April

Weather - v. cloudy, overcast

Destination - Marple/Whaley Bridge/Marple

Distance - 9 miles

Locks - 16 + 1 lift bridge

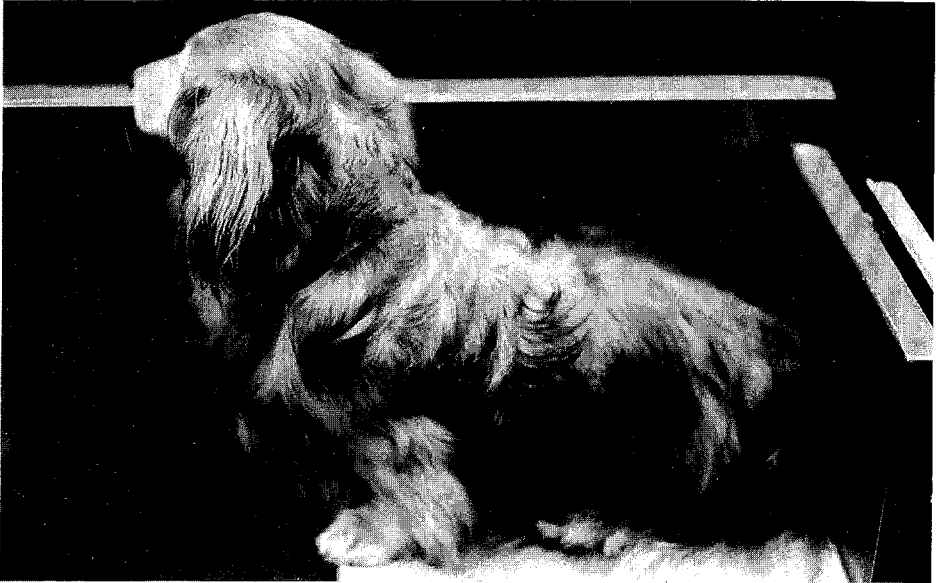
### Washed out!

Set out early again - D & S still fast asleep - v. windy but not too cold. Gave a toot at Warble Boats and stopped when our joiner friend Neville recovered from his surprise and came out to meet us. Bought new windlass - £6.50! Warble never claim to be cheap! Had a tour of a couple of boats being built - incredible, real

parquet floor in one, quarry tiles in the other. Superb wood finishes. Then we conducted the whole Warble workforce through our boat (to see what a typical high-quality hire boat is like). Needless to say Simon & Dena awoke to the clump of a dozen or so heavy boots and wondered just who was crocodyling past the bed!

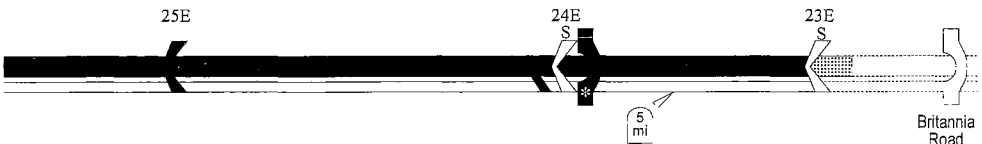
We had a long talk about configuration and I, naturally, propounded my theories on galley positions. Warble have the simple answer - the purchaser decides.

Even on a dull day the trip up Marple Locks is quite lovely. But it started to rain as we began locking and never stopped. Did it rain?! Part way up the flight we passed the architect's office of a friend of ours - jutting out over the water - but so wet and miserable we didn't call for the long-promised cuppa.



Guess who on his dog-shelf!

31



The pound near the office/warehouse was crossed by a vicious by-wash that threw us all over the place. Got to lock 12 and Dena and I went shopping for essential supplies. We walked back to the boat where the men had tried to moor near the T-junction. Not a chance, the water was far too low. Plank job to get on board. (Reminds me to tell you that HE is at present driving the Society's dredger and recently fell in - at 7.45 in the morning - when the plank broke in two. HE spent the morning in boiler-suit and wet shoes while his clothes dried in the engine-room. SSH .... I promised I wouldn't tell!)

To proceed. The rain got even more torrential as we headed for Whaley Bridge and, as this was only a 'there and back' to say we'd done it all, we decided not to do it all and, in a convenient hole, we winded and went back to Marple.

We took on water in horrendous rain, boat awash with dripping clothes and nowhere to dry them. Rain eased off a bit by 5.00pm so we decided to move on to High Lane. All had showers on the move and felt much better for it. Stopped at Bridge No. 11 by the Bull's Head. Fed the Muscovy ducks, helped a cruiser with a snarled prop and made dinner. My back was really hurting - falling against the seats on the foredeck hadn't helped - so decided to stay in after K and I had washed up. The others went to the pub but didn't stay long so returned to spoil my reading!

Bed to the sound of rain!

Wednesday, 3rd April

Weather - Sunny, some cloud

Destination - Congleton, but went to Kent Green

Distance - 22 miles

Locks - 12 + 2 swing bridges

## Mooring with difficulty

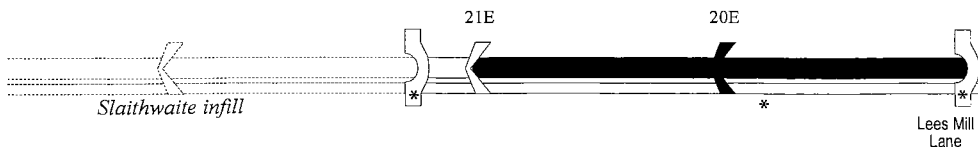
Set off at 8.00am in brilliant sunshine - v. cold and a stiff breeze blowing - not a bit like the pictures in the brochures. S & D still fast asleep (by way of a change!). Generously I let them lie

in as there are no locks yet. Scenery really lovely, even drove for a bit and successfully navigated two bridge-holes. Plenty of herons, rabbits and even a kingfisher. Haven't seen many Anderton boats - perhaps they aren't doing the Ring - or more likely were all going clockwise! Ken then drove all the way to Macclesfield. We took on water and then moored (nearly at the bank!) and set off for the chandlery. Simon bought a replacement boat hook and stale (£5, not bad). Got horse brasses and a plaque and two new "Pearson's" - Warwickshire Ring and BCN (Birmingham Canal Navigations), both very interesting. Back to Puss in Boots pub for lunch and a drink or two. Food and drink excellent, and the pub being refurbished, but WHY do some publicans



On the Marple Flight - not the best of weather!

## SLAITHWAITE



# The Wife's Tale - Part 27

assume that we all want loud pop music to help our digestive processes? And at lunchtime! Lunchtime included a short, sharp cloudburst of hail and rain! Bought papers and set off at 2.00pm - got to Bosley Locks at 3.15 and did all twelve in 1½ hours - not bad. V. nice locks and in good condition, for a change. (Which is more than one can say for the canal in this area. Our boat is not particularly clever in shallow water and we were drawn on to the bottom again and again, even at about 3mph). Got rid of rubbish at the top lock - plenty of gongoozlers on the flight, even on a cold Wednesday afternoon. Sunny most of the p.m. with an odd cloud or two - makes a change from yesterday. Decided not to stop at Congleton as the canal is on a hillside well above the town, but went on to Bridge No. 87 ready to go to see Little Moreton Hall tomorrow. Our trip at the moment (and for the

next day or two) is dominated by the presence - over on the left - of Mow Cop (Mow as in cow), the folly-topped high point in this bit of Cheshire. The canal takes a huge curve in this area so that Mow Cop doesn't seem to move.

Hope it's fine tomorrow, we have quite a long walk. Dinner and chatter took until after 9pm. I read, Dena went to bed, K & S to the pub (naturally!) to try out the old "beer-in-a-jug" Bird in Hand. It was closed and semi-derelict, unfortunately (these guide books!) so they went to the Rising Sun instead.

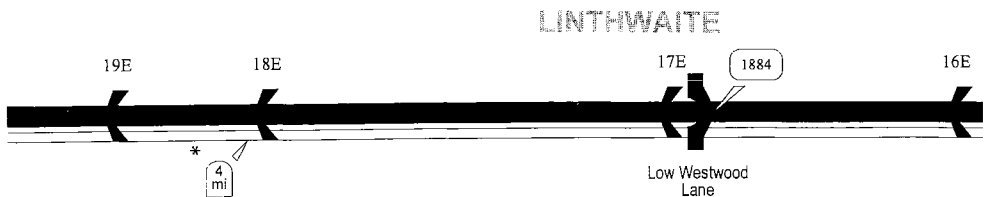
One small incident today - Tee Hee - HE was opening a paddle a little too quickly and the blow-hole shot a jet of ice cold water straight up his trouser leg! HE claims he will never be the same again!

NEXT TIME - Hassall Green and Anderton.



One of the Cheshire Ring's beautiful roving bridges. One can follow how the horse changed from one side to the other without the need to remove the rope.

33





## MP is cautious on canal £12m

LITTLEBOROUGH and Saddleworth MP Chris Davies has welcomed the Millennium Commission's £12 million National Lottery support for the Rochdale Canal, but says he hopes that the Huddersfield Canal will not be forgotten.

'It is disappointing that the Huddersfield Canal Society has not yet been successful,' the Liberal Democrat MP said.

'So much work has already taken place on the Huddersfield Canal that it would be a terrible waste if funding was to dry up when they are in sight of completion.'

Mr Davies says that he is also concerned about future public access to the Rochdale Canal, which is owned by property development company Town Centre Securities.

'Liberal Democrat councillors have, many times, expressed concern that millions of pounds of public money are being invested in the privately-owned Rochdale Canal, without any guarantee about future charges for its use or public rights of access,' he said.

'I am writing to the chief executive of the Millennium Commission to ensure that she is satisfied that safeguards have now been provided.'

## MP's joy at canal news

LITTLEBOROUGH and Saddleworth MP Chris Davies has welcomed news that future funding for the restoration of the Rochdale Canal depends on long-term public access to the waterway.

The Millennium Commission chief executive, Jennifer Page, told Mr Davies that no money would be released until access terms had been agreed.

Liberal Democrats have been concerned that millions of pounds of public money invested in the restoration project is unprotected, because the local authority-backed Rochdale Canal Trust failed to secure a lease guaranteeing maintenance and access arrangements from the waterway's owners.

Mr Davies said: 'This is an exciting project, but it is essential that public money and public access to the use of the canal are absolutely protected.'

'I hope the hold-ups which have prevented resolution of this problem will be swiftly removed.'

## Saddleworth Anglers net a grand haul

FOLLOWING the news that Saddleworth and District Angling Society have been allocated money from the National Lottery towards creating a fishery complete with a car park, walkways and platforms for the disabled, there is more cheer for the club.

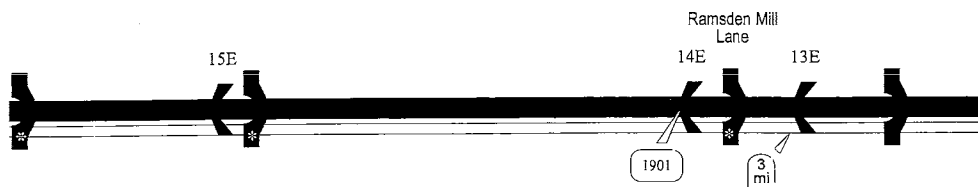
They have just signed a three-year lease on the Huddersfield Narrow Canal between the tunnel end and Ward Lane, Diggle, and will be launching a massive restocking programme in the

next two months.

The club has decided not to stock just the normal species, such as roach and perch. They are also stocking up with dace and chub, as well as rudd and bream.

Although a club catering mainly for pleasure anglers, there is a good chance that the top length might be used for some matches.

*Articles courtesy of Oldham Evening Chronicle.*



## Canal work dredges up bottles from bygone era

By BEVERLEY ADDY

Canal restorers have been dredging up history in their campaign to restore the historic trans-Pennine Huddersfield Narrow Canal.

Extensive work to remove piles of underwater silt has brought to the surface lots of interesting objects, including unusual glass bottles - many of them dating back to the middle of the last century.

Canal restoration work is taking place near Stalybridge and Ashton-under-Lyne and many of the bottles serve as a reminder of the days when 'pop' manufacturing in that area was a very productive, if short-lived, industry.

Dredger driver and Huddersfield Canal Society member Ken Wright said: 'The area near Bayley Street at Stalybridge yielded a fair number of bottles.'

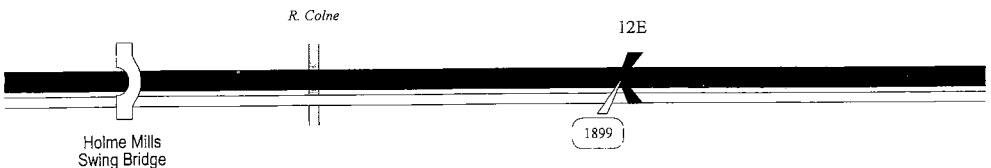
'People obviously drank the contents and then tossed the bottles from the bridge into the canal.'

*Courtesy of Huddersfield Daily Examiner.*



Ken Wright with bottles recovered from the canal.

*Picture by Andrew Catchpool*



As I sit looking out of my office window, seeking inspiration for this article, I notice the leaves on the trees, now in their Autumn splendour, occasionally falling as the cold North wind stirs the branches. A far cry from the heady days of Summer I enjoyed at the Tameside Canals Festival in July.

The festival, now one of the premier canal events in the North of England, drew record crowds again, with the 'Festival of Dance' attracting an ever increasing number of artistic groups.

This year's event, the eighteenth, has, over the years, maintained the momentum of promoting inland waterways as one of Britain's major hidden assets enjoyed by thousands of people in various leisure pursuits.

In more recent times, and more locally, the festival has, by attracting visitors and boats to the area, complemented the efforts of the local authorities in their campaign to regenerate derelict areas and create new jobs. Would, for example, the Cavendish Mill have been converted into flats, or the proposed new development at Portland Basin taken place without the canal being as prominent as it is? It has been proved that the restoration of the Huddersfield Narrow Canal has created over a thousand jobs and brought in millions of pounds worth of development.

Eighty eight boats from all over the region attended this year's festival, with over thirty caravans and tents enjoying the secluded view from the campsite alongside the Peak Forest Canal.

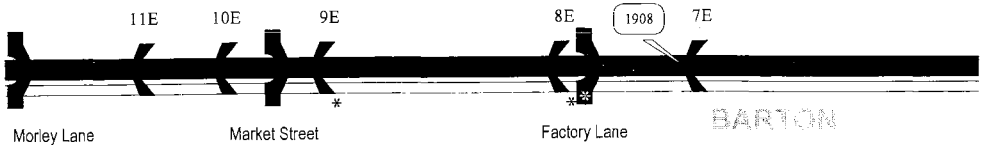


The crowds gather on the Peak Forest site.

On a personal note, may I express my gratitude to the festival committee, without whose sterling efforts the festival would not have run like a well oiled machine. (In fact several members of the public did mention that some of the committee, in their off duty moments, also looked 'well oiled').

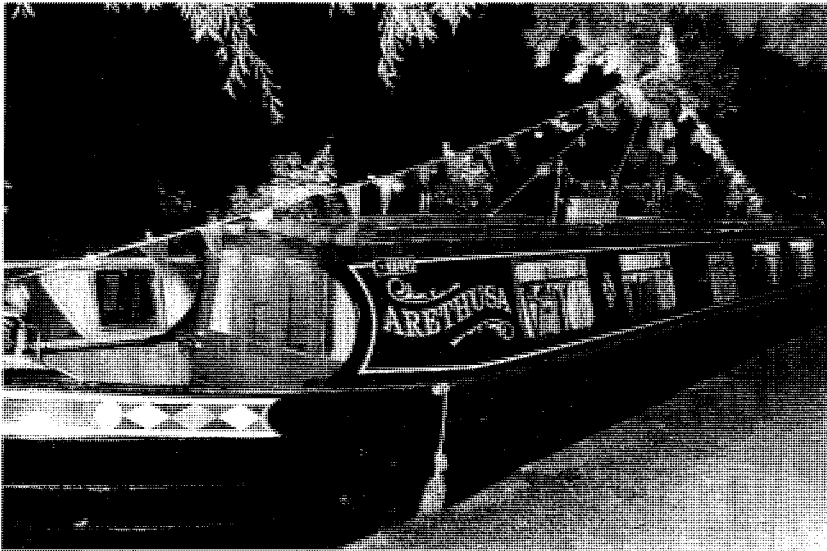
Finally, my thanks also to all those too numerous to mention who supported us over the weekend, but with special thanks to the festival's President, Sir James Anderton and his wife, Lady Anderton.

Tony Wolstenholme  
Festival Chairman



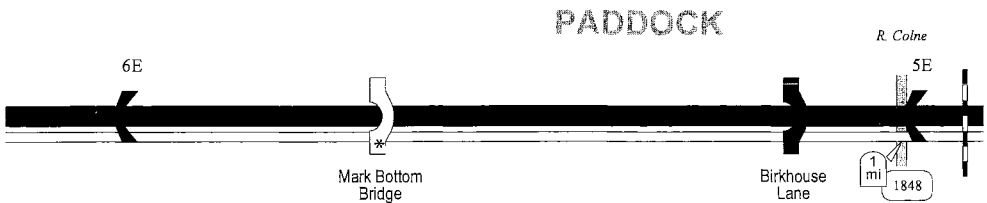
# Tameside Canals Festival '95

*Right:* Boats by day ... it's a tight squeeze to find a mooring at the Festival site.



*Left:* Boats by night ... the narrowboat *Arethusa* decked with lights was one of the many entrants in the 'Best Illuminated Boat' competition.

37

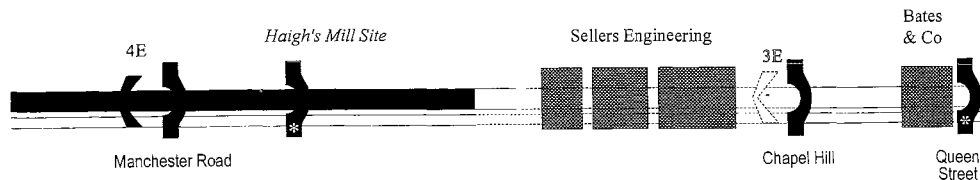




*Above:* The skirl of the pipes stirs an appreciative audience.

*Left:* Festival President Sir James Anderton, right, presents the Chairman, Tony Wolstenholme, with a cheque for £13,000 - the money raised from previous Tameside Canals Festivals and held in trust for the Canal Society.

*Photos: NORWEB plc*



*A reader writes:*

Dear Editor,

I have recently received the Summer '95 magazine, Pennine Link, and you have asked readers to let you know what we think of it. I look forward to its arrival very much and enjoy sitting down with a cup of coffee to have a good look through, almost as soon as it is delivered.

I like to compare the Progress Map with the one in the previous issue, and see what has been achieved since then. Unfortunately this issue has the map in the wrong order from page 23 to page 36. My 12 year old daughter helped me to cut out the maps and sellotape them back in the right order. At least in doing that, she probably learnt more about the canal than she would otherwise!

The suggestions for future Pennine Links sound very good, except that I like the restoration progress map as it is, and can't imagine what the new format would be. Perhaps before you change it, you could explain the new format, and ask for members' opinions.

The Distaff Side article on Narrowboat galleys was very interesting, and if I and my family hire a narrowboat, I think we'll ask for a galley at the back, although it sounds as though very few are now available.

Living in Southsea, I cannot get to see the restoration as I would like. My mother lives at Guide Bridge and my sister a few miles away, so when I come up to stay, I hope I shall be able to see more of the canal.

In 1994, my husband, I and two of our four children visited the Basingstoke Canal Centre at Mytchett. They have restored the canal as far as Odiham Castle and would like to link up once more to Basingstoke. However, they have serious tunnel problems - bats, bats and more bats!!!

They have produced a beautiful calendar for '95

and I have enclosed a page (month) to give you an idea of the format. Would that be possible for the Huddersfield Narrow? There is some lovely scenery along the route. I am familiar with Portland Basin and have seen the Canal at Greenfield and Uppermill.

A photograph of the Kingfisher at Dobcross would make a lovely subject for Spring or Summer. If you could produce a calendar for '97, I would certainly purchase a few copies and send them to family and friends. It would be a way of publicising the Canal and restoration, which would probably reach more people than just the members.

My memories of the Canal go back to the late 50's and early 60's. The Ashton Canal near Slake Lane, Guide Bridge, was dreadfully neglected and full of all kinds of rubbish, yet for us children it was a wonderful place of peace and fascination.

I emigrated to Australia in 1967 and returned to live in Portsmouth in 1975. I have friends there who remember the Canal and are interested to hear of the restoration, so I would certainly send them a calendar if you were to produce one.

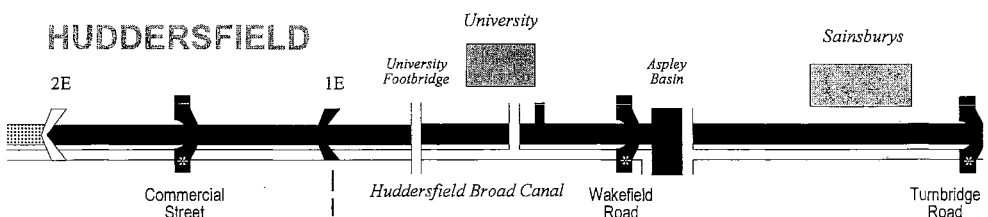
I was sorry that you were not successful with the Lottery bid, and hope you are more fortunate in the future. It is a shame though that success or failure can depend on which case officers assess the bid.

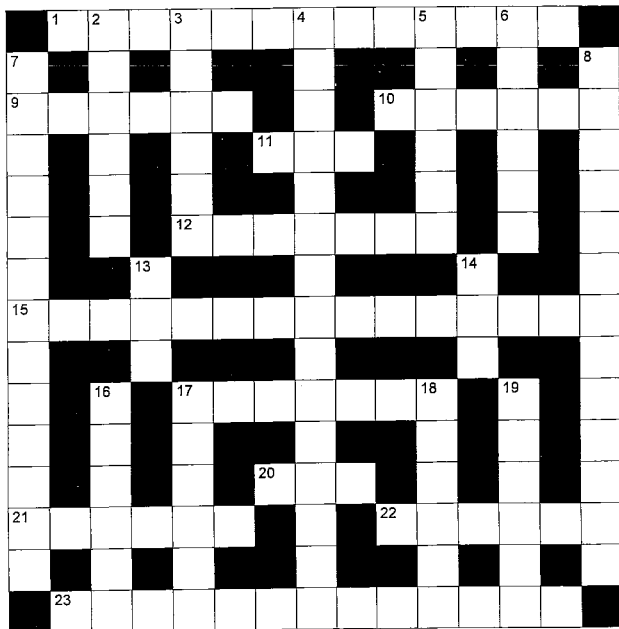
Yours sincerely,

Mrs P Shuker

*What a coincidence - the specimen page sent by Mrs Shuker is identical to the one from this year's IWA Calendar, where the photographs at the bottom can be torn off and used as postcards, and I have been gently campaigning for HCS to do a similar one! Ed.*

39





- 6. Tee Rex off on the first canal in Britain (6)
- 7. On the River Ure be sure to rig bough robed (13)
- 8. If the Caledonian Canal is the high road be sure to take the low road from coast to coast in Scotland (5,3,5)
- 13. Look in New Mills for a canalside hostelry (3)
- 14. At Ironbridge incline towards horse food (3)
- 16. Use a red pip to lift canal water (6)
- 17. Nag won a race over an L & L tunnel (6)
- 18. Ra's pin caused considerable pain (6)
- 19. On an archaeological dig glean information about the HNC (6)

### EASY

#### Across

- 1. How to cross the Avon at Welford (6,7)
- 9. Name of the pub at Wigan Pier (6)
- 10. Ravel's music made famous by Torvill & Dean (6)
- 11. Winter boaters worst enemy (3)
- 12. The effect of a breeze on a boat (7)
- 15. T & M watery 'lay by' in Burton on Trent (10,5)
- 17. Spouts (usually of oil) - no doubt BW would like them of water (7)

- 20. Inclement weather for boating! (3)
- 21. Famous Ghyll named thus in Yorkshire (6)
- 22. The way a badger (anag) handled a boat (6)
- 23. Former subterranean part of the Dudley No 2 canal now crossed by High Bridge (7,6)

#### Down

- 2. Mersey tributary (6)
- 3. What candles used to be made of - a canal cargo no doubt (6)
- 4. How the Dudley No 1 canal climbs to Merry Hill (5,5,5)
- 5. A type of sea anchor (6)
- 6. Arguably the first canal in the country - graced by Countess weir! (6)
- 7. Town on the River Ure between Linton Lock and Ripon (13)
- 8. The canal that goes East from Glasgow (5,3,5)
- 13. Pub (3)
- 14. Carried on the boats as horse food and bedding (3)
- 16. Every boat carried a \*\*\*\*\* for getting water from the canal for washing etc. (6)
- 17. L & L tunnel near Burnley (6)
- 18. What you can do to your ankle if you jump off a boat clumsily (6)
- 19. One end of our tunnel! (6)

*Our crossword compiler is having to move further away from our own canal to find new place names for his puzzles - you will need to have a Nicholson Guide book or two to help you. Ed.*

### CRYPTIC

#### Across

- 1. Torn bed = big sin whilst crossing the Avon at Welford (6,7)
- 9. Visit the pub at Wigan Pier to find a pig farming author? (6)
- 10. By a tree bole Rover found Ravel's music (6)
- 11. Atlantic excess causes chaos for boaters in Winter (3)
- 12. Dine wag, as the boat blows to leeward (7)
- 15. Lo! Warn bison nigh canalside in Burton on Trent (10,5)
- 17. Is Gus hers? Only when she spouts! (7)
- 20. Go for it astern in bad weather (3)
- 21. In a gap in Gas Street find a ghyll in Yorkshire (6)
- 22. How badger handled a boat? (6)
- 23. Let Ben wins subterranean fashion on the Dudley No 2 canal (7,6)

#### Down

- 2. Consult a Manchester lawyer re will on fluvial matters (6)
- 3. Walk tall O workman if you would make candles (6)
- 4. Using the colour of coal and a canal basin at Worsley take flight downhill from Merry Hill on the Dudley No 1 (5,5,5)
- 5. Rue dog that held a boat back at sea (6)

Solution in Issue 116

Dear Mr Wright,

I enclose some comments about Plink.

Generally I am very satisfied with it.

I particularly enjoy the restoration reports, the progress map and the article in 114 on the dredging. The description of canal restoration in a nitty-gritty fashion is very useful.

It would be useful to have the expected dates of future projects and their completion dates.

I am not very familiar with the East side - there will be people not very familiar with the West side. From the East side, what plans are there for example to restore Holme Mills swing bridge?

Articles on the parts of the Canal not yet restored would be useful, e.g. nothing has been described recently about progress at Slaithwaite.

What about promoting parts of the restored Canal for use? The restored portions of canal actually need to be used.

The one thing I do not like about the restoration are the Stalybridge proposals. Some local people would prefer restoration through the town centre to enhance the Canal.

An article of how to get a restoration project under way would be useful. I am still hoping that one day the Stockport Branch of the Ashton Canal may be restored.

Joseph Yeomans, South Reddish, Stockport

*The only way to forecast dates for the completion of individual projects on the Canal would be to employ Mystic Meg! And she would have her work cut out. Reading the Chairman's Notes and Restoration Update should give a good guide to the problems, which are all to do with funding.*

Dear Ken,

I would like to make a couple of minor comments on the magazine.

1) The front shows simply "Issue 114" without a 'season/year' such as previously - e.g. Issue No 113 was also "Spring 1995". The front has something missing I think, without "Autumn 1995" or whatever.

2) I see the "Restoration Progress Map" got out of sequence - unless Standedge Tunnel now does actually straddle Marsden! Maybe I should go and make sure!

All the best for your success as Editor.

Ray Smith, Mossley, Ashton-u-Lyne.

*Caught out! I was hoping to fudge over the fact that you will only be getting seven Pennine Links in two years, instead of eight, by leaving off the season's name. It's in order to get on to an even keel for 1996 when - I promise - you will get four copies, roughly following the seasons! Anybody aggrieved by this decision can have the cost of a copy refunded.*

*And the map! I could claim I did it deliberately to test you all, but I'm sure you wouldn't believe me. No, at the last look, Standedge Tunnel was still between Diggle and Marsden! The map sections are individually stuck to the relevant pages and my Assistant Editor confesses that though the maps were in the right order, the pages weren't!*

*Thank you for your good wishes. Ed.*

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*However, I take Joseph's point about future projects, needed to complete the canal restoration, and I have asked Keith Gibson to slant his report to the future, rather than the past, in this edition. Ed.*

## 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

Tel: Saddleworth (01457) 873085



Dear Sir,

As the Match Secretary of Stalybridge Fox Angling Society, I find it very pleasing to see the restoration of the Huddersfield Narrow Canal, which at the moment is taking place on the Stalybridge Fox controlled length from Bayley Street, Stalybridge towards Ashton.

The Canal Society is dredging this stretch of canal, and may I take this opportunity to say what a good job they are doing. They are dredging the Canal to a depth of 4ft and cleaning up the towpaths along the Canal. A lot of time, effort and money is going into this restoration. Let us hope people who use the towpaths and canal remember this:

1) Some angling bodies fishing the Canal leave their litter on the towpath or throw it in the water. Fortunately, the majority of anglers care, for if it had not been for angling club members throughout Britain, there would be far fewer areas of natural beauty left, and our canals and waterways would have ended up as sewers. Vigilant anglers keep a watchful eye open for any sign of pollution.

2) A minority of boaters on our canals are abusive to anglers for one reason or another. Some boaters do not care whether it is oil, acid or water as long as they can sail along it and

discharge oils and bilge waste into the waters; they seem to think they have the only right to use the canals. We know, as anglers, that boaters have to pay to use the canals, but the angling clubs throughout the country also pay highly to fish these waters. So a little consideration from both parties would be in order.

3) Let's not forget the 'animal lovers' who use the towpaths as a toilet for their dogs. We must try somehow to get this problem solved. The only people who seem to use our canals as they should be used are the walkers who walk and admire the surrounding areas and do not abuse them.

The message I am trying to get across is simply this, let us all try to work together, to make the towpaths and canals pleasant places for everyone.

Trevor Lomas, Stalybridge Fox Angling Society.

*It's good to have an angler's view on waterway restoration. Stalybridge Fox are very keen to see the work on their stretch finished. I certainly go along with Trevor's comments, particularly about dog owners, "Saddleworth Promenade", in between Locks 21 and 23W at Uppermill, is always in a disgusting state. It has to be said, though, that there isn't a waste bin of any kind for some distance - and no special doggy facilities whatever. Ed.*

Dear Alwyn,

Could we please have some technical articles on the canal restoration. It would be interesting to know how locks are restored. How is dredging done? What rate is dredging done? (What length per day?)

I notice that at Stalybridge dredgings are put to one side, what happens then?

I have written to Oldham Council - they do not seem very enthusiastic about restoring the bridge at Uppermill.

Joseph Yeomans, South Reddish, Stockport.

*Great minds think alike! More technical articles are on the way, to follow the dredging and lock operation photo features. To answer Joseph's specific points, the rate of dredging varies greatly, depending on the width of the cut, the depth of silt, the distance to the discharge point, the number of locks etc., but on a good day, 9 hoppers, or about 250 tons (containing a lot of water) can be moved. If the water is too shallow for a loaded hopper (3'6" below water in old money) a trench is cut and the material laid to the opposite side first - (this is what has happened at Stalybridge). Ed.*

**THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:**

- 2340 Mr & Mrs Milnes, [REDACTED]  
2341 Ms Harvey, [REDACTED]  
2342 Mr Cotton, [REDACTED]  
2343 Mr Somerset, [REDACTED]  
2344 Mr Allen, [REDACTED]  
2345 Mr Mawson, [REDACTED]  
2346 Mr Brunstrom, [REDACTED]  
2347 Mr Shaw, [REDACTED]  
2348 Miss Charlton, [REDACTED]
- 

**In the next Issue of Pennine Link ...**

The Society's new Water Taxi for Marsden - a Tug & Butty combination.

Ministerial naming ceremony for the Geoffrey Dickens Lock.

Notification of the Annual General Meeting.

1996 Festival Dates.

The Great Restoration Progress Map debate.

....plus all the regular features.

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**SOLUTION TO CROSSWORD No 10 - ISSUE 114****ACROSS**

1. Wharf 5. Chirk 9. Rally 10. Lading 11. Diesel 12. Pound 14. Ark 15. Algae 19. Ashton under Lyne  
20. Screw 22. The 23. Bilge 28. Aspley 29. Almond 30. Cabin 31. Ladle 32. Speed

**DOWN**

2. Action 3. Forge 4. Calder and Hebble 5. Clyde 6. Irwell 7. Tulip 8. Hulme 13. Usher 16. Ghyll  
17. One 18. Dec 20. Shaft 21. Elland 24. Inmate 25. Endon 26. Cycle 27. Banks

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## WEST SIDE

Wednesday 14th February      General Meeting at the Tollemache Arms, Mossley, 8.00pm.  
Wednesday 14th March        General Meeting at the Tollemache Arms, Mossley, 8.00pm.  
Wednesday 11th April         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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## 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

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by 23rd February**