

**HUDDERSFIELD
CANAL
SOCIETY**

Pennine

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Front Cover: Millennium bid send off at Staley Wharf - see page 10.

Photo: Huddersfield Daily Examiner



Elsewhere in this Issue there will be reports of the intensive effort that resulted in our renewed Millennium bid being sent off in mid-February. So I thought I would concentrate on an event that might otherwise escape the attention of those readers (the

majority, I suspect) who are not dedicated canalcoholics; namely the Golden Jubilee of I.W.A.

The Inland Waterways Association (IWA) was founded in 1946 by Robert Aickman and Tom (L.T.C.) Rolt. It campaigns for the retention and restoration of Britain's inland waterways.

The IWA is responsible for changing public attitudes to the value of waterways and therefore for saving the system from destruction in the period from the 1940's to the early 1970's. Since that time, its activities have been concentrated on campaigning for the restoration of canals which fell derelict earlier this century and in fighting to preserve the unique environment of the waterways which makes them such a priceless national asset. The IWA has supported the foundation of over 100 local canal societies and trusts who, along with the Association's regions and branches, continue this campaign at local level.

WATERWAY RECOVERY GROUP

is part of the IWA. It was formed in the 1960's by Graham Palmer to provide voluntary labour to restore derelict canals. WRG volunteers have worked on every major canal restoration project in the country and have played a significant part in the re-opening of some 500 miles of canal to date, with a further 500 miles currently being worked upon. The group continues to be entirely voluntary, but has built up an extensive base of professional skills.

As is usual with this sort of occasion the opportunity to have an Appeal has not been missed! The IWA Golden Jubilee Appeal will raise money to provide the group with a modern JCB excavator and to replace its ageing fleet of vehicles, on which it depends for the transport of volunteers and equipment around the country.

NATIONAL WATERWAYS FESTIVAL

This special Golden Jubilee version of the annual event will take place at Dudley, W. Midlands, on 24, 25 and 26 August and we have been asked if we can possibly find volunteers to assist with car parking organisation. There will be eight car parks, requiring 200 assistants over the weekend so, come on, HCS members - especially those within striking distance of Dudley - and lend a hand.

cont'd over...

LANDFILL - TAX VICTORY

Whilst, at the time of writing, there is more than the odd question mark over this issue, it would appear that the IWA - in consortium with other interested bodies - has succeeded in persuading the Government to exempt port and inland waterway dredgings from the new Landfill Tax. The imposition of this tax would mean paying £7 per tonne (dirty) and £2 per tonne (clean) on all sludge removed, resulting in either a colossal reduction in the amount of dredging or a similar reduction in the amount of general maintenance - it being generally accepted that there would be no increase in grants to cover the extra. Sighs of relief all round!

AND SO ON

Other events include the IWA Jubilee Jigsaw, a giant jigsaw puzzle depicting a map of the inland waterways which will be assembled in Birmingham on 22 and 23 June; a trip by the Manchester Branch of IWA to Wet Earth Colliery (sounds inviting!) on May 15th and eight pages of calendar events nationwide.

If any of you would like to know more about these items, or the IWA generally, please get in touch with me on 01457 873599.

Ken Wright.



Why it should be us!
This is the message we are putting across to the public after our Millennium Bid was delivered to London last month. The partners have worked hard over the past few months to prepare our submission.

We believe that the proposals to complete the restoration deserve support from the Millennium Commission. *'I believe it would be a fitting tribute to herald the millennium to see this water transport and leisure heritage restored for the enjoyment of future generations, safeguarding the future of a resource created by some of the greatest entrepreneurs, engineers and workmen in our country's history'*. This was said not by ourselves but by Barry Sheerman MP in his letter to the Rt. Hon Virginia Bottomley MP, the Chairman of the Millennium Commission.

The title of our partnership's project is 'Completing the Pennine Ring'. We have bid for £26.5 million; 50% from the Commission and the balance from English Partnerships, British Waterways, ourselves and the 'Percent for Art'. Our contribution amounts to £550,000 and £30,000 per annum towards the £400,000 annual maintenance costs of the restored canal.

Completing the Pennine Ring is our vision for the year 2000. The project is scheduled to be completed by the end of the year 2000 and includes a route through Stalybridge, a phased visitor attraction based at Marsden, in and around the Tunnel, and a route under and through the blockages in Huddersfield.

Now that the restoration of the Rochdale Canal seems assured, subject to final appraisals, completing the Huddersfield Narrow in 2000 will create a new 'Ring O' Roses' and celebrate the past and future. We know all the benefits that restoration will bring; a transformed environment, new investment in property and job creation, a vibrant and dynamic tourist industry plus through navigation.

We believe that our project is worthy of support because (and I quote from the document):

1. It will make a substantial contribution to the life of the local community and has widespread support from all the areas through which it passes;
2. It can be completed by the year 2000;
3. It aims to build upon past achievements to build a better future;
4. It is physically unique and represents a feat of both civil engineering and human effort which embraces the natural and manmade environment;

Chairman's Report

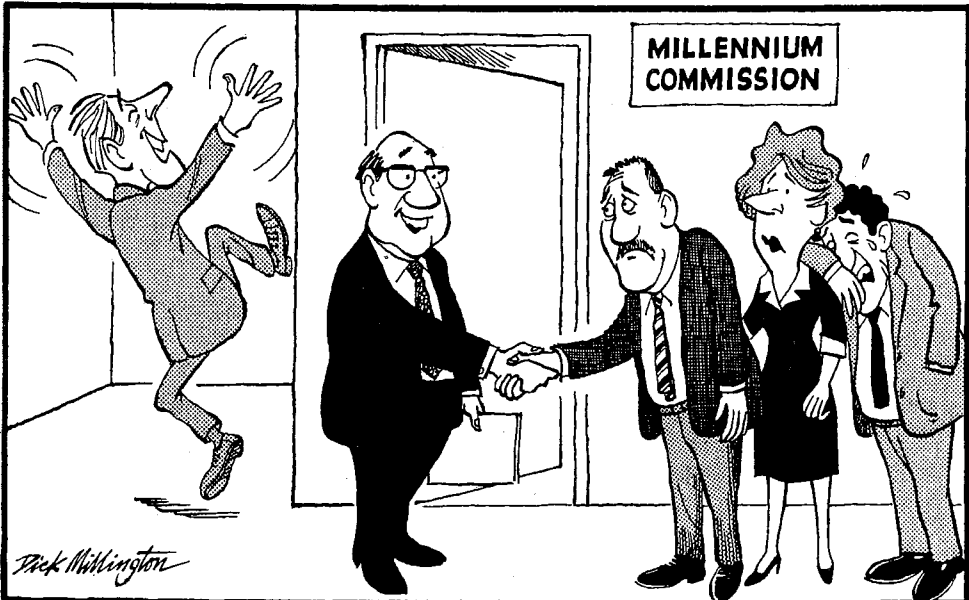
5. It will celebrate the achievement of the original pioneers and provide an innovative mechanism for substantial improvement to the local economy and environment;
6. The communities within the canal corridor will substantially benefit from an improved environment, stimulus to the local economy and the door opening to a variety of training and employment opportunities;
7. The restoration partnership has an impressive track record held up to others as a role model and in delivering this project will build upon the high level of achievements made to date;
8. Finally and importantly, the Huddersfield Narrow Canal Millennium Project cannot be delivered without Millennium Commission support.

I urge all of our members to spread the word about our proposals. Should you need any further information on this, or other aspects of our campaign, please write to me at the Ashton office. We expect to hear the results of our application in April.

As Barry Sheerman stated in his letter *'I do urge your most serious consideration of this proposal, which will benefit so many millions of people in the second most populous area of England'*.

Please, Mrs. Bottomley, help us to complete a project which will mark the millennium, restore a unique waterway and regenerate the economies of the Tame and Colne Valleys.

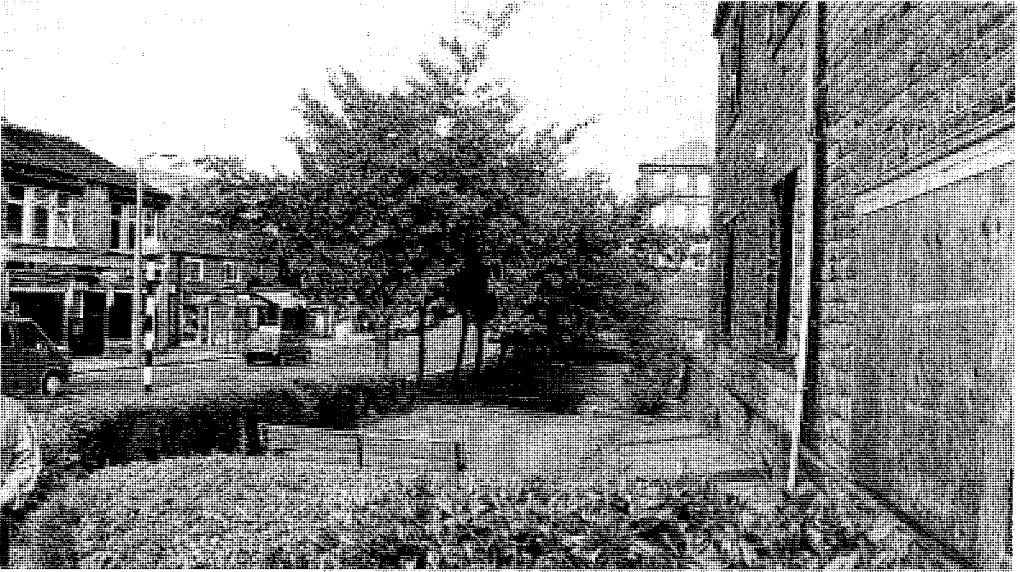
David Sumner
Chairman



"BETTER LUCK NEXT TIME!"

Let's hope that HCS are turning the corner! Ed.

Heading West from Tunnel End there are six blockages, from fairly minor to very major. Here, we illustrate the first four on the way to Huddersfield - next time, Sellers and Bates.



Slaithwaite, looking West. Fitting the canal back inbetween the road and the buildings on the right has been a controversial issue.



Slaithwaite, looking East. The original route is well defined and largely clear.

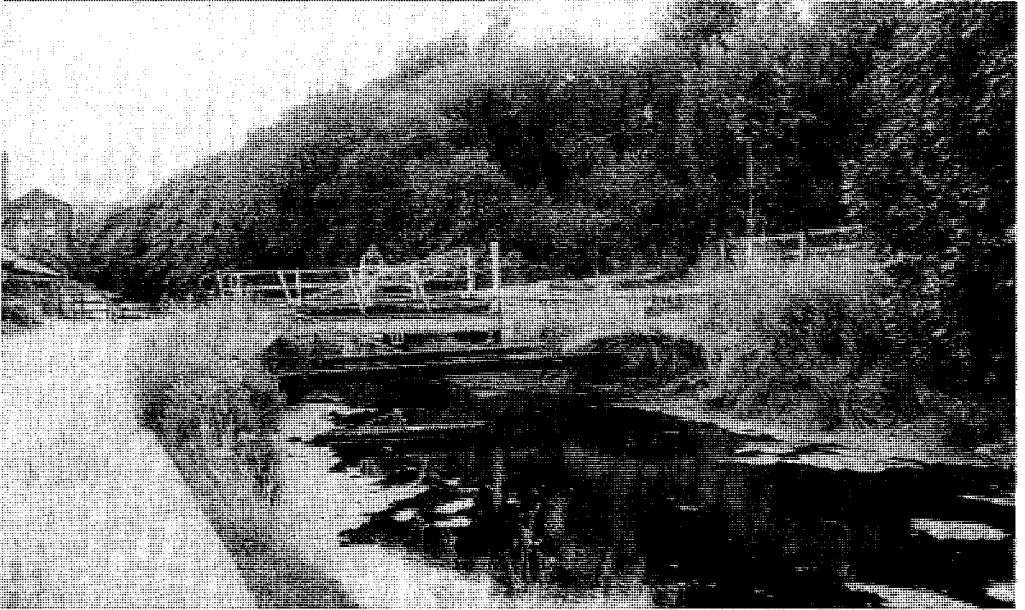
Photo-feature - Blockages



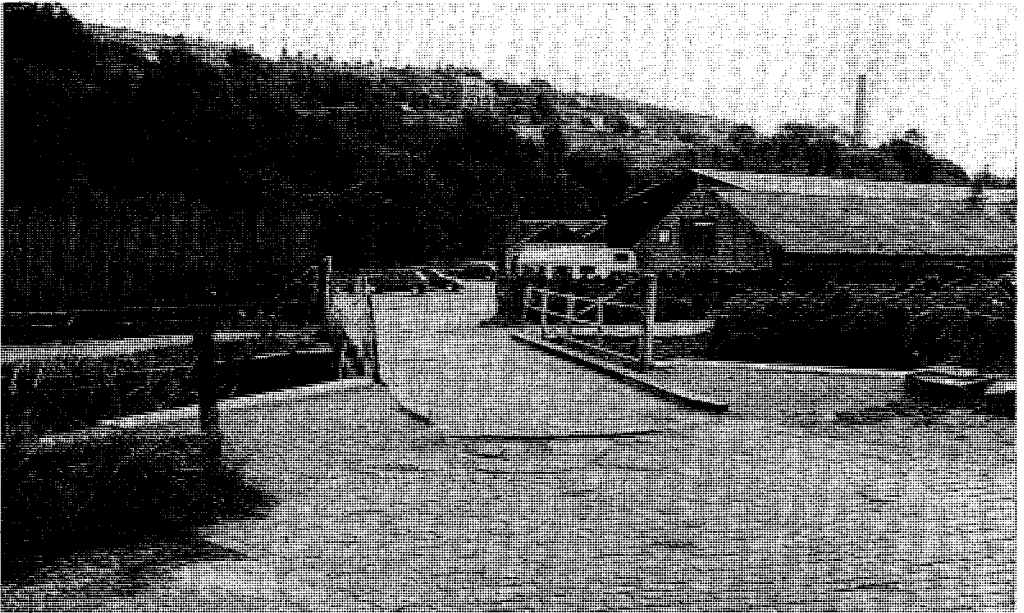
Lees Mill, Slaithwaite. A very low accommodation bridge, to be replaced by a typical canal lift bridge.



Looking across Lees Mill Bridge.

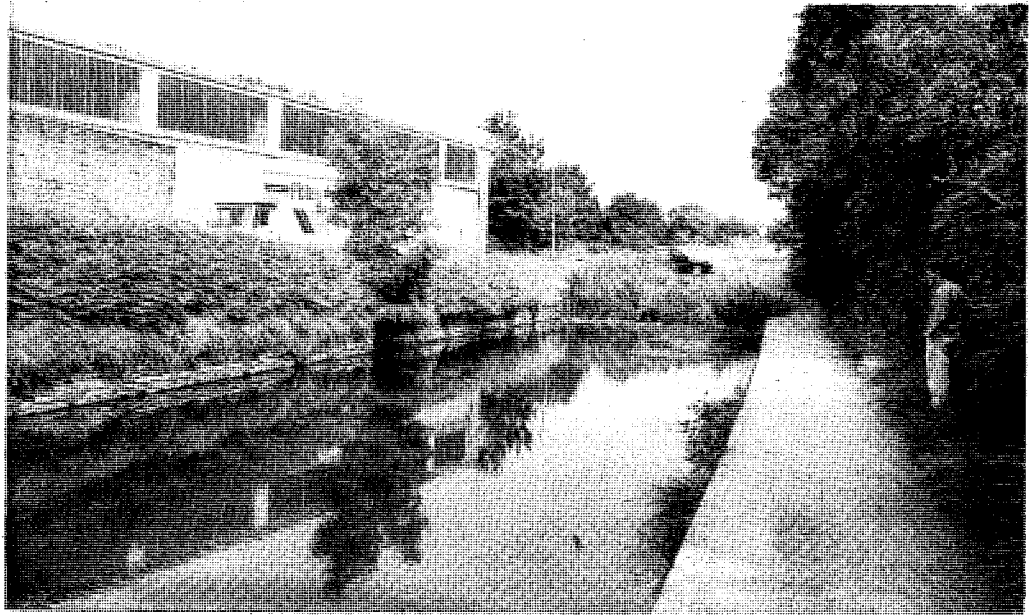


Holme Mills, Milnsbridge. A listed swing bridge; to be replaced by a conventional bridge in the foreground of the picture. The listed bridge will be restored and then locked in the open position. The service pipes are another small problem!



Looking across Holme Mills Swing Bridge.

Photo-feature - Blockages



Mark Bottoms, Stoney Battery. The canal is culverted and filled to provide access to the works. A new box culvert will form a canal bridge and the road will be re-aligned with bridge parapets.



The canal channel from Mark Bottoms

The bid for £26m of Millennium cash was given a civic send off, with local authority heads being rewarded for their efforts with a fish and chips lunch.

The bulky bid document was ceremonially posted at Staley Wharf, Stalybridge, by Councillor Alan Whitehead, Mayor of Tameside; Councillor Ken Sims, Mayor of Kirklees; and Councillor Alan Griffiths, Deputy Mayor of Oldham.

The Post Office kindly provided a special, portable post box (old fashioned type, looking solid and heavy, but in reality plastic, in three sections, and transported in Frank Smith's car), and it was only right that the civic chiefs should be rewarded for their efforts with a drink and a bite to eat.

Problems. The Wharf pub was being re-decorated and the menu was, to say the least, considerably curtailed. But the inventive Mr Smith had an answer and the civic leaders and others at the ceremony were not sent away hungry. Close to the hostelry is a fish and chip shop and paper wrapped parcels of cod and fried potatoes were delivered.

A special word of thanks to the landlord and staff at the Wharf for their hospitality and the provision of knives and forks, plates, and condiments.

A promise was given that if the Millennium cash is forthcoming there will be a repeat get-together - with champagne and caviare on the menu.

Alec Ramsden



A government minister gave the Narrow Canal restoration project a warm verbal pat on the back when he formally named a lock after the late MP for Littleborough and Saddleworth, Mr Geoffrey Dickens.

Robert Jones, Minister for Planning, Construction and Energy Efficiency, whose brief takes in waterways, said the scheme was a fine example of the public, private and voluntary sectors working together for the good of the local community.

'Restoration will transform the environment and image of the canal. It should stimulate investment in property and job creation, while providing a superb setting for leisure and recreation,' the minister said.

The lock, at Ward Lane, Diggle, was the 50th to be restored - appropriately the work was done by volunteers - and it was ceremonially 'topped out' in 1992, by Mr Dickens, who, of course, was one of the staunchest supporters of the restoration project.

This was mentioned by Mr Jones - a canaller himself - who added that restoration should bring important benefits to the local economy. And he detailed the benefits which, surveys had shown, would follow restoration. *'As Geoffrey recognised, canals play an important part in regenerating an area, improving the environment, providing leisure activities and creating jobs. Restoration is an excellent example of what can be achieved and I wish the project continuing success.'*

Special guests at the ceremony included Mr Dickens' widow, Norma, and his son, Clive, plus family friends and representatives from Tameside, Oldham and Kirklees Councils and British Waterways. Councillor Norman Bennett welcomed the guests to Oldham and other speakers were David Sumner, on behalf of HCS, Derek Cochrane (British Waterways), and Councillor Jeff Brierley, chairman of the Narrow Canal Joint Committee.

Alec Ramsden



Norma Dickens with her son, Clive, (left) and Robert Jones MP after unveiling a plaque on the Geoffrey Dickens Lock

It has been a long time in coming, but the new trip boat commissioned by the Society should, at the time of reading, have been safely delivered to Tunnel End, Marsden.

This rather unique combination, well for a trip boat anyway, was designed to operate on the summit pound at Marsden where winding holes are few and far between. The boat was designed by Roger Lorenz, familiar to many of our members in the North West, especially when certificates of compliance are needed.

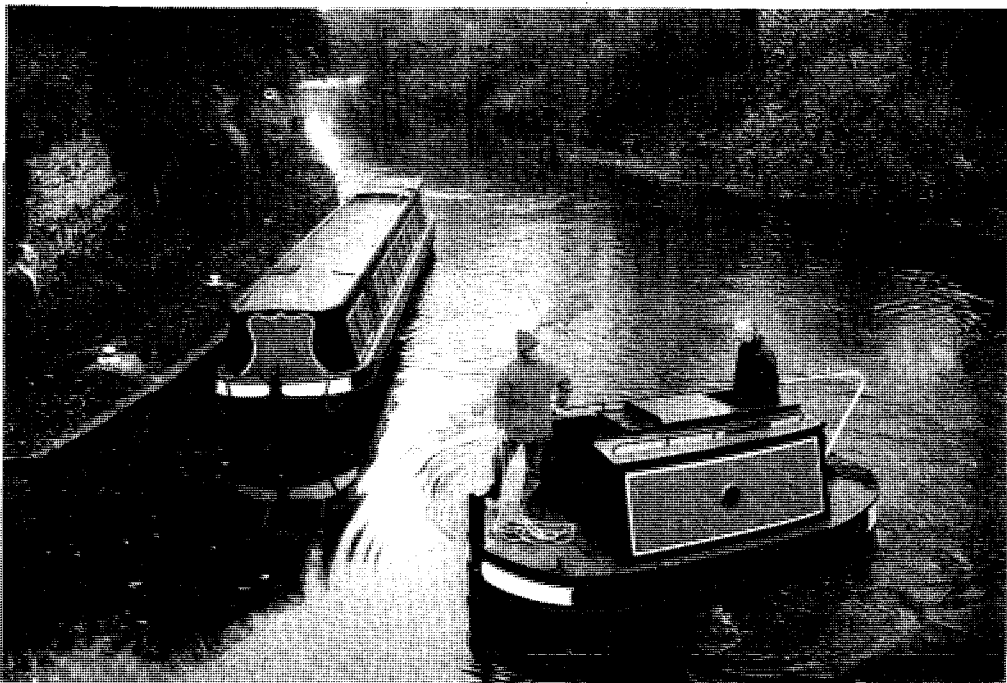
The new tug and butty, which will be capable of carrying 50 passengers and 6 crew (similar to the former 'Benjamin Outram'), is being built by a well established boat builder, Sagar Marine at Brighouse, West Yorkshire. It is equipped with a lift to provide wheelchair access to the boat. Although it is not envisaged that the new boat will travel beyond Marsden, on a regular basis, a toilet suitable for disabled passengers has been incorporated within the design. You may recall,

from a National Lottery programme, that David Sumner was presented with a cheque for over £700 for starting the ball rolling. This money went towards providing these disabled facilities.

To provide sufficient space for 50 passengers, the 55 foot butty has tip up stadium type seats down both sides with bulkhead seats at one end. This allows for greater flexibility and will accommodate a number of wheelchair-bound people with their helpers.

The 15 foot tug is quite nippy, powered by a Perkins 2.5 diesel engine and a 22 inch propeller. Unfortunately the tug's small size did lead to some initial ballasting problems.

Most of the seats on the butty have been sponsored by Society members for the first twelve months of operation, and to them we extend our sincere thanks. This money will go towards the initial start up costs e.g. insurance, B.W. licences, and Marine Safety Agency certificates. There are, however, several seats remaining without



Bob Maycock at the helm of 'Standedge'; Allan Knott in the 'ready' position.

Marsden's New Tug & Butty

sponsors so, should members wish to help, the cost is £25 per seat.

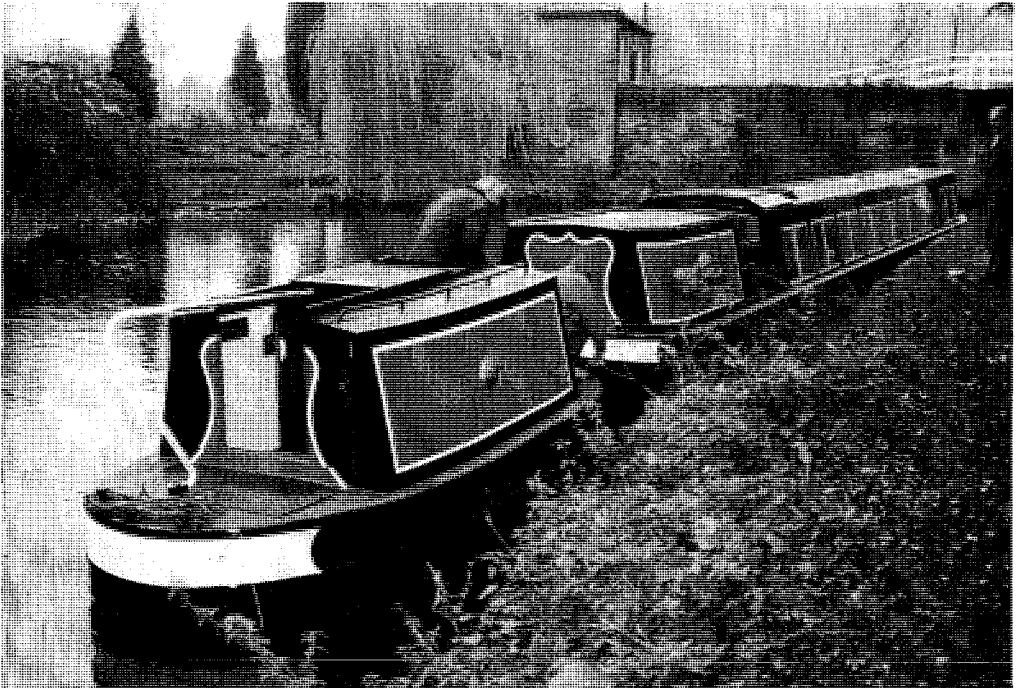
The tug and butty will be licensed as two separate boats, the tug as a work boat, the butty as a passenger carrying vessel. This necessitated finding two names. In choosing them, HCS Council proposed that although separate they should suggest one boat not two. Therefore the tug will be named 'Standedge' and the butty 'Pioneer' - Standedge Pioneer.

The launch date is now fixed for Saturday May 11th when well-known T.V. personality Bill 'Compo' Owen will do the honours at Tunnel End, Marsden. See local press for details.

The arrival of the new boat gives the boat crews the chance to run more scheduled trips at weekends and get in practice for the water taxi service, part of the proposed 'Standedge Experience'. Details of this will be given to members when available, hopefully once we have acquired the necessary Millennium funding.

On a final note, Allan Knott the Crewing Officer with Gerald Edinburgh - East Side, will be on the lookout for additional crews. Should you wish to volunteer your services please contact HCS office for further details (full training will be given).

Frank Smith.



Bob & Allan 'Buttying up'. Top Detail: Simple connection - a few turns of the rope and a chain either side.

Boating began with a bang for us - literally. Within minutes of stepping aboard our dream narrow boat, the fridge exploded, sending a tongue of burning gas six feet along the cabin! This was curious, since just a day earlier the boat had been passed - by a top surveyor, I might add - for British Waterways' Certificate of Compliance (or safety certificate, to the uninitiated).

The incident was to prove a prophetic omen of the months of agony to follow. In those first few minutes, we had our first taste of the downside of owning your own boat. The misery was to last for nigh on a year and help my husband to a complete nervous breakdown. All in all, those months brought new meaning to the term *argey-bargey*. And all this after we had spent a full YEAR looking around to ensure that we did not buy badly!

We had spurned dozens of narrow boats before falling for the one which we eventually purchased for a shade under £12,000. It was ironic that the last boat we turned down was a hire-boat being sold off by Anglo-Welsh. They were honest enough to say that the engine may need a rebuild, and this put us off. Instead, we found our 40-footer on a mooring close to our home.

The people selling it had had it out of the water, repainted it from top to bottom, fitted new anodes, and rebuilt the engine - the owner being professionally skilled in that department. It was in the process of being given the Certificate of Compliance (or C of C) and had even been surveyed by the vendors, both tasks being carried out by the same person, a national 'name' on the waterways.

Consequently, we decided not to have an independent survey carried out, opting to take on face value the word of a professional of high standing. Instead, we bought his survey from him for the sum of £30. This report gave the boat a clean bill of health for its age, with the caveats that the engine and stern gear had not been surveyed, and suggested it was worth some £14,000. The caveats proved very conclusive, and ten months later, in the depths of despair, we found ourselves trying to sell it for £5,000.

Anyway, back to our maiden trip. Having cautiously returned to the galley, my husband and I exchanged knowing looks. The engineer merely shrugged his shoulders, dismantled the worktop,

tightened the gas connector and checked all the other gas outlets with a match! His work done, he left us with the words of wisdom; "*that's boats for you*".

At last we were off - at least for 20 seconds. My husband negotiated leaving the mooring beautifully then the engine curled up and died. Frantically watching the engineer's van disappear we realised that we were on our own. Keeping its secret as to its restart, the engine eventually surged to life and continued chugging down the cut.

Putting the bad start into context, and with the engineer's words ringing in our ears we ventured forth. With the sun shining, the ducks dabbling, and our sense of nature's wonders heightened, my daughter and I approached our first lift bridge with some trepidation.

Believing that the level of perspiration eimiting from my hand on contact with the windlass was as due to my being nervous as to remembering the workings of lift bridges, I was horrified to realise the shiny new red paint from the windlass had turned to the consistency of chocolate in the sun. My new nautical jumper had become an impressionistic version of caught red-handed, while my daughter's face had turned into the envy of any red Indian's war painting skills. Thus, we met our fellow boaters at the lift bridge.

Having been assured that all boaters were a different breed, (always friendly, desperate to be kind and helpful to novices) we approached a man dangling on the counter-balanced bar of the bridge, while his boat glided underneath it. Our relief turned to angst as he proceeded to lower the bridge. Another boater yelled abuse at his meanness as, turning purple with rage and effort, he re-lifted the bridge. Gracelessly our boat hitched under the bridge and then the engine died yet again, bashing into the structure and wedging itself securely, while refusing to restart or move.

It's amazing how quickly lovely generous boaters can change their natures when one's boat effectively blocks the canal for 20 minutes! We replayed this event at least a couple more times during our three day trip - once alongside a dredger, on another occasion in a bridge hole - and always, seemingly, when the canal was at its busiest.

Our final problem became apparent upon reaching

our destination on the second day; covered in oil, grease, and mud we discovered that we had no running water. The water pump had decided to follow the engine's example, but this didn't mysteriously restart; our lesson on that short but revealing trip being that boating can be very enjoyable but on our old lady it usually is dirty, annoying, frustrating, and costly.

Within the first month of purchasing the boat we had a bill for £346. While mending the water pump and trying to stop the boat stalling, the engineer decided (for some reason known only to himself) that the cooker and fridge hose needed replacing. As he did this work he discovered surplus wire that needed removing behind the fridge and running under the back step, then a new back step needed to be built. Without consultation the work was done... and, we felt, so were we.

By the second month our thoughts of replacing the Porta Potti with a macerating toilet were gobbled up and liquidated into the engineer's bank. While sorting out an oil leak we discovered that the stern tube was little more than a radiator pipe held together with jubilee clips and painted the same colour as the engine room! Having split the 'stern tube' the canal decided to occupy a new Des. Res. - our boat! With one week to our first holiday on the craft we found ourselves continually mopping up and having to have a real - brass - stern tube put in.

Our holiday went like clock work. You could guarantee that we had one breakdown every second day. Thus we came to enter the two-miles-long, scarcely head-high Harecastle tunnel, at Kidsgrove.

Some 250 yards into the tunnel we realised that the light from the boat behind was rapidly approaching, and we in fact were not proceeding forward. Dashing into the cabin for torches, I discovered our daughter and dog gasping in the furnace like temperatures (we had realised some hours before that if the radiators were turned off, then the engine over heated).

Before reaching the torches, we were all suddenly pitched into total darkness, as the entire cabin lighting system also failed. By torch light, my poor husband grappled with the slipping prop shaft while I shouted warnings and received instructions from the following boats.

Using what bit of power we had and our bare hands we pushed out backwards towards Kidsgrove, forcing all the other boats out behind us. It took just three minutes to properly tighten the prop shaft, that had been disturbed while the stern gear had been installed. We spent the next hour waiting to re-enter the tunnel, and most of that time grovelling apologies to the other boaters.

During the next six days we slowly cruised, while dealing with the usual problems and successively tightening the prop shaft, as it repeatedly came adrift of the engine. We even relaxed a little and enjoyed the trip, until, upon inspection of the engine compartment, my husband was almost hit by the alternator that shook itself loose and flew at him with the speed of a missile. Try as he may, with ebbing confidence and plenty of dismay, he could not restore the part to its rightful place.

A kindly gent from a neighbouring boat assisted. He fixed the alternator, but unfortunately also stopped the engine dead. Phoning our engineer for advice we were told, *'Yours is a funny boat. Its bits aren't where they should be, so I'd better get in the van and sort it out.'* It took the engineer three minutes to plug together a simple spade connection on the well-hidden ignition lead, which had come adrift during the alternator repair. It then took him 90 minutes to demolish subsequently provided drinks and cakes - and took my husband many days of working to pay the resulting bill!

Three days later we were facing another call-out fee, this time for £85 as the drive shaft once again packed up, this time while proceeding down the flight of locks at Audlem. We spent half a day bow-hauling the boat in and out of locks in pouring rain, and the evening drowning our sorrows in the pub. We finished our holiday at the appropriately named 'Heartbreak Hill' flight of locks.

Frantic screams and expletives were heard to ascend a lock with the boat, and upon opening the lock gates we were greeted by the sight of my husband looking as if he was auditioning for the Black And White Minstrel Show. The engine had finally carried out its long-standing threat to blow up, covering him from head to foot in spraying oil.

In defence of the previous owners, they did tow the boat back to a boat builder's yard, and pay the

cost of an engine rebuild - some £2,500. It was perhaps as sad to them as ourselves that, had the engine been rebuilt by the previous owner (all of six months earlier) using proper gaskets, instead of ones made from brown paper, this latest problem would have been avoided.

Finally, some months after this disaster, our first true-found friend, Don Simpson of Marine Tec at Kidsgrove, had superbly rebuilt the engine. We set off back to our moorings, at last happy as it purred along like perfection.

And then it rained ...

We had bought the boat in the height of the 1994 drought. Now we discovered a new low - as the rain poured in through every orifice. We made our way home as - through windows, doors and the roof itself - the water deluged down until we had every available pot, pan, kettle and cup lined up in all their glory, to catch the drips.

Our delight of leaving the self-same mooring by now a distant memory, we eventually had to cover the entire boat with a large blue tarpaulin,

weighted down with plastic milk cartons filled with water and tied to the eyelets. With every gust of winter wind, this arrangement did its own impression of a hang-glider and careered into the canal. So, one day, I had to physically lie across the roof while my husband begged used tyres from a garage. Eventually we roped these down in an ugly daisy chain along the whole roof, and thus kept the covering on.

The engine soon refused to start once more (no fault of Don Simpson, it turned out, but rather of another previously half-done, electrical repair) and as gallons of rain swelled the bilges, I now had to resort to keeping the boat afloat using a mop and bucket.

Meanwhile, in the damp under the dark tarpaulin, we were cultivating our own mushroom farm on the boat's carpets! This slow crucifixion began at Easter, in 1994. It took exactly a year to begin our resurrection, on Good Friday, 1995. But more of that in the third and final part ...

Kathay Oldfield.

CANAL HOLIDAYS WITH THE LID OFF!

Paul Atterbury (of Antiques Roadshow and Nicholson's Canal Guide fame) wrote 'Exploring Britain's Canals'. During a description of the Leeds and Liverpool Canal he drifts off into what I feel is the funniest - and most honest - exposure of canal holidays.

Reproduced here by permission of publishers Harper Collins. (But don't, please, be put off from having a go! Ed.)

A journey along the Leeds & Liverpool requires a degree of commitment, in both time and attitude. It takes at least a week of long days to travel from end to end, and there is really no turning back once you have started, and no branches or junctions to offer any diversions from the route. It is a good canal for those wanting to test the strength of their relationships with their loved ones, their family or their friends; it has a reputation for either breaking them or sealing them for good.

At first sight, a few days on a canal boat, drifting through a landscape dappled with soft sunlight, sounds idyllic, rating pretty high on the romance

stakes, and I am sure many couples have set off together into what they assumed would be a sunset of blissful togetherness. And that is often the problem, for the togetherness is unremitting. A canal boat offers no privacy, and the only way to get away is to jump off, and go for a long walk. Everything is shared, 24 hours a day, and everything is public. It is best therefore to travel with old friends whose awful habits are well known and easily tolerated.

The temptation to take a new lover for a romantic interlude on the canal should always be resisted, for the strains imposed by the intimacies of canal boat life can be terminal. Romance and the journey are generally quite incompatible.

First, there is the weather. Despite all one's hopes and expectations, it will generally rain. Rain brings mud, and wet clothes, and few boats have adequate drying spaces. Someone has to steer all the time, and a canal boat steerer stands at the stern, fully exposed to everything the weather can chuck down. Someone else has to work the locks, make cups of tea, go shopping, cook the dinner, and carry out a range of other activities that involve continuous movement on

Canal Holidays with the Lid Off

and off the boat. After a few days of this everything you possess is sodden and streaked with mud, and somehow it always seems to spread everywhere.

Secondly, there is the tiredness. Travelling along a canal is physically demanding, and your body is soon aching from the effort of doing all sorts of things that involve muscles you did not know you had. For the first few days complete exhaustion and all-pervading dampness can put a complete end to any ideas of romance. After that you begin to feel wonderfully fit, but by then the danger period will have passed and either you will have worked out a *modus vivendi* with your companion or she (or he) will have abandoned ship and gone home. Most canals are quite near railway lines and I am sure that end of many a beautiful friendship has been marked by a long solitary wait on a remote station.

Thirdly, there is the problem of hygiene. Boats do have washing facilities, and some even claim to have showers, although the appeal of contorting yourself into a tiny cupboard under a lukewarm drip is somewhat limited. The thing about water on a boat is that you have to remember to put it into the tank in the first place, and the 50 or so gallons that most boats seem to carry disappears very quickly if you behave as you would at home. Filling the tank involves wrestling with a long, wet hose, and plenty of standing about in the rain, and you soon learn to do it as rarely as possible. The net result of all this is that regular washing quickly goes out of the window.

After a few days dirt is universal and hands are ingrained with mud and grease, and covered with blisters from winding the lock windlass and pulling on ropes. Gentle fondling in a suggestive manner with hands in this condition is rarely welcomed.

Further difficulties of an intimate nature are caused by canal boat lavatories, or rather the lack of them. Some boats do have apparently ordinary flushing lavatories which discharge themselves into some ghastly tank in the bowels of the vessel. Anyone who has ever had to empty such a tank would certainly never use one again, and the same applies to the so-called chemical toilet, another horrific contrivance which has to be

emptied far more often, and refilled with a pernicious blue liquid that kills everything it touches.

The tried and tested method, favoured by serious boatmen since time immemorial, is a bucket and a spade, the former to be used at night or during periods of bad weather, and the latter as a necessary accompaniment for solitary walks into the secluded corners of the nearby countryside. Traditionally known as *bucket and chuck it*, this old technique is rarely used nowadays, but even this simple system can cause unexpected difficulties.

One cold and deeply foggy night, I went ashore and dug a large hole in what I took to be a remote field, miles from anywhere. I returned to the boat moored nearby, and went to bed. The next morning was bright and clear, and I was horrified to see that what I had taken to be a field was actually somebody's front lawn, and the signs of my visit were all too clear. There was nothing for it but to untie the ropes and sail away, with what can only be called indecent haste.

For some, all these methods are equally unacceptable, and they have to wait, with increasing discomfort, for the next pub. There are, of course, boats lavishly equipped with baths and proper showers, impressive water heating devices, and suitably huge water tanks, but the price of such luxury is the need to devote what seems like hours each day to filling these tanks. Unless there is a paid crew - and few canal boats run to that - most people slip quickly and quietly into the state of general dirtiness, happy in the knowledge that everyone else is in the same boat.

Being a long and, in many places, isolated canal, the Leeds & Liverpool will bring such matters to the fore, but they should not be allowed to put anyone off what is a most exciting journey. Everyone who likes canals must, at some point, do the Leeds & Liverpool, but it should not be the first choice for someone seeking the perfect setting for a romantic interlude.

The only answer to this problem is to moor the boat in some quiet spot, preferably not too far away from necessary facilities, and stay there for some days. In such circumstances, it does not really matter which canal it is, and the boat might as well not even leave the marina. 🛶



Every year at Yule Tide, Society members and others join with the staff at Tunnel End to entertain local children. Part of the Canal & Countryside Centre is converted into Santa's Grotto with Father Christmas duly installed for the day.

For many years Fred Carter, from British Waterways, has filled the main role, if that is not stating the obvious, and is to be commended for his patience and tactful handling of what can sometimes be a delicate situation, especially when long and expensive lists are tendered by the children (inflation and unemployment mean nothing to them).

Gerald Edinbrough and John Banks volunteered to be duty boat crew whilst their partners' provided that essential touch by being transformed into Christmas Fairies. The weather was extremely cold and, before breaking the ice with the children, nearly half an inch of it had to be broken up on the canal to enable our boat to operate.

Amongst the other activities taking place at the Centre under the banner of 'Christmas Crack-up' was instruction on traditional decorative crafts, with carol music provided by a local brass band. Because of the inclement weather everyone who turned up to help is to be congratulated in providing that special magic that really did 'make someone's day'.

Above: Fred Carter preparing for the Santa Cruise

Below: Christmas Fairies, Denise Edinbrough and Gail Bailey

Photos: F. Smith



Frank Smith

HUDDERSFIELD CANAL SOCIETY LIMITED

NOTICE IS HEREBY GIVEN THAT THE SIXTEENTH ANNUAL GENERAL MEETING OF THE ABOVE NAMED COMPANY WILL BE HELD AT THE WOOL ROAD TRANSHIPMENT WAREHOUSE, DOBCROSS, LANCASHIRE ON FRIDAY THE 14TH DAY OF JUNE 1996, AT 7.30PM

TO TRANSACT THE FOLLOWING BUSINESS:

- A. To receive and adopt the Accounts for the Company for the year ending 31st December 1995 together with the report of the Council of Management and of the Auditors thereon.
- B. To re-elect Messrs Revell Ward of Huddersfield as Auditors and to authorise the Council of Management to fix their remuneration.
- C. To re-elect Mr D. M. Sumner as a Member of the Council of Management retiring by rotation.
- D. To re-elect Mr T. Ellis as a Member of the Council of Management retiring by rotation.
- E. To re-elect Mr D. L. Finnis as a Member of the Council of Management retiring by rotation.
- F. To confirm the appointment of Mr V. Willey co-opted during the year.
- G. To consider any other nominations.
- H. Any other business.

DATED the 6th day of March 1996

By Order of the Council

J. M. Fryer

Company Secretary

NB. A Member entitled to attend and vote at the Meeting is entitled to appoint a proxy to attend and vote on his/her behalf. A proxy must be a member of the Company.

Back in Issue 105 (Spring '93), I wrote a few paragraphs detailing the development of Pennine Link restoration progress maps, though omitted reference to the very first representation (see below) which ran from Issue 48 (Nov/Dec '82) to 72 (Nov/Dec '86) and limited its 'progress' to bracketing the proposed schemes. For the benefit of recent members, the maps have gone through five generations so far; two cartographic (affectionately known as 'wiggly') and three linear ('thermometer') styles.

The first 'thermometer' gave a quick and easy view of progress, but its lack of scale concealed the amount of restoration work achieved and gave rather interesting locations for the canal milestones! Version two enlarged the map by introducing scale, showed detail of Standedge Tunnel and provided the opportunity to include certain tourist information - especially towpath access.

The last modification came from considering a suitable style for the Society's new Towpath Guide and giving it a trial run in Pennine Link. The 32 section map has allowed a further increase in scale and potential for more detail, though its position at the foot of the page can present problems in reducing the available page area for layout. Hence the occasional panoramic photo!

We have received some very favourable comments about this layout and though we are presenting a new format in this Issue, fans of the 'bottom of the page' can look forward to its re-appearance in the new Towpath Guide, planned for publication later this year.

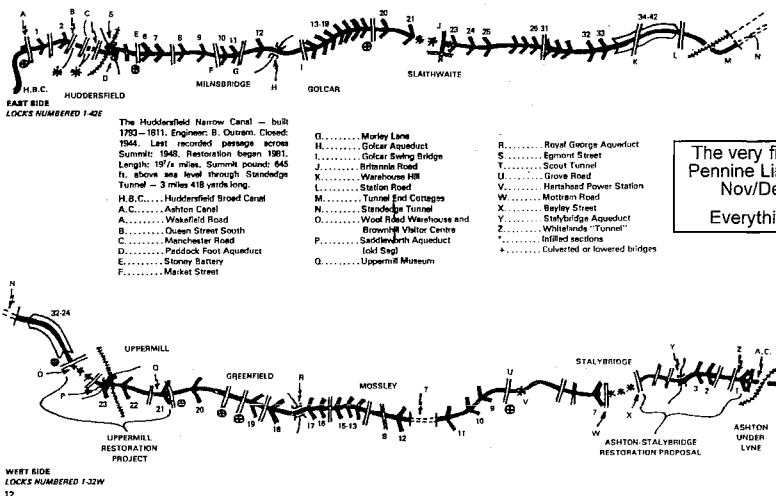
Recently there has been a feeling that there should be a change in emphasis on the map and a desire to return to the 'wiggly' format. The emphasis is on the remaining blockages rather than the amount achieved - the latter representing a rather repetitive, even if laudable, statement. By concentrating on what is left to do, we hope to convey a feeling of 'the achievable' for our goal of through navigation.

The new 'pull-out' format gives the canal *at a view*, and though detail of the locks, pounds and towpath have been omitted, it does provide the opportunity to give you more information on the individual projects within the context of the full canal; cross-referencing to items within the magazine.

Of course, this inaugural effort is very much a first draft and will undergo a number of changes and improvements, no doubt prompted by feed-back from various sources!

Bob Gough

PENNINE LINK the huddersfield narrow canal — a unique waterway



The very first 'map' in Pennine Link Issue 48 Nov/Dec 1982 Everything to do!

WATERWAYS RECOVERY GROUP (W.R.G)

W.R.G., (known throughout the canal restoration movement as WERG) is an off-shoot of the Inland Waterways Association. It was formed in 1970 by a number of enthusiasts who had been active in voluntary restoration work since the mid-1960's.

Their aim was to be a co-ordinating force, not centred on any individual project, but backing up and assisting the local restoration with publicity, the loan of tools and plant, technical advice, visiting work parties.....and CANAL CAMPS!

CANAL CAMPS

If you or yours are interested in a week's outdoor working holiday on Britain's waterways and would like to have a satisfying and thoroughly enjoyable time, W.R.G. would be delighted to have you with them this season.

Whilst helping to restore one of Britain's derelict canals you would have the opportunity to do a hundred and one things that you have never done before and earn yourself a place in restoration history! You would meet new people, have a lively social life in the evenings and you could

find yourself doing any - perhaps not all (!) - of the following:-

- * restoring industrial archaeology
- * demolishing old brick structures
- * bricklaying and pouring concrete
- * driving a dumper truck
- * clearing a lock chamber of 'orrible black, slimy silt
- * helping to run a major national waterways festival
- * cooking for 20 hungry volunteers
- * clearing vegetation and felling trees

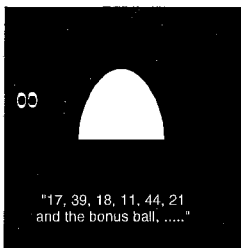
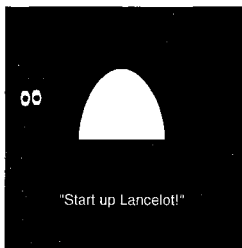
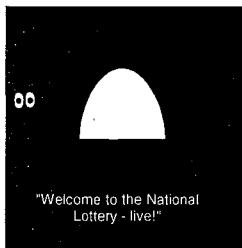
For a worthwhile and fun-filled week with about 20 or so like minded people, all you need is to be reasonably fit, between the ages of 17 and 70, and able to cope with the basic facilities of village hall accomodation.

And the cost? - about £35 per week plus travelling and spends!

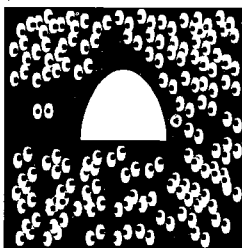
There are camps through to October and special ones over Christmas, from Barnsley to Bude, and Ulster.

For more information ring Marion Waters at (0181) 530 47679 (evenings and weekends)

In Standedge Tunnel ...



Yeeessss!



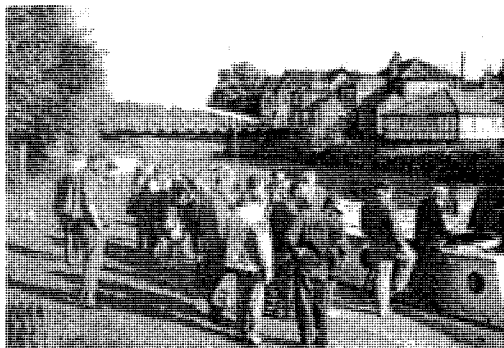
Pity about the syndicate!

You're not seeing double! There really are nine versions of the Northern Canals Association 'photo' shown in the last Issue.

Pennine Link has always been the Society's best way of keeping its members informed of the restoration drive and we strive to achieve the best quality within the available budget. We are always on the look out for ways to cut costs, without seriously affecting quality.

Photographs need to be converted into a special pattern of dots, or 'screen', before they can be printed - newspaper photos show this patterning quite clearly because they are screened at a low resolution of about 80 dots per inch (dpi).

Currently, our printers screen the photos in Pennine Link at 133 dpi; achieving a very high quality. However, there is a significant cost in professional screening.



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1 Stalybridge Town Centre

Start Date - First Quarter 1999
Finish Date - Third Quarter 2000
Estimated Cost - £8.5 m

Notes: The re-opening of a navigable waterway through the town centre. There are two route options. The first, which until recently was the only option, canalises a length of the River Tame from Staley Wharf to Knowl Street. The second would follow the original line of the canal; an option which has come through recent land and economic changes on sites along the route.

2 Hartshead Infill & Lock 8W

Works in Progress
Estimated Cost - £1.44 m

Notes: The construction of a new box culvert bridge at Grove Road and 305m of new canal channel is largely complete. The contract to reconstruct Lock 8W has been awarded to HCS Restoration Ltd.

3 Scout Tunnel

Start Date - Fourth Quarter 1996
Finish Date - First Quarter 1997
Estimated Cost - £80 k

Notes: At 187m in length, Scout Tunnel is a miniature version of Standedge Tunnel - part natural rock and part lined. The works include limited descaling, rock bolting and minor repair to the existing lined sections.

4 Division Bridge Aqueduct

Start Date - Second Quarter 1997
Finish Date - Third Quarter 1997
Estimated Cost - £300 k

Notes: The excavation and de-silting of the canal channel, removal of defective masonry and installation of a new concrete channel, including works to abutments. Works will also include repairs to masonry arches, spandrels and parapets.

5 Mann's Wharf to Frenches

Start Date - Third Quarter 1997
Finish Date - First Quarter 1998
Estimated Cost - £100 k

6 Frenches to High Street

Start Date - First Quarter 1998
Finish Date - Third Quarter 1998
Estimated Cost - £80 k

Notes: Both these schemes involve dredging the canal to allow navigation, washwall repairs and towpath resurfacing works.

7 High Street Bridge & Wade Lock

Start Date - First Quarter 1997
Finish Date - First Quarter 1998
Estimated Cost - £450 k & £130 k

Notes: The refurbishment and reconstruction of the infilled road bridge to allow navigation. This will be undertaken in conjunction with the restoration of the last remaining infilled lock chamber in Oldham, Wade Lock (21W), including the installation of new gates and gearing.

8 Old Sag Aqueduct

Start Date - Second Quarter 1999
Finish Date - Third Quarter 1999
Estimated Cost - £205 k

Notes: The works are the same as those for project 4 at the Division Bridge Aqueduct

9 Wool Road Bridge

Start Date - Third Quarter 1998
Finish Date - First Quarter 1999
Estimated Cost - £450 k

Notes: The refurbishment and reconstruction of the infilled road bridge connecting the Diggle Flight project with the Uppermill section of canal which is currently in use.

10 Ward Lane to Standedge

Start Date - First Quarter 1999
Finish Date - Second Quarter 1999
Estimated Cost - £40 k

Notes: Dredging works to complete the section of canal between Standedge Tunnel and Ward Lane where it connects with the Diggle Flight.

11 Standedge Tunnel

Start Date - Fourth Quarter 1998
Finish Date - Second Quarter 2000
Estimated Cost - £5.32 m

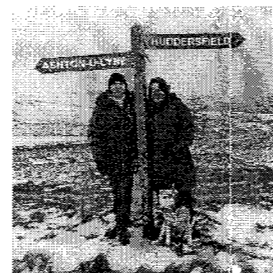
Notes: The Tunnel, at about 5200m in length, is the longest canal tunnel in Britain, and at 196m AOD is also at the highest elevation of any in the country.

Engineering surveys by Ove Arup have established the overall condition of the Tunnel and the costs required for its re-opening. Over 40% of the Tunnel comprises unsupported rock and it is here where four major rockfalls have occurred. Most of this exposed rock will have to be stabilised and supported.

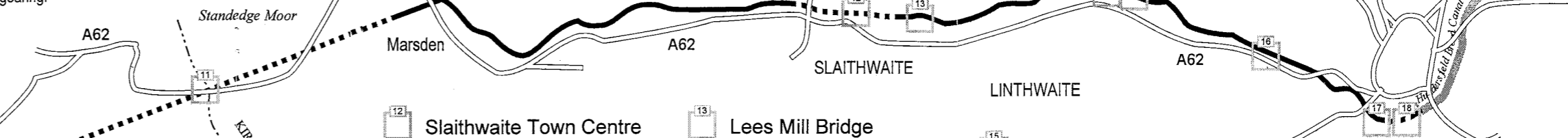
The remaining 60% has been lined, either partly or fully, and though the general condition is good, some repairs will be required to the linings. The supporting rock in the partly lined sections will need stabilising.

The existing 46 adits connecting the canal and railway will provide emergency access and ventilation. Most are in good condition, but where access is essential, some remedial work will be required.

All the canal airshafts will require remedial work. Their timber base structures, at the crown of the tunnel, are in poor condition and will have to be replaced.



The Remaining Blockages on the Huddersfield Narrow Canal - Spring 1996



12 Slaithwaite Town Centre

Start Date - Second Quarter 1999
Finish Date - Second Quarter 2000
Estimated Cost - £3.02 m

Notes: This section comprises 650m of infilled canal including Lock 21E (which is to be re-sited upstream of Platt Lane), Lock 22E (to be restored in original position but only to give half the former rise) and a new Lock 22aE (to produce the other half of the rise) to be sited immediately downstream of the recently restored Lock 23E.

Associated with the re-siting of Lock 21 will be 60m of over-deepening and a new 3 x 3.5m culvert under Platt Lane. The 220m length between new Lock 21 and 22 will be in 3m wide channel with an 80m length of passing facility 4.5m wide.

The length upstream of Lock 22 adjoins the centre of Slaithwaite and will be almost entirely over-deepened open channel (140m) and will include a docking area so that boaters can visit the shops etc. The next 140m will be in culvert (most of which will be 4m wide) in order to provide a crossing facility for Britannia Road, Old Bank and the access to the various canal side works. (See photos on page 6)

13 Lees Mill Bridge

Start Date - Fourth Quarter 1996
Finish Date - First Quarter 1997
Estimated Cost - £187 k

Notes: A former hump-backed bridge has been replaced by a flat decked bridge of insufficient headroom for boat traffic. It is necessary to increase this by half a metre with consequent amendment to the road approaches. (See photos on page 7)

14 Holme Mill Bridge

Start Date - Fourth Quarter 1996
Finish Date - First Quarter 1997
Estimated Cost - £187 k

Notes: A listed swing bridge giving the only access to industrial units is fixed in the closed position for canal traffic. It is proposed to install a fixed bridge of sufficient headroom for boats. Because of site constraints, it will be necessary to move the historic bridge to one side in order to achieve a suitable alignment for delivery vehicle access. (See photos on page 8)

15 Golcar Aqueduct

Start Date - First Quarter 1998
Finish Date - Second Quarter 1998
Estimated Cost - £205 k

Notes: The aqueduct is a masonry arch, single span structure with masonry parapets and spandrels. Water leaking through the channel walls has caused deterioration of the spandrels. It is proposed that the channel be cleared and defective masonry replaced and the masonry arch repaired as required.

16 Mark Bottoms Bridge

Start Date - Third Quarter 1996
Finish Date - Fourth Quarter 1996
Estimated Cost - £362 k

Notes: The original hump-backed bridge has been replaced by fill, over a small culvert, in order to assist the movement of delivery vehicles to various works. The restoration proposal includes the removal of this, and adjoining, fill and the construction of a bridge with suitable approach roads. (See photos on page 9)

17 Sellers & Co

Start Date - Second Quarter 1998
Finish Date - Second Quarter 1999
Estimated Cost - £2.91 m

Notes: This section involves 410m of infilled canal. The preferred solution is to re-site Lock 3E upstream of Sellers, placing the canal in a 3 x 3.5m culvert on a new alignment to allow the company to continue using its yard. This would involve replacing a building on the new canal line but be more economic than constructing new locks into and out of the River Colne and using 210m of deepened river bed.

18 Bates & Co

Start Date - First Quarter 1998
Finish Date - First Quarter 1999
Estimated Cost - £2.24 m

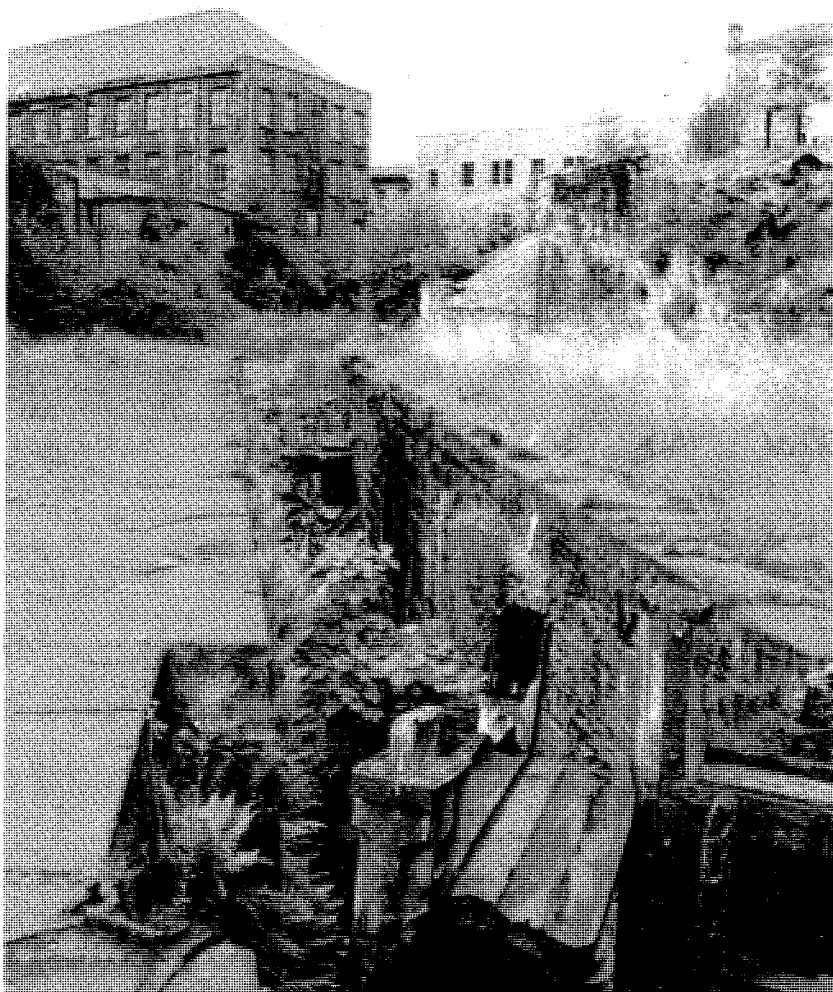
Notes: The work involves re-siting Lock 2E about 200m upstream of its original position so the canal can pass underneath the premises of Bates & Co. through 85m of 3 x 3.5m culvert. Queen Street South bridge will be underpinned and 65m of deepened open channel will be constructed downstream from the bridge. Two sewers passing across the canal need realigning.

* The timescale and completion of the projects are dependent upon obtaining funding from the Millennium Commission, to whom an application was made in February 1996.

Scale approx. 1" to 1 mile

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Screen Tests

The test images below have been computer 'screened' in-house at various resolutions (see key opposite) to find the best settings. If the results of our screening are of acceptable quality, there could be significant savings to be made. The assessment should not be too critical - our DIY system could never compete with a professional system - but viewed in the light of potential savings. The *proof of the pudding* is in the printing!

80dpi	90dpi	140dpi	150dpi
100dpi	110dpi	130dpi	
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A New Year, and a chance to look back on another eventful year for the Sales Team.

STALEY WHARF 23 April

An unexpected event, this, till the Thursday before! But it was well worth the effort; in fact I had grossly

underestimated the number of staff needed. Thanks to Shirley and Jo who stepped in at the last moment. At least it stayed dry. The best day's takings for the whole season gave us the boost we needed.

SADDLEWORTH 6 to 8 May

Despite our involvement with the Committee, we managed to have a successful weekend of sales. Saturday was brilliant, weatherwise, Sunday indifferent, and Monday cold but the public still came and a good time was had by all. We were down on last year but still made a good profit.

CHORLEY 20 to 21 May

Pleasant site, pleasant company, and the worst of the rain held off. And a welcome cuppa on Jack Carr's boat afterwards. Unfortunately, Steve spent all his money on crab sticks from the seafood stall. Let's hope they hold this event again as it is one worth going to. (Jack Carr, whilst assisting us, was also educated in inter-galactic travel - could he be the next Captain Kirk of the waterways?)

**NATIONAL TRAILBOAT RALLY,
LINTHWAITE 27 to 29 May**

Wet, wet, wet - not the pop group, but the weather! Although the Committee had to organise at short notice, they coped admirably as HCS always does. The sales team were there in force but seemed to outnumber the public 2-1. Still, Ryburn Breweries' beer was good and we made some good contacts for future events for trailboaters, especially Saddleworth and hopefully Tunnel End.

WAKEFIELD 3 to 4 June

Not as good as last year because there were fewer traders and a glut of fairground rides. However, we had good helpers. The Ship Inn, as

usual, provided excellent beer and good company in the evening. The only problem arose when Steve, sleeping cramped in the Landrover, woke in the night with cramp in his leg, subsequently waking the site with his yells of pain. A good event, with plenty of room for campers, and we were always made most welcome by the hosts, South Pennine Cruising Club; one we will always try to attend - very enjoyable.

CHESTERFIELD 10 to 11 June.

Weather not brilliant. Entertainment excellent. Coal dust prominent. Committee members from Chesterfield Canal Society were welcoming, helpful and concerned for our welfare. Takings were low but never mind.

TUNNEL END 24 to 25 June

Rather disappointing - lack of traders, poor weather and two other events in the area over the same weekend, which led to very low takings on what is usually a highly successful event for sales. The sales team feels that the festival needs some sort of boost to encourage the public. Let's hope the new boat will attract them; an impetus is certainly needed.

ASHTON 7 to 8 July

Thank God the weather was better this year than in the previous two years. One of the few events, this, where the takings were up on last year (just!). Regular helpers here are guaranteed. Why do the best beers always seem to run out on Friday night? Just as well that we've sold out of umbrellas, as this year we didn't need them.

EMLEY SHOW 5 August

Takings were up on last year, but were not as good as the year before. Although not a canal-related event, this is a large agricultural show and therefore is an excellent vehicle for P.R. and for pushing our festivals (Committee Chairmen please note!) I know this has been mentioned before, but it is a fact that both traders and the public are interested in our events and activities.

Our excellent staff, during the hot weather we always seem to get here, were not distracted by the myriad wasps. Facilities are superlative with ample toilets, good beer and no canal society competition! A venue to be recommended as an

enjoyable event in beautiful countryside - sales volunteers, book now! You'll love it!

HUDDERSFIELD HISTORIC VEHICLES 13 August

A nice relaxing afternoon's work, again in the pleasant surroundings of Greenhead Park. Basically, more of a P.R. exercise than Sales but we do well. We are outnumbered by buses and their enthusiasts but we have the monopoly and do attract a few bus spotters, drawing them into the web of canal restoration. The bonus is that the music provided is of the best quality jazz, and Steve likes the miniature steam train ride.

NATIONAL WATERWAYS FESTIVAL, CHESTER 26 to 28 August

A disaster. But I give praise to IWA NW for their superb management and organisation of a major festival. Perhaps due to IWA policy however, they are pricing both landlubbers and boaters out of this festival, as well as traders (out of the most important waterways festival in the country). This policy caused us to take half what we took at Wakefield National and we all know what that was like (and we won't talk about that, will we? - I still have memories of the lady in the white stilletos negotiating the mud).

The entertainment made our entertainment look superb. Staffing of the sales stand was brilliant, with two dogs per person (no security problems there). Did Brian Minor really have to wear those shorts? Perhaps we should have a standard strip for the sales team (do you fancy fluorescent stripes, Janet?). All in all, taking into account the IWA stand on charging policy, the sales team and all the helpers had a thoroughly good time and for those who went abroad for their holidays, eat your heart out!

HUDDERSFIELD 2 to 3 September

Like Ashton, the weather was just right. Some new helpers here - hope to see you again - have you got the taste for it? Takings were down (par for the course over much of this season). However we did have an excellent stall dresser, but she could have entered the wet T-shirt competition when the canopy emptied its contents over her (after overnight rain).

This is one of the festivals where we can spread out properly and the sales team have the opportunity to display their wares! Once again

we managed to manoeuvre the sales caravan around the canal edge and not have a floating exhibit.

CASTLEFIELD 9 to 10 September

Wet and dry, plenty of helpers. Don't let me fool you, however - we always need more. Brilliant entertainment as always. A pity the Liverpool Road stalls were more sparse, but this may have helped us. However, this didn't really improve takings as they insist on putting all the Canal Societies together in a backwater - have they not learned from our comments?

A nice venue to meet our friends from other Canal Societies with time to chat and compare notes on the season. This festival has a very relaxed atmosphere, even though it is in the centre of Manchester, and it is always interesting to see the improvements made since the previous year. With the extra help, everyone has time to look around; an event to volunteer for if you fancy an easy introduction to sales.

WINDMILL END 15 to 16 September

One I didn't attend; Steve went with Ian, Pat and Sacha the Retriever. Although we'd organised helpers in advance, most of them had commitments with other stalls. This meant that the stalwarts had to put in very long hours (this is why we are always desperate for helpers at sales events). The weather was better than the previous year.

Although I have never been free to attend this event, Steve assures me that it is the *creme de la creme* of festivals and one worth finishing the season on before you get withdrawal symptoms and visualise the spectre of Christmas. Although takings were not great, they were up on the year before; I'm really looking forward to the fact that the National is once again at this site this year as both the site and the people are lovely. Small festival committees always seem to go out of their way to make us welcome; more helpers for 1997 are required - how's that for notice? This year the event is at Titford Pools - please put the dates in your calendar NOW.

That's about it! Particular thanks to Bob Gough, Frank Smith and Paula, the office staff, without whom events would run less smoothly. (Remembered you this time, Bob!). Thanks also

Sales Report '95

to the many helpers over the season (in chronological order, sort of): Shirley Rowbottom, Jo and John Young, Ian Moss, Anne Crosland, Pat Riley, Steve Taylor, Jennifer Booth, Phyllis and Dick Jorden, Peggy and Colin Royle, Marion and Jack Carr, Jean and Maurice Winters (hope you're fully recovered, Maurice), Lynn and Barry Edwards, Bert and Sue Newell, John Morton, Peter-John Rice, Barry Jones, Eve Prugar, Rod Moors, Celia and John Meade, Jack

and Janet Patterson, John and Joan Leslie, Michael Schofield, Venetia Charlton, David Sumner, Brian Minor, Sue Ruffley, Chris and Marj Odell, Brenda and Alan Radley (all the way from Essex), Glynn and Pat Williams, Ivor and Harriet Timmis, George Officer (fancy Windmill End again this year?), Julie Brinicombe and James, Howard Worth, Philip Sharp, Carol Yeend and Michael Lloyd.

Steve and Gay Quilter

1996 Proposed Sales Venues

APRIL	5-8	Appley Bridge, Wigan	JULY	12-14	Tameside Canals Festival
MAY	3-6	Saddleworth Canal Festival	AUG	3	Emley Show
	10-12	Anderton Boat Lift		17(?)	Huddersfield Historic Vehicles
	17-19	Haigh Country Park		24-26	National Rally, Windmill End
	25-27	Sale		31-1	Huddersfield Canals Festival
JUNE	1-2	National Trail Boat, Welshpool	SEP	7-8(?)	Castlefield
	7-9	Wakefield (Stanley Ferry)		21-22(?)	Titford Pools, Birmingham
	22-23	Chester			
	29-30	Tunnel End			

Maybe we'll see you there? Gay & Steve

Saddleworth Canal Festival 1996

Dear Member,

As Sales Officer and a 'reluctant' and last minute manning officer of Saddleworth Canal Festival, I am writing to appeal for your help. I do not have time, due to my teaching commitments, to contact everyone personally to ask for your help during the Festival on 3rd - 6th May 1996; so I am appealing to you to contact me.

If you can help, please write to:

Gay Quilter
12 Shaw Hall Close
Greenfield OL3 7PG

or phone me on 01457 872526, telling me which day(s) and times from the timetable below you can manage. Tasks range from sales to car park duties, along with manning the gates alongside the Huddersfield Sea Cadets and helping in the evening.

We need at least 5 people per hour, so you can see the need for a large group of volunteers in order to give everyone the odd rest. Thanks a lot, in anticipation.

Yours faithfully

For the 3rd, 4th, 5th & 6th of May, we need help at these times:
10.00 11.00 12.00 13.00 14.00 15.00 16.00 and 19.00 20.00

Future in the past

IF the vision behind the Millennium Fund is the quest for projects that reflect our debt to the ingenuity and industry of the past while responding to the needs of the present and the future, then the bid for £25 million to complete the restoration of the Huddersfield Narrow Canal deserves to succeed.

The creation of the 20-mile waterway was, in its day, a staggering feat of engineering and a tribute both to the foresight and skills of the engineers who designed it and to the courage and sacrifice of the pick-and-shovel navvies who built it.

Then, long after the canals were deemed to have served their purpose and were overtaken by dereliction and decay in a scandalous misunderstanding of a valuable resource, a fresh burst of enterprise in the early 1970s led to the formation of the Huddersfield Canal Society and what looked like the impossible dream of restoration.

Since then, and with the help of Oldham, Tameside and Kirklees Councils and British Waterways, colossal progress has been made, including the restoration of some 60 locks and 12 miles of canal. Commitment, dedication and enterprise have brought long stretches of this most dramatic of waterways back to life.

The vision behind the restoration offers a twin-track route to leisure and education, bringing back into life some potentially marvellous canal-side buildings, opening up stagnant corners of town centres to commercial and leisure uses, and creating jobs.

The project captures the spirit of the millennium celebrations; a project for the future with its roots firmly planted in the past.

Millennium Morality

What a disgraceful and seemingly underhand, if not morally derelict, way in which the Millennium Commissioners have snubbed BW and their Local Authority, Private Sector and Leisure Industry partners in turning down BW's bid for Millennium Funding for the restoration of Scotland's waterlink between the Forth and Clyde and the Union Canal link from Edinburgh to the Forth and Clyde.

How a scheme that, according to all the independent engineering, marketing and economic surveys and reports met all the criteria necessary to qualify for funding - including millions of pounds of investment and extra jobs into Central Scotland - could be thrown out on the flimsiest of excuses ('more refinement is needed of certain aspects') beggars belief.

And the fact that the waterway is within half-an-hour's travel of 80% of Scotland's population seems to have been totally ignored.

According to one of our regular correspondents there is a strong suspicion of political spite being brought to bear plus a little arm twisting by Whitehall. Certainly everything seems to point that way, the Tories got a hammering in the Scottish local elections, the Scottish Nationalists are doing well and want more say in their country's affairs (and why not?). A third reason is the present administration's long standing dislike of nationalised bodies of which BW is one of the few left. The fact that the Rochdale restoration (to give a **third** route over the Pennines in addition to the Leeds and Liverpool and the to-be-completed Huddersfield) has been short-listed, while Scotland's two major cities have been snubbed, makes me extremely suspicious of the Commissioner's sense of fair play.

Their request, in Civil Service jargon for 'more refinement' in aspects of the scheme could be nothing more than politely giving it the kiss of death. BW have put on a brave face - but no doubt several would now cheer-

What the Papers Say

fully wring the Commissioner's collective neck - and I hope their view that all is not lost is correct. But having had some experience of the two-faced horse-dealing behaviour of some politicians and their Quango favourites on an entirely different subject, I can only admire BW's public stance.

One of the commissioners is (or was) none other than the Rt Hon Michael Heseltine, new Deputy Prime Minister etc. A few letters to him from Scottish, English, Welsh and Irish waterway supporters (including anglers, cyclists and walkers) with copies to local newspapers and MPs would not go amiss. He may even fly away in a helicopter!

Tillerman

Canal & Riverboat, October 1995

Out Beeching Mr Beeching?

Dear Sir

I hope that those people who influence the distribution of cash and grants to maintain and develop our canal network read the waterways press, including *C&R*. No doubt they will have noted *Tillerman's* comments (October 1995) about the Forth & Clyde, and, hopefully will reconsider BW's application favourably.

However, I also hope they will discount his remarks about restoration of the Huddersfield and Rochdale Canals. If he took the trouble to visit the northern waterways he would see that neither of these enterprises duplicates the Leeds & Liverpool Canal. Indeed in the comfort of his nice warm office he could look at a map and see immediately the potential for a broad ring, in which the Rochdale will complement the L&L and the smaller ring formed by the two newly restored canals. If he does bother to come he will see that each has a unique character dominated by the most dramatic scenery to be found anywhere

on the canal network. Furthermore either scheme will open up the North Eastern waterways in a way that neither the L&L nor the tidal Trent ever could.

More particularly he should ponder the economic benefits which these restored waterways will bring to the districts through which they pass.

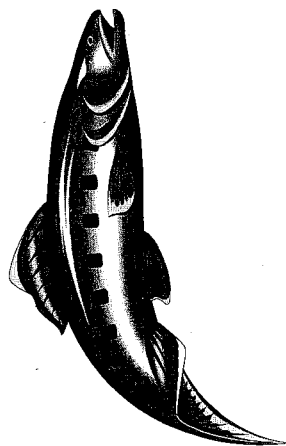
If one were to follow his logic about duplication/triplication, one could justify the abandonment of nearly the whole network: indeed, given his head, he could out-Beeching Beeching! There would not then be so many people left to read his articles, let alone buy your magazine.

No! The restoration of the Forth & Clyde is essential to a healthy and growing system (however far it is from the main network) and so is the Huddersfield and the Rochdale and the Thames and Severn and the Droitwiches and all the other less credible restoration projects.

I look forward to *Tillerman's* response.

Keith Noble, Sowerby Bridge, W Yorkshire

BRITISH
WATERWAYS
are restocking the
Roaches Lock
length of the
Huddersfield
Narrow Canal in
the next few
weeks with ghost
carp, chub and,
surprisingly,
barbel all in the
4-6 inch class.
(Should be fun
landing these on
the pole in a few
years!).



*Articles
reproduced by kind permission of Canal and
Riverboat and Oldham Evening Chronicle.*



National Trust warden Dave Finniss briefs Colne Valley High School students on the finer points of Spring bulb planting. *Photo: F. Smith*

On a cold, but typical January day, students and staff from the Colne Valley High School at Linthwaite, near Huddersfield, came along to help to plant literally hundreds of tulip bulbs alongside lock chambers on the Marsden/Slaithwaite border.

As part of their environmental studies, the work being undertaken by the students is yet another step to brighten up the Huddersfield Narrow with flashes of Spring colours, complementing previous years' efforts in Marsden, Saddleworth and elsewhere, in which hundreds of crocus and daffodil bulbs were planted along the canal banks.

Special thanks go to Raymond Firth of the Colne Valley Garden Centre for generously donating the numerous varieties of tulip bulbs.

Instruction on how to plant was given by David Finniss, the resident National Trust warden for Marsden Moor (and canal enthusiast), ably assisted by several of his colleagues.

Although it won't win the 'Britain in Bloom' competition it is hoped that all the hard work will provide colour and inspiration to the many people who walk along the canal towpath in Spring.

Frank Smith.

It is still April 1991 and Anne and Ken are completing the Cheshire Ring on Alvechurch Boats' Meadow Pipit, with Simon, Dena and William for crew.

Thursday, 4th April

Weather - indescribable - torrential rain and gale force winds.

Destination - Hassall Green

Distance - 7 miles

Locks - 17

PRESIDENT

Woke up early and guess what, torrential rain beating on the roof, wind whistling through the windows and gusts shaking the boat - we turned over and went back to sleep. Got up at 9 and, in view of the weather, decided not to walk to Little Moreton Hall! We all had breakfast, together, indoors (all most extraordinary) before setting off in full waterproofs. Stopped raining and wind lessened by the time we reached the 'flyover' at

Hardings Wood Junction down onto the Trent & Mersey. Lovely bit of canal engineering.

Got stuck in the second lock on the T & M (second pair I should say, these are the well-known duplicated locks of Heartbreak Hill). We were jammed in tight by a large wooden wedge from the boat-building yard alongside the lock. Another boater hauled us backwards using our state-of-the-art centre roof rope from the lock bridge and, after rocking the boat about, Ken, Si and the other man managed to lift the wedge clear - they could just lift it! That was the bad news. The good news was that, by the time we had got clear of the lock, the sun was shining!

What a change. Moored up at the Red Bull, only a few yards away and had a very pleasant pint and lunch. Started again at 2pm. Down 13 locks. On the flight we passed a steam-driven narrowboat on its way to Etruria, accompanied by another narrowboat dressed up like a floating gin-palace, all chrome and a row of headlights,



The steamer 'President'

with a wheel front steering position as well as living quarters for the crew of the steamer. (It was only later that we realised that we had come up against a real piece of canal history - the steamer was 'President' on its way back from an Easter rally at Ellesmere Port Boat Museum).

The locks were very easy to work; the T & M gear should be made standard throughout the system! Definitely my favourite canal - from every point of view.

Moored at Hassall Green at a v. pleasant spot. M6 within sight - it's frightening how closely the heavies drive to each other. Tawny Owl caught up with us and we helped them as they were having difficulty in getting to the bank because of a stiff breeze.

Dena made us a superb vegetarian lasagne which we had with new pots and hot cross buns - separate plates! Watched 'The Bill'. As we are desperate for a pump-out we all went to The Roaring Donkey for a pint and loo-call. Very

cold walking back but nice and warm inside. Bed early for an early start tomorrow.

Friday 5th April

Weather - Fine, sunny & cold (at first!)

Destination - Anderton

Distance - 19 miles

Locks - 19

VICTORIA

Woke to sunshine; HE wanted to depart but we had to wait around a bit for a pump-out. M6 noise unbelievable. Another old working boat, Victoria, came up the lock bound for Birmingham - also been to Ellesmere Port. Plenty of locks, plenty of walking. Got talking to two women at Lock 64 - one of them was from Oldham! Lock 65 we bottomed and had to refill a bit and juggle about to get off the obstruction. No idea what it was. Moored at Rumps Lock and went to the Kinderton Arms for a pint and (horrible) sandwiches. Set off again in



'Victoria' bound for Birmingham

The Wife's Tale - Part 28

driving wind and rain to Middlewich. 7th time we have done this stretch. Stopped at Anderton Boats (now Middlewich Narrowboats) and Dena and I went to Gateway to buy a meal for tonight. All around here has been smartened up considerably, always seemed a bit neglected on earlier visits. Then the ladies got stuck into the cleaning and packing whilst HE and Si motored on through the long, boring flat bit to Anderton so that we could get an early start tomorrow.

The boat didn't need much cleaning, vacced (good word!) right through and when all is put in the car will look just as good as new - which it is! Nice Gateway dinner. Watched 'The Chief' - glad it's back on - bad news about fire bombs in Manchester - what a world we live in.

Saturday - 6th April

Weather - Sun!!

Destination - Home

AT LAST

As I thought didn't take long to get up, pack up, had a drink while Ken sorted out the office. They would be glad if we wrote with suggestions about the boat's faults - we never did although we have a list of 22 items in the back of the log.

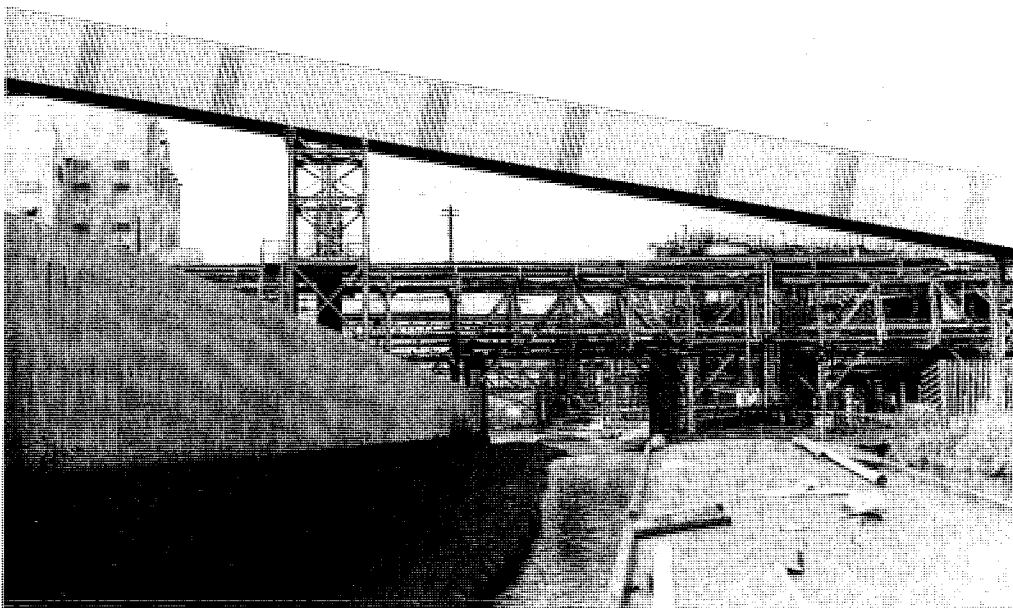
Off at 8.30, home by 10.15.

So, at last, we've done it - after 9 years of getting round to it. Was it worth it? Lousy weather, threats of vandalism, loosened moorings, shallow water but YES, all those are minor matters compared with the thrills of Castlefield to Dale Street.

NEXT TIME:

The Chester Run And Ellesmere Port.

Photos: A & K Wright



Typical canal landscape near Northwich!

First of a series of articles on the engineers involved with the building of the Huddersfield Narrow Canal.

Although Nicholas Brown completed the first survey of the HNC it is unfortunate that, apart from the survey, little or nothing further is known about him other than his serving Outram as surveyor and superintendent. As Benjamin Outram prepared the report which accompanied the survey we shall start this series by taking a look at his career.

Outram was born in 1764, became an ironmaster in Alfreton in Derbyshire and in 1790 became a partner in the Butterley company near Ripley. The Butterley company survives to this day and the name comes up regularly in the history of canals, providing castings for lock gear and other parts and the platework for the first aqueduct built of iron on the Derby canal, to Outram's design. Later, the lock gates for the Caledonian canal in Scotland were cast here.

Tramways and plateways* were Outram's speciality (*to the extent that the word 'tram' has been linked to OUTRAM, although my dictionary prefers Lower German or Dutch Traam, a balk or beam! Ed.*) and very often these were closely connected with the development of the canals, particularly in quarrying work (by definition in hilly situations).

Construction of a plateway, to feed material to the canal head, was far better suited to the terrain and far cheaper than the construction of a canal. Furthermore, railways (in the original sense of the word) played a vital part in the life of a canal, where completion was delayed.

Examples are at Blisworth Tunnel, on the Grand Junction, where goods were carried over Blisworth hill on rails until the tunnel was finished; a plateway was proposed over Standedge and surveyed by Outram but never built, and at Marple where again a railway provided a bypass and a means of getting goods moving (and tolls being received) until Marple locks were completed.

Outram began his canal work under Jessop on the Cromford canal (which served the Butterley company) and most of his canal work was in this area, on the Nutbrook canal (a branch of the Erewash), on the extension of the Ashton canal to join the Rochdale and on the Peak Forest canal on which stands his accepted masterpiece - the Marple aqueduct over the River Goyt.

October 1793 saw the start of his involvement with our canal with the presentation of a report which estimated the cost of the Pennine passage at £178,748 (exclusive of parliamentary costs). In June 1794 Outram was confirmed as engineer to the HNC at the princely (in those days) salary of three guineas a day with Brown as his Surveyor, Book keeper and Superintendent at a salary of £315.

In those days Brown would have been on the job full time whereas the engineer would be working on any number of other projects, only visiting for several days a month generally to oversee matters and resolve problems.

It was always a matter of priority to get any part of a canal opened as soon as possible in order that toll money started to flow and to this end the Ashton to Stalybridge section opened in November 1796, Huddersfield to Slaithwaite soon after and Stalybridge to Uppermill in August 1797. This left the major obstacle on the whole route, namely Standedge, to be tackled. The difficulty of working the rock of the area and the ingress of ground water hindered progress and drained the company of funds.

It was at this stage that things started to worry the proprietors to the extent that it was resolved to have another engineer take a look at matters. This turned out to be Whitworth, the subject of our next look at the engineers connected with the Huddersfield Narrow Canal.

John Harwood.

**A 'plateway' used angle irons instead of rails so that ordinary wheeled carts could run on them.*

Benjamin Outram 1764 – ????

'It was like this, officer...

There I was, hareing up the canal at a good one mile per hour, when I was overtaken by this tortoise. It stopped and tried to climb into an adjacent scrap yard but found the going decidedly too rough. I detached the tug from the butty - full of unmentionable matter - and retraced my path, picking up the tortoise on route.

It turned out to be a terrapin, a good 8 inches long by 5 inches wide (sorry, officer, 214mm x 127mm, I'd forgotten you were young) with a very nosy streak, taking a great interest in the floor of the tug. Quite pretty, in a terrapinnish sort of way, with bright salmon pink stripes down the sides of its head. Roy Williams, the discharge-machine operator, suggested I should give Terry (animals always feel better with a name) to his dredger-driver brother, Ken Williams, who had terrapins at home and was a bit of an expert.

Ken was expert enough to know that Terrapins are dirty, smelly devils; that they should never be handled unless hands are carefully washed; that they can spread Salmonella (salmonella stripes?) and that they will eat you out of house and home - and he certainly didn't want this one!

Apparently terrapins will stay tiny in a tiny tank but, out of kindness, unknowing owners put them into too large a tank and they GROW to fit their environment.

We surmised that this one had also overstayed its welcome somewhere and had been released into the canal. How long ago, it is impossible to say, but it was certainly in good order, full of beans and apparently well fed. Ken also advised keeping fingers well clear of Terry's jaws - he was quite big enough to give a healthy nip! So Staley (I had decided a unisex name, associated with his foundling spot, was more PC) finished up at our house!

The car boot made it really go into its shell but a nice bath in tepid water soon had it chasing round the utility sink. My animal lover in chief rang the RSPCA and we were given enough information to spend the next hour on the phone to Terrapin Rescue and Save The Terrapin and We'll Have It If You Don't Want It, all to no avail, they were all full. Everybody had been

terrappin dunking. Eventually we had no option but to go back to the RSPCA - they turn nobody away at the last resort - and now, officer, here you are, to the rescuee!'

Yes, only an hour or so after the second phone call, Inspector Dunderdale rang the door-bell, holding a wire cage, having travelled from Chadderton, about ten miles away. He assured us that we had done the right thing in not putting Staley back into the canal because this would only be repeating the original 'illegal dumping'.

Apparently terrapins can survive in cold canal waters. They find plenty of small fry and anglers' bait to eat and sink into the mud, in a state of semi-hibernation, when the water gets too cold and icy. But, if they continue to grow into their environment? The invasion of the terrapins!

After we had all washed our hands, off Staley went, in the little cage, (even though the RSPCA tank was full) and three days later Inspector Dunderdale rang us to say they had managed to find it a good home in Hyde. End of story, really, but it's surprising what you can learn from an accidental occurrence. Like the time we got a swarm of bees down the chimney - but that's another story!

Ken Wright



RSPCA Inspector Dunderdale holding Staley - very carefully.

Pennine

Very occasionally, these days, British Waterways organise a trip into Standedge Tunnel, but only when there is a positive reason for so doing. Such a visit took place on Thursday, 12th January, the positive reason being a wish by Roger Anderson, Deputy Chief Executive of Tameside Borough Council to 'get the feel' of the tunnel to assist him in master-minding our next Millennium bid. Roger is concerned that the concept of the Standedge Experience, the major tourism aspect of the bid, should be displayed at 'full cock' and not fall between several stools.

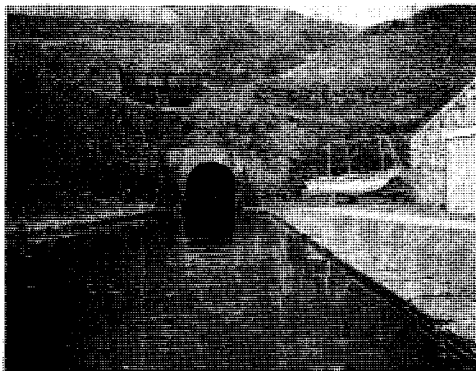


VIPs (left to right) Ken Wright (HCS), Roger Anderson (TMB), Danny Stead (BW), Peter Rawson (TMB) Keith Noble (HCS) and Fred Carter (BW)

The tunnel visits occur so rarely that British Waterways make every effort to fill the tunnel boat, thus offering the opportunity of a trip to a few of the many people who have expressed a wish at some time. On this trip your editor was invited to represent Huddersfield Canal Society and I chose for my guest Keith Noble, canal expert, director of HCS (Restoration) Ltd. and recently retired and available!

We met at Tunnel End, Marsden, for a 10.00am start and donned waterproofs, life jackets and hard hats. We also read the safety and emergency action notes and signed an indemnity book! Unfortunately only half of those expected turned up. Fortunately, for the four who did turn up, the smaller number made for a closer and more informal, chatty group. Roger Anderson was accompanied by Peter Rawson, Tameside engineer, our BW hosts on the bank being Engineer Colin Thompson and on the boat

Danny Stead and tunnel expert Fred Carter who was on the engine.



Into the unknown .. the open portal of Standedge Tunnel

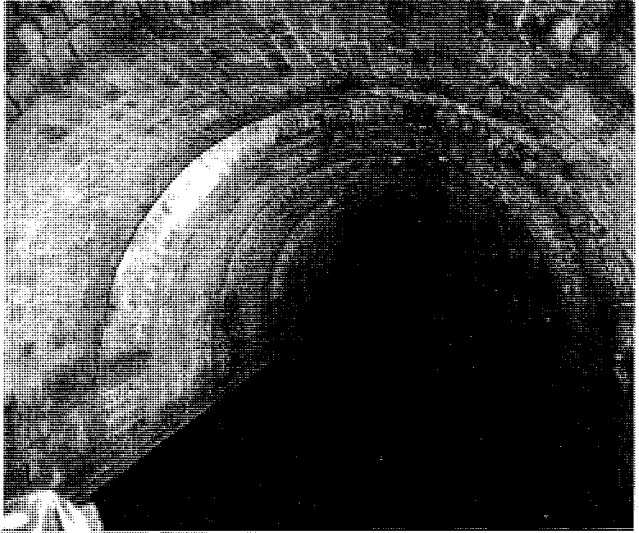
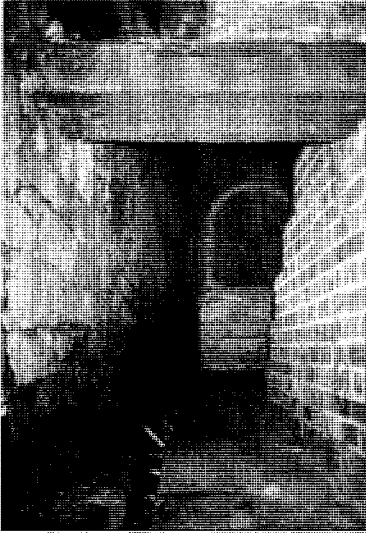
The boat is a flat bottomed rectangular steel 'box' (more like a large baking tin) with an outboard motor and battery-operated twin car headlamps at each end. Having boarded we chugged into the tunnel passing first through a wide arch with a wide ledge at each side of the narrow waterway. This is the section that our new boat will soon be 'garaged' in, thanks to British Waterways. This part is stone-lined.

The next section is of alternate brick rings of heavy blue-brick construction - I suspect a reinforcement under railway lines - and so on, changing sections at intervals for about half a mile, when the first major collapse was reached. Up to then the walls were in remarkably good condition in fact, throughout the whole trip, only at the falls did there appear to be anything at all wrong with the construction. At one point a ventilation shaft showered us with water, briefly.

We legged (with arms) back to the nearest aidit (cross tunnel) and walked through to the disused (1849) rail tunnel. We walked along this tunnel, stopping to explore the cross-connections to the canal and 'live' railway tunnel, all quite fascinating and in excellent condition.

After a mile or so we came to the 'cathedral' where the two 1849 single track rail tunnels are connected by a cross-tunnel, of the same proportions, with splendid cast iron frames forming huge support arches above our heads.

Standedge Tunnel Visit



Waiting for us at the cathedral, deep underground, was the BW lorry! Apparently the two closed tunnels are used as a one-way system for railway maintenance vehicles and BW share the privilege of access. Into the lorry, somewhat gratefully after quite a trek, and a drive to emerge at Diggle, then by the conventional road back to Tunnel End.

All over in about one and a half hours, but what an experience. I sincerely hope that the next time I travel underground from Marsden to Diggle (or even the other way) I do it, without interruptions, in a boat. It's an appropriate moment to thank our British Waterways colleagues, particularly Danny Stead and his small 'hands on' team, for all the practical help they give us on our way to restoration.

Ken Wright

Photos: K. Wright

Inside Standedge

Above Left - A narrow cross-heading which connects the canal with the adjacent railway tunnels.

Above - Heavy brick arches, in particularly good condition, line the tunnel.

Below: A significant rockfall blocking navigation.



HUDDERSFIELD NARROW Course in Lanes/Yorks Lingo

In the fond hope that before long the finest canal in the country will be open to boaters, we anticipate that many foreigners will venture North, into the land of northern dialect.

To give you some sort of a chance of following what is going on, we are offering the following short induction course in 'Huddersfield Canal Speak'.

No prizes - just a glow of satisfaction if you get them all right without checking the answers on the inside back cover.

1. Intitot? 2. Giuzit
3. Sumatsupeer 4. Gerartnit
5. Gerritetten 6. Supwideoe?
7. Smarrerweeim? 8. Iampgorrit
9. Azeegeniter? 10. Gesit mester
11. Eez gooinooam
12. Astha gorrit reight?

More next time.



ELLESMERE PORT BOAT MUSEUM

Those of you who have not yet visited the Boat Museum, at Ellesmere Port, have missed a treat. Combined with a trip to Chester you can have a hectic day or a leisurely weekend.

As well as the permanent exhibitions and working demonstrations there are many special events such as:

April/May - *'How things have changed'* IWA Jubilee Events

May 3-10 - Ellesmere Port Society of Artists

May 5-6 - Bank Holiday Event

May/June - *'Ellesmere Port: Then and Now'* Exhibition

May 11-12 - Roses & Castles Weekend Painting Course - £60

May 26-27 - Model Tug Towing

More dates in the next issue.

For further details ring the Boat Museum on 0151 355 5017



MANCHESTER SHIP CANAL CRUISES 1996

An excellent day out on a Mersey ferry, Salford Quays to Liverpool, return by bus or vice versa; the full 36 miles of the canal, through 5 sets of locks, realising the full scale of arguably the greatest engineering project of the Victorian era.

Liverpool - Starts: Sat 18 May, Sat 20 July.

Salford - Starts: Sun 19 May, Sun 21 July.

Adult round trip £26.00
Full bar and catering facilities
Full commentary
Commemorative programme

RESERVATIONS 0161 817 6972

HIGHLY RECOMMENDED - We did this trip in 1994. Ed.

Canal to get £5,000 stock of fish

THE Huddersfield canal is to be restocked with £5,000 worth of fish at the Diggle flight of locks.

The fish will replace those moved further up the waterway before restoration work was carried out on the locks. The restocking is the first phase of a major programme by British Waterways to replenish the North-West's canals.

British waterways' regional fisheries and environmental manager Mr Steve Griffiths said: 'Every time a major restoration programme is planned, we seek to rescue the fish from the waterway and move them to another location. Upon completion, it is equally important to restock with more fish to ensure that the environment of the waterway is maintained, and to facilitate good angling opportunities.'

Oldham Evening Chronicle

JILL NOBLE revisits the Staffordshire and Worcester Canal.

On a recent summer holiday cruise, we were coming north on the Staffs and Worcs and heard from someone going south, that The Trumpet at Radford Bridge near Stafford was closed. This prompted me to remember the first time I'd been there.

It was in 1954, our first summer holiday in England after our return from South Africa. We had booked through a company in Stone, the houseboat 'Trent' and its dinghy 'Avon' based at Great Haywood junction. About a week before we were due to start our holiday 'Trent' sank but the company assured us that they would provide an alternative for the first week and that 'Trent' would be repaired for the second week of our annual fortnight.

Going on a self-catering holiday without a car takes some organising. The five of us - parents and three children aged 13, 11 and 9 - set off by train from Euston carrying our luggage including bed linen and food.

The first disaster was a broken jar of pickled onions which had to be removed and disposed of, the bag then dripped vinegar all the way to Stafford. There we took a taxi to Great Haywood and were shown the 'cottage' - the alternative to 'Trent'. It was a filthy rat-infested hovel on the canal side between Great Haywood junction and bridge 74.

Our hearts were not really in it but in true British spirit we made the best of it and enjoyed trips up and down in 'Avon' setting off early each morning with picnic stove etc. On the middle Saturday of the fortnight 'Trent' was being brought back to Great Haywood - drawn by a horse - after repair at Wolverhampton. We had agreed to go in 'Avon' to meet it and then tow it back ourselves.

We set off early loaded with kettle, teapot, picnic basket, coats etc., and enjoyed the trip to some point well south of Stafford. Here we met up with 'Trent' and took her in tow.

By about 9pm that August evening it was getting dark and obvious that we were not going to get

back that night so we tied up both 'Trent' and 'Avon' just north of Radford Bridge and went to catch the bus back to Great Haywood. It was getting cold, we were cross, dirty and tired and Dad nipped into The Trumpet for a quick drink.

We were left at the bus stop in the cold. I put Dad's mackintosh on and then my brother stood in front of me and we buttoned it round us both to keep us warm. The youngest member of the family was wearing Dad's tweed jacket and carrying a kettle in one hand and teapot in the other.

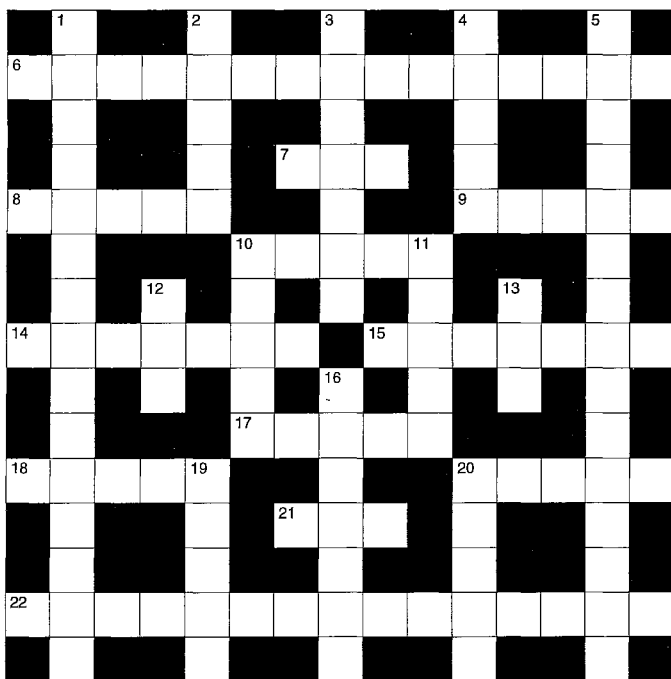
The bus arrived rather unexpectedly. It was the last bus on Saturday night from Stafford to various villages including Great Haywood. It was full except for a few seats at the back. There was no time to unbutton the coat so we had to walk down the bus in step - both of us inside one coat. It caused enormous laughter from the other passengers and acute embarrassment to myself and the rest of the family! However since then we have laughed about it countless times. It certainly made our first canal holiday memorable.

For the record, we returned the next morning on the bus and finished our journey with only one incident worth remembering. Dad and I were in 'Avon' towing 'Trent' with my 11 year old brother at the tiller.

He ran aground and then swung out hanging over the tiller and couldn't get his feet back on the boat. Dad took off his trousers and plunged into the canal pulling John back by his hair. I promptly had hysterics at being left by myself in the middle of the canal.

Having rescued the steerer, Dad returned to me, climbed in, slapped me to stop the hysterics, put his trousers back on and we set off again. When we finally arrived at Great Haywood the youngest member of the family was walking round 'Trent' and managed to fall in - just to crown a weekend to remember.

(This article was first printed in 'Moving Road', the magazine of the Calder Navigation Society, but I make no apology for repeating it here. Ed.)



Across

6. Great Glen's Waterway (10,5)
7. Initially how a motor torpedo boat was described (3)
8. Rosie helped Jim with basketwork (5)
9. Nine musicians weigh a metric tonne (5)
10. On the Aegre ensure that BW keeps it's colour (5)
14. In a farm outbuilding lies a heavy weight to be placed in a T & M tunnel (7)
15. A confectioner's delicacy interred by a staircase on the SU (7)
17. Get steam up at a football match? (5)
18. Pen an ode to the prevention of corrosion on boats (5)
20. Boaters go Ole when passing an inland port (5)
21. Teach children their ABC nowhere on the Black Country canals (3)
22. Tie up here for the 1990 National Festival! (10,5)

Down

1. In a male deer's cranium find the solution to an HNC blockage (9,6)
2. Dared to handle a poisonous snake on a canal bank? (5)
3. A canal turn suitable for a boat race? (7)
4. I remove myself from the action on a Weaver navigation bridge (5)
5. Apt location for a water diviner to descend on the Caldor canal (10,5)
10. At first I thought Uncle Norman would miss the enforced wedding, he's dead anyway! (5)
11. No sun shines on this area of English grammar (5).
12. Get a tan whilst cruising on a Norfolk river (3)
13. Les Bubb could appear on TV or radio (3)
16. Cat cult meets at GU locks (7)
19. Put a morse dot in a chop - it will keep a very long time (5)
20. Teach girl Scouts to steer a boat (5)

This Issue's puzzle has been elevated to the status of a Prize Crossword, hence a single set of cryptic clues - the prize in question being a copy of that ever popular history of the Huddersfield Narrow Canal, 'Pennine Passage' by Michael & Peter Fox.

Retailing at £5.95, a free copy will be awarded for the first correct solution drawn at random from all those entries received by the next Press Date, 17th May.

Please send your entry (including your name and address!) to:

Prize Crossword
239 Mossley Road
Ashton-u-Lyne
OL6 6LN

The solution and winner's name in Issue 117.

Dear Ken,

Congratulations on making the magazine much more readable. Instead of the usual skimming through, I now find that I am reading it right through with interest. A friend of mine wants to join the Society but we couldn't find an application form!! Could I suggest that in future one is enclosed in renewal membership and Pennine Link envelopes, or magazine.

Joyce Knowles, Uppermill, Oldham.

Thanks for your comments, Joyce. At one time we regularly printed mail order and membership forms but the response didn't justify the cost. A quick call to HQ (0161 339 1332) will have membership information on your doormat instanter! Ed.

Dear Mr Wright,

I always look forward to receiving Pennine Link and reading of the wonderful progress to restore the Huddersfield Narrow. I have based my 60' Narrow Boat 'Unicorn' in France for seven years, the last three of which have been on and around the Canal du Midi. I was, therefore, most interested to read the article in Pennine Link 115. Your correspondents are however a little out-of-date in their reporting!

The Western end of the Canal is no longer connected to the River Garonne at Toulouse but to the Canal Lateral à la Garonne opened in 1856 which parallels the river for 194 kilometres until it finally joins it at Castets en Dorthé 54 kilometres upstream of Bordeaux.

The staircase at Fonserannes is now only a six rise. It was built as an eight rise but the seventh chamber from the bottom is now connected on the level with the line over the River Orb aqueduct and the eighth (bottom) one is disused along with the old line down to the river. The adjacent inclined plane is rarely in use and was closed when we navigated the locks in 1993 and 1995.

I am puzzled by the reference to a transshipment warehouse. The photograph is of a wash house, several of which survive on the Canal. These were used by the local people for washing their clothes in the Canal. Finally, I regret to report

that there is no freight carried on the Canal du Midi any more. A major disincentive is that over the summit from Argens Lock to Sanglier locks, the chambers remain as built at 30m long, so will not admit the standard Freycinet gauge French Peniche which is 38.5m long.

On the Canal Lateral à la Garonne the last regular traffic is oil from Pauillac on the Gironde to Marmande, but there is occasional grain traffic down to Bordeaux from wharves along that Canal.

Keep up the good work. I look forward to the day when I can bring 'Unicorn' back to navigate the whole of the 'Narrow'.

N.S.G. Bostock, Tixall, Stafford.

Thank you for your later information on the Midi. Jo Young used the best information available in the area at the time - obviously in need of an update - and I think the pictures made up for any errors. Also the reference to the transshipment (our inaccurate but historical spelling!) warehouse was intended to be somewhat tongue in cheek. Ed.

Dear Ken,

PADDLE GEAR

Firstly may I too congratulate you on the new *Plinks*. It was a hard act to follow but we should be able to look forward to further awards for excellence as the years go by. (Without that preamble I feared that our friendship might have become strained! It's not insincere but might otherwise have been left unsaid).

Your comments in No. 115 (undated!) about the hazardous ratchet on the ground paddle gearing at Dungebooth Lock were timely. This is a feature of the whole Huddersfield system, both Broad and Narrow and, so far as the Broad is concerned, BW already appear to be addressing it.

At the last Calder Users Meeting they brought along a new version for comment. This would enclose the whole of the gearing in a semi-cylindrical housing. Because there would be an inbuilt clutch mechanism, there would be no need for a ratchet and the danger which you highlighted would no longer arise. This design has been tried out on the Chesterfield Canal and the word is that it is satisfactory.

You may not wish to join the debate of hydraulic v traditional, but the new proposal would not be dissimilar from the original in appearance and should overcome the serious shortcomings of hydraulics.

BW offered to install one or more examples on the Calder and Hebble and invite comments from people who attend the Tuel Lane opening events in May. This arose from a suggestion that they should do just that on the Broad in advance of the Huddersfield Festival next September, and perhaps they will try one or two there, too.

With the growing public obsession with health and safety, traditionalists (and I would count myself amongst them) will have to accept some

changes: this one is minimal and, if the new model performs well in use, it is to be welcomed. Some engineering designs were deficient at their inception: they may be preserved as curiosities, but if inadequate for the task required of them, should be withdrawn from general use.

Hydraulic gearing is an example of just such a deficiency and BW were unwise to install it so widely: it fails when judged against considerations of reliability, safety, tradition and aesthetics. We should be grateful that BW are now prepared to look at other options.

Yours, etc.

Keith Noble, Sowerby Bridge.

It's Get A Gong Time.

VERY soon, we estimate by the end of March, the length of the Huddersfield Narrow from Ashton to Stalybridge will be fully navigable, with a guaranteed minimum depth of water of 3ft. 6ins. for at least two boats' width all the way.

To encourage boaters to use the first bit of our canal to be properly connected to the national system we are erecting signs, pointing the way, and offering a special plaque to those who succeed in making it.

Following the style of our recent Festival plaques, the view is taken from the Caroline Street bridge end of Staley Wharf and is deep

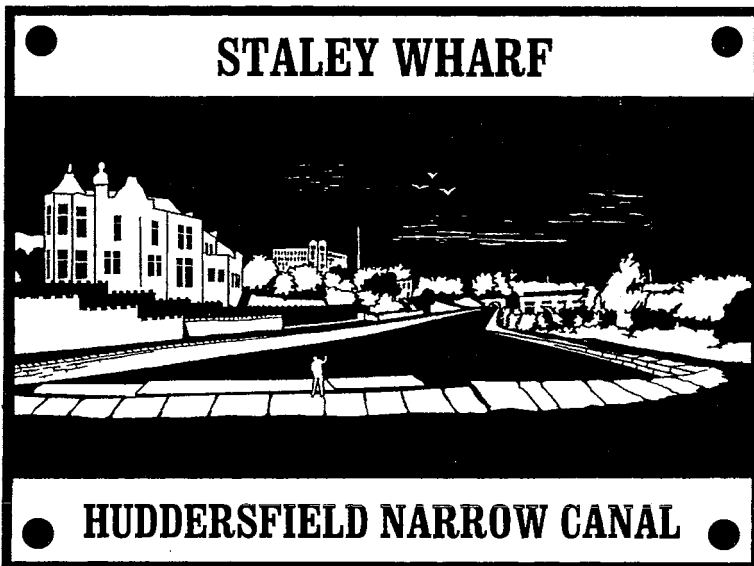
etched on thick brass plate, with a royal blue infill colour.

To celebrate the 21st. birthday of Huddersfield Canal Society, (last year!), the first 21 plaques will be given away *free* to boaters who send a photo of their boat, at Staley Wharf, to the Ashton office.

After the first 21 are awarded, the plaques will be charged at £5 each (and well worth it!)

Come along, now, form an orderly queue!

Ken Wright



THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

- 2349 Mr Hilditch, [REDACTED]
2350 Dr Speller, [REDACTED]
2351 Mr Hardern, [REDACTED]
2352 Mr Tonge, [REDACTED]
2353 Mr & Mrs Davies, [REDACTED]
-

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, 109, 111, 112, 114, 115

*PLEASE NOTE THAT CERTAIN ISSUES ARE NOW REDUCED
TO SINGLE COPIES ONLY - SO, FIRST COME, FIRST SERVED!*

*ALSO, THE ISSUES LISTED ARE THE **ONLY** BACK ISSUES HELD,
PLEASE DO NOT REQUEST ISSUES WHICH ARE NOT ON THE LIST.*

Dialect Answers:

1. Isn't it hot? 2. Give us it. 3. Something is the matter here. 4. Get out of it. 5. Get it eaten.
6. What is the matter with you. 7. What is the matter with him. 8. I haven't got it.
9. Has he given it her? 10. Give it to the Master 11. He is going home. 12. Have you got it right?
-

SOLUTION TO CROSSWORD No 11 - ISSUE 115**ACROSS**

1. Binton Bridges 9. Orwell 10. Bolero 11. Ice 12. Windage 15. Horninglow Basin 17. Gushers 20. Fog
21. Gaping 22. Barged 23. Brewins Tunnel

DOWN

2. Irwell 3. Tallow 4. Black Delph Locks 5. Drogue 6. Exeter 7. Borough Bridge 8. Forth and Clyde
13. Inn 14. Hay 16. Dipper 17. Gannow 18. Sprain 19. Diggle
-

WEST SIDE MEETINGS

Wednesday 8th May	7.45pm, Wool Road, Dobcross. The Diggle Flight Final.
Wednesday 12th June	7.45pm, Tunnel End, Marsden. A trip in our new Tug & Butty.
Wednesday 10th July	General Meeting at the Tollemache Arms, Mossley, 8.00pm.

In the next Issue of Pennine Link ...

The Result of the Millennium Bid!

Arrival of the 'Standedge Pioneer' at Tunnel End

The first public trip to Staley Wharf from the Cheshire Ring

Another first - the Guillotine Gate at Slaithwaite

.... *plus all the regular features.*

ADVERTISING RATES

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Full Page	£37.50	£150.00

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by 17th May**