

# Pennine Link

Members Quarterly Journal - Issue 127 - Winter 1998



**FULL STEAM  
AHEAD AS  
EP SAY YES**

**HUDDERSFIELD  
CANAL  
SOCIETY**

# Pennine Link

Winter 1998 Issue 127

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Cover: Alice would be proud of this unconventional view of Pennine Moonraker approaching Dungebooth Lock, Uppermill. Photo: Harold Ellor

With impeccable Government timing the good news about the money came through on the afternoon of December 23rd, too late to do anything about it until the New Year!

We had intended to delay taking this Pennine Link to the printers until the decision came through - "*it can't possibly be later than the first week in December*" - and finished in limbo until early January. Consequently several references are sadly out of date - for instance about comments on the future of HCS - let us have them anyway.

The main thing is - we're on the way! I must put on record my appreciation of the amount of hard work put in by Alan Stopher and all the engineers, planners, accountants and lawyers in our canal partnership in overcoming mountains of mind-grinding bureaucracy.



Yes, it's me on a strange vessel again! This time it's the MV Ocean Majesty, 10,000 tons, and heading for Oslo when the photograph was taken. We were on our way to the Baltic capitals and St. Petersburg and, in all but Oslo, we were met by a local guide saying "... is the Venice of the North and, like you, we have had a lousy summer!" I tell a lie - Stockholm is the "Geneva of the North"! I've never seen so many canals - and most of them active. Not to mention the Kiel Canal, which we sailed through on our return journey via Amsterdam. A real delight. - we set out

cont'd on pages 4/5



*Yes, Yes and  
Definitely Yes!*

**T**wo years ago, almost to the day, the Rt Hon Virginia Bottomley MP announced that our scheme will receive nearly £15m from the Millennium

Commission. Last month, English Partnerships also said Yes. We now have the rubber stamp from the DETR (Department of the Environment, Transport and the Regions). Now the official announcement is made, it will be nearly twenty five years since John Maynard chaired the first meeting of the Huddersfield Canal Society which started the whole process, culminating in a new partnership never thought possible in 1974.

The bandwagon began with one driver and no passengers. Private sector sponsors were the first to jump aboard and very soon an unofficial sanction to restore in Uppermill saw British Waterways join. Within three years we had two more passengers and by the '90's, all three local authorities added their weight to the campaign wagon.

Now the bandwagon has one driver with all partners holding the reins and no passengers. The Huddersfield Canal Company Ltd will see the complete restoration of the Huddersfield Narrow canal in 2001. Its partners have become a united body comprising local authorities, a voluntary society and British Waterways. The financial contributors will be: English Partnerships, (soon to become part of the new Regional Development Agency); The Millennium Commission; Huddersfield Canal Society; British Waterways and the three local authorities plus private sector support.

John Maynard began it all with £1 in April 1974. The Society has seen this early

investment lever in over £40m including earlier expenditure. We have all but achieved the impossible and it is fitting that the first scheme, underwritten by HCS, has also commenced and is being undertaken by our own restoration company.

Today, on a family ramble in Derbyshire, I witnessed another successful scheme at Buxworth Basin on the Peak Forest Canal. Ian Edgar's IWPS began this before the Peak Forest Canal was fully re-opened. Their achievement is no less than ours. Both schemes have one over-riding similarity despite the difference in scale and cost. Public support. It is this vital factor, we were determined to engender, which has enabled the Society to achieve its aim. We were the catalysts. Now, as a full member of the Canal Company, the Society will be rewarded in 2001 with an end to the "Impossible Restoration" and a beginning of the benefits for the Nation.

David Sumner

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*Editorial - cont'd from page 3 ...*

drawing up a list of the cities and towns we would return to for a short break and found that it was all of them - except Oslo!

Well, we have won the Tom Rolt Award again, for the best canal society magazine. We shared the win with Dragonfly, the magazine of the Wilts & Berks Canal Amenity Group, which has come on in leaps and bounds recently. Congrats to them and thanks from me to all who help with PLink, particularly Bob Gough, my wife Anne and John Harwood.

I could follow that paragraph with one criticising the presentation arrangements and, moreover, the organisation of the whole National Festival but I am feeling charitable, so I won't!

You will recall that we asked for captions for the cover photograph on issue 126 (Fred Carter, the policewoman and the digger).



It has been a long time since anything appeared in 'Pennine Link' about the activities of our volunteer workforce. This is a pity, because volunteer work is a key part of our Millennium

application and it is vital that we should continue to contribute. It is also important that we should continue working because that bid only covers the restoration of certain parts of the canal. Much of the canal is already "restored", and so it is compared to its state of a few years ago, but that is not to say that it doesn't need anything more doing to it before the first boats pass through the canal.

We are currently involved, in agreement with BW, on work to the Marsden - Slaithwaite section. This was one of the first parts of the

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The response was truly unimpressive, apart from a sterling effort by Jack Patterson who submitted SEVEN options. There were three or four other efforts which were absolutely brilliant, downright filthy and totally un-PC which I obviously cannot print in a family magazine. An s.a.e. will bring them to your door!

I hope you like the next few "Distaff Sides". Publishers M & M Baldwin have given me permission to use some quotes from their series of books "Working Waterways", four of which tell about the women who worked on the canal boats during the 1939-45 War. I find their stories quite fascinating - I hope you feel the same.

This issue will reach you too late to use it as a table mat for the brandy sauce so here's wishing you all a prosperous and 'restorative' New Year from us, here at Pennine Link.

Ken Wright

restoration to be completed, and was the longest navigable section. However, a period of time without a boat, including in this case the two years of drought conditions (or was it longer?), plays havoc with a canal, and the activities of local residents, passers-by, nature etc. do not help. Work is needed before a boat can readily reach Slaithwaite from Marsden. BW have a programme for bringing the locks and channel up to standard and we are assisting with this.

Over a period, we have gradually worked our way down the flight removing rubbish ranging from road signs to bikes, tyres and rubble. We have resealed the gates and through regular use these have improved considerably. BW are now working down the same stretch, servicing paddle gear and generally improving the whole canal.

Our present worksite is at Lock 36E, the one with the stone bridge about halfway down the flight at Marsden. Here a stream has brought silt down onto the lockside and a range of improvements are needed, including digging out the banking, altering the bridge and probably clearing the forebay. What we need most of all, however, are a few more willing hands, every other week, once a month or whenever, to make it possible to organise a regular programme, rather than the present random situation which depends on whether enough of us are available. With extra numbers, we could readily extend our activities to wall-building, limited tree lopping and general "gardening".

If you are interested, please telephone me on 01484-534666, or maybe come along one Sunday for a look. Unfortunately, I won't be publishing a list of dates as the programme at the moment is fairly flexible, depending on availability of people. However, I would like this to change with your help and to be able to publish a regular programme.

Trevor Ellis



*In place of Keith's regular restoration bit here is an article from Neil Morton, our structural engineer on the Slaithwaite Guillotine Lock Gate.*

## 'Sick as a Parrot Guillotine Gate'

**W**as this an unintentional turn of phrase for Plink Summer 1998 issue (No.125) front cover?

Whilst not without technical problems during construction, the gate now demonstrably fulfils its functional purpose; to hold water in the lock chamber, for the paddle gate to facilitate emptying of the lock, and to permit raising and lowering of the gate with reasonable effort.

It is interesting to go back to Plink Spring 1994 issue (No.109), where Ken Wright reported on our visit to the National River Authority's Huntingdon offices and a number of their guillotine gates. A basic piece of good engineering philosophy (in my humble opinion) is to avoid a 'reinventing the wheel' design and hence the reason for the visit to the NRA Anglian Region. To quote from Ken's article:

"As a result of our expedition, you may rest assured that our lock will empty by a conventional paddle in the unconventional gate, will lift 3 metres using 75-100 turns of a handle a 12 year-old can turn, and the 2 ton gate and the 4 ton counterweight will not creep back down as your boat passes underneath. Most of all, we will have created another bit of exciting engineering on Britain's finest canal!"

So the 97-105 turns quoted by Alec Ramsden in the last edition of Plink was

'to specification'. What we need now is the 'British Standard 12 year old' test!

The design and construction of the gate was complicated by its close proximity to the bridge. In fact, this is why normal swing gates were inappropriate. Also the design brief included comments from British Waterways and the requirement for a 'clean outline' to the structure.

It is not my intention in this article to discuss in detail the engineering aspects of the construction (although I could in future articles, if so requested). Neither shall I discuss the foundations and load paths for resisting the water pressure, the structural engineering for stability and wind loading, nor the mechanical engineering for the gearing and lift mechanism.

One major item of interest though is to respond to the comment in Alec Ramsden's piece about smooth operation. A departure from the NRA Anglian region design philosophy was not to use wheels at the back of the gate to guide vertical motion as the site visit revealed poor operation. Instead hardwood timber (Ekki was specified by BW) rubbing strips were used within the steel 'I' sections with a gap for +/-12mm of tolerance (i.e. 1 inch overall). Ideally this gap should have been larger but the overall length of the lock chamber necessitated the tightest of fits.

What caused a problem was that BW specified galvanised corrosion protection finish. Hot dip galvanising causes distortion in steel structures as 'stress relief' takes place at the 450 degrees C temperatures. Welded components are particularly prone to this problem.

Our gate consequently (by application of Murphy's law!) ended up being twisted, necessitating extensive planing of the Ekki

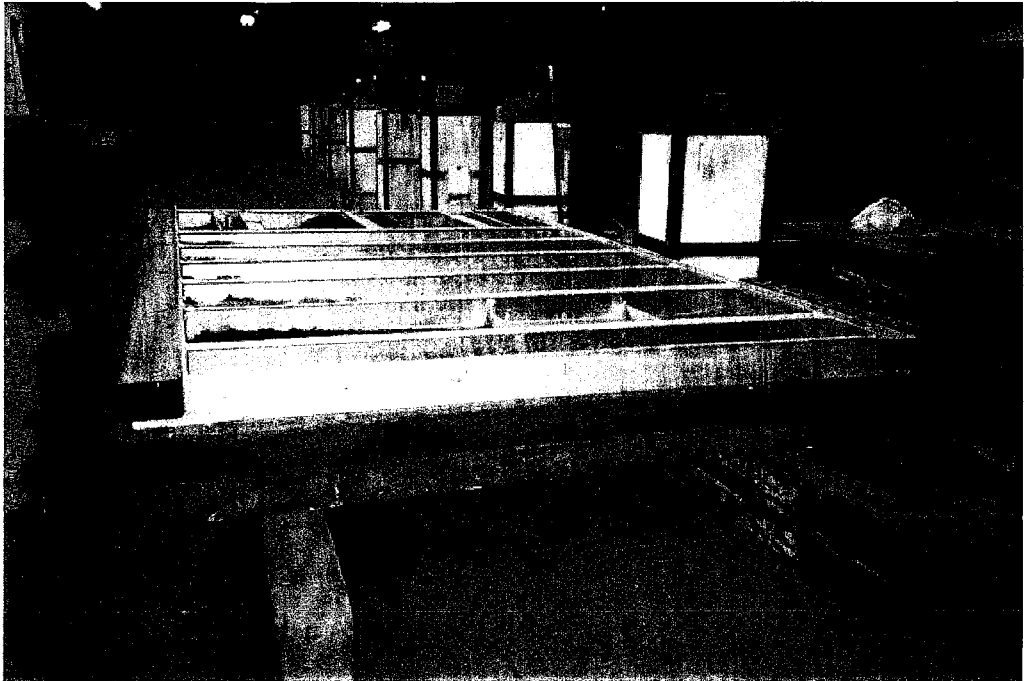
timber pieces. It was always intended for it to be possible to plane the timber rubbing strips to achieve a watertight fit, but now I hope you can see the difficulty. The Ekki by definition is very hard and therefore difficult to plane. Delay and disruption resulted, unfortunately. Dick Booth of Rochdale Canal Workshop fame was heard to say 'what's wrong with oak?' A further difficulty occurred during commissioning trials. Prior to planing, the gate was a tight fit and the effort required to operate the gate overloaded the bevel gear box at the top of the vertical drive shaft.

I hope this report is of interest and covers the technical issues that have had to be dealt with. In conclusion I would acknowledge that, in comparison, the

standard swing gates are superbly efficient and simple. We have to admire their development by the original canal builders over 200 years ago. A further piece of engineering philosophy is offered: *'nothing is ever simple and efficient by chance'.*



Neil Morton  
C.Eng., FICE,  
MIStructE  
Director, Wilde &  
Partners  
Consulting Engineers



This view of the gate, awaiting delivery to site, gives a clear impression of the size and weight.

*IWA have issued several Press Releases recently, as follows:*

### **29/8 IWA Concerned By Government Threat To Canal Water Supplies.**

The proposals could mean that historic rights of abstraction, many of which were enacted over 200 years ago to ensure water supplies for canals and safeguard busy trade routes, would be revoked. Owners of canals would have to apply to the Environment Agency for the right to take water from rivers and other sources to supply the canal and, if supplies were short, these consents could be refused.

### **29/8 IWA condemns government indifference to Lichfield and Hatherton plight.**

A Public Inquiry, held in 1994-5, gave support to a proposal that the proposed Birmingham Northern Relief Road should make provision for all the structures needed for the future restoration of the L&H canal (tunnels, bridges, etc.). The Government Inspector supported the proposals but was over-ruled by the Secretary of State, John Prescott, who remains unmoved, in spite of his pleas for integrated transport policies and a spirited publicity effort by Chris Coburn and n.b. "Progress".

### **29/8 IWA calls on new minister to help save the waterways**

The new Minister, Alan Meale, (who had other 'sleazy' problems to worry about at the time of writing) is being called upon to save the waterways from the looming spectre of franchising. This possibility broke in May when it emerged that the Treasury was promoting the option of franchising BW waterways. In spite of strenuous opposition from public and media the government is maintaining a strict silence which IWA regards as ominous.

### **10/9 IWA comments on IWAAC'S report into waterway restoration priorities.**

IWA broadly welcomes the priorities report which the waterways movement had been sceptical about. The report offers an extensive review of all the waterway restoration schemes from groups who bothered to return the questionnaire (almost all, in fact). The idea is to give some unbiased comfort to funding bodies. Huddersfield Narrow is one of the top three on the list which should give us some comfort, too! We had a talk from IWAAC at the last Northern Canals meeting, which Keith Gibson has referred to in his report. Seems to be a fair amount of 'sweetness and light' about!

### **26/9 Inland Waterways Association: Friends of the (World Heritage) Waterways.**

IWA has called upon Environment Secretary of State, Chris Smith, to nominate the whole of the inland waterways network for World Heritage status, instead of just the few bits he has listed.

Although we might agree with IWA there are those who would say that to include all waterways would dilute the situation - pardon the pun!

### **26/9 IWA announces new head office**

IWA has moved. After 30 years at Regent's Park Road, the new headquarters is:- Inland Waterways Association, P.O. Box 114, Rickmansworth WD3 1ZY. Tel: (01923) 711114. Fax: (01923) 897000 - and you can ring them if you want the E-mail and Web Site gibberish!

*Other IWA News - of local interest to us.*

The new Manchester Metrolink to Ashton-under-Lyne will cross the **Ashton Canal**. The Ashton will be on the news a lot, soon, as it borders the 2002 Commonwealth Games site.

BW are preparing tender lists for three major projects on the **Huddersfield Narrow** in Kirklees.

Earlier difficulties seem to have been overcome on the **Rochdale Canal**, the

problems over the sale by Town Centre Securities having been solved. The Rochdale is still a long way behind with the EP matching funding agreement - we can sympathise! - but some advance funding has been agreed and some work has started in Manchester.

**Rochdale Canal Trust** have announced a list of stoppages on the canal, for winter maintenance on the Yorkshire section. The phrase "future maintenance of the Littleborough Flight is still unresolved and use of the section is therefore uncertain" hints at problems on the 'open' length.

Audrey Smith, the current National Chairman, has not stood for re-election on the IWA Council but she was co-opted until she stood down on November 14th. She has done a sterling job as Chairman.

**Bob Dewey**, our founder member and secretary, has been appointed IWA's nominee on the Montgomery Waterway Restoration Trust.

**Keith Gibson** - name seems familiar - wants a Minutes Secretary for the **IWA Northern Canals Association**. Any offers to Keith on 01484 681245.

Our thanks to member Mr A Wills for spotting an error in the address of the IWA/WRG Stamp Bank given in the last issue.. The correct address is:

IWA/WRG Stamp Bank  
33 Hambleton Grove  
Emerson Valley  
Milton Keynes  
MK4 2JS





It's been a long haul but we've got there at last! I've just heard the excellent news that the Department of the Environment Transport and the Regions has approved the £12 million English Partnerships funding

for the project. This provides the lion's share of the match-funding for the Millennium Commission grant which was approved in principle 2 years ago. The jigsaw puzzle is complete and work can start in earnest on the once 'Impossible Restoration'.

Although the English Partnerships funds have taken longer than originally expected to materialise, there has been plenty to do. The appraisal process continued to throw up questions until the end of October. Thereafter work turned to legal and financial arrangements to ensure that the funding agencies and the partners were comfortable with their respective positions in terms of certainty of outcome and share of liabilities. It has also been important to keep the Company's Board of Directors well briefed by supplying information for the monthly Board meeting. What next? Well there is still a legal agreement to finalise with English Partnerships and the internal agreements between the partners need concluding so that there are binding arrangements for the design, supervision and delivery of the schemes which make up the project.

Turning to real canal restoration, I am pleased to say that work has already started on the first scheme. The Lock 22 to Wool Road contract was let to HCS (Restoration) Ltd in late November. British Waterways are employing the contractors and Oldham MBC Technical Services have prepared the contract documents and are acting as Engineer

supervising the work. The scheme involves dredging between Wade Lock and Wool Road Transhipment Shed and refurbishment of the two locks which started the whole restoration back in 1981. Lime Kiln and Dungebooth Locks have stood up well to the last 17 years use considering that funds were limited and through navigation was far from certain at the time. It was good to meet some of the pioneers at the photo-call arranged for the press. They told me that they paid £1.60 per day for the privilege of digging the locks out by hand, a dirty and arduous task, which acted as the catalyst to the full restoration now possible.

A number of contract documents on the other schemes are close to reaching the tender stage. British Waterways have already sought tenders for the combined Standedge and Scout Tunnel contract. Water has been drained from the top pound to enable tenderers to do a detailed inspection of the tunnel structure and the accumulated silt. The newly rescheduled dates for construction work on each scheme are shown on the centre spread.

Land acquisitions are progressing with detailed negotiations continuing between the local authorities and land owners on all the remaining plots. In Stalybridge the developer for the Delta site has now submitted a full planning application giving detailed layouts of the supermarket, petrol filling station, pub-restaurant, housing and associated car parking with the canal as the central feature.

In Kirklees the Compulsory Purchase Order Inquiry for the Bates, Sellers and Lees Mill schemes opened and closed within an hour as the remaining objections were withdrawn. The Government Inspector still had to produce his report and I am pleased to say that the orders have recently been confirmed by the Secretary of State for Environment Transport and the Regions.

Public consultation is an important aspect of any project of this size and impact. In Slaithwaite the feedback session on 'Planning for Real' provided useful views and information. One resident drew attention to the possibility of an old burial area just at the point where it is planned to divert Old Bank. Needless to say investigations were put in hand immediately to establish what needs to be done. Public consultation at Uppermill in September involved an exhibition in the Saddleworth Museum. This was a real team effort with materials produced by the Canal Society, Oldham MBC, British Waterways and the Canal Company. It explained the history of the canal, its restoration to date, Millennium project proposals, the engineering schemes in Saddleworth and the benefits the restoration will bring. For the first two days officers from the Company and its partners were on hand to answer questions. The exhibition was well attended and received and around 160 questionnaires provided useful feedback particularly on the proposed tourist development area at Diggle.

Sykes Leisure duly reported back to British Waterways on the costed options for Standedge Experience. Following discussions between BW, Kirklees, HCS and Company officers on the best way forward, British Waterways have now instructed Sykes to further develop the chosen option. This favours conversion of Tunnel End Cottages into a café/restaurant with the warehouse being refurbished as an integrated visitor and heritage centre from which trips will depart into the restored tunnel. By the time this article appears, the Countryside Centre at Tunnel End will be closed as the whole area around the tunnel mouth will have to exclude public access for safety reasons. With large quantities of silt having to be removed from both tunnel mouths, dried and rehandled for disposal, I'm sure that readers can imagine why.

On the marketing front, the photographic competition was judged to be a great success. The five strong judging panel selected 6 category winners and an overall winner from the 140 entries received. The award ceremony held at Wool Road transshipment shed on 28th November was well attended with one category winner making the return trip from Buckingham. The Company Chairman awarding the prizes: a glass embossed paperweight; family trip on an HCS boat; and framed certificate for each category winner designed by Bob Gough. The overall winner, Mark Curry from Slaithwaite won the short break canal holiday for 4 from Shire Cruisers. The winning photographs and a selection of the other entries have been on display in Stalybridge library in December and will be at Brownhill Visitor Centre and Huddersfield Central Library for January and February respectively. Thanks are due to all who entered including a number of Society members, the judges, those who organised the competition and the sponsors without whom it would not have attracted such interest. I'm sure the competition has greatly assisted in spreading the word about our unique canal.

A third newsletter is being issued with the news of the EP funding. Acquisition of a video archive is being planned. A primary schools pack is being developed with the assistance of the Compacts (Education Business Partnerships) in Kirklees and Oldham and it is intended that it will be piloted in the next academic year by teachers in all three authorities.

Well, these articles seem to get longer. Perhaps that is a good sign as work gears up for the final push to reopen the Huddersfield Narrow. I wish you all a happy and restorative New Year.

Alan Stopher

The Council meeting on 28th October was historic in that we went on, at least twice as long as normal, discussing the future of the Society in a very positive manner.

First, though, was the ordinary, but brief, business - and even that was optimistic.

Millennium funding is still "in the offing" awaiting final decisions from English Partnerships, some time early in December. However, the prognosis is good, there are no hiccups that we know of, and it is serious 'crossed-fingers'!

Tenders are being sought for a video filming of the restoration work, for feeding to TV companies periodically, leading to a full film of the 'complete works'.

Restoration by our own team has continued with the re-lining of the canal between Lock 11W and Scout Tunnel. By now they will also have started on the Uppermill job, rebuilding two locks and dredging round the area.

## THE FUTURE OF THE SOCIETY

Most of the meeting was taken up in consideration of a series of questions posed in a written document by Keith Gibson, based on comments put forward by himself, Brian Minor, Alwyn Ogborn, Frank Smith, Mike Thompson, Steve Whitby and Ken Wright. I will try to précis the contents!

Do we agree the future roles of HCS:

- A watchdog operation on the restored canal.
- A meeting place for enthusiasts.

- Focus for volunteer activities - trip boats, festivals, etc.
- Promotion of the Canal and the Society.

The questions that need answering:

- How do we carry out the 'watchdog' role?
- How do we carry out the 'meeting place' role?
- How do we carry out the 'Volunteer' role?
- Do we want to continue operating boats?
- Do we want to continue having festivals/rallies?
- How do we carry out the 'promotion' role?

These questions bring up ancillary matters:

- How do we fit into 'Standedge Experience'?
- Will we still employ staff?
- Should we own property?
- What new ventures should we start?
- What happens to HCS Restoration Ltd.?
- What is the future for volunteer workers?
- What do we do with our existing money?

All the members present spent a few minutes in turn giving their immediate reactions which can be briefly summarised:-

1 The watchdog role is essential to ensure that all the effort of 25 years is not wasted. Volunteers could assist in extra maintenance (gardening, lock-wheeling) to keep the canal spick and span and well managed. BW have limited resources.

2 The 'meeting place' idea generally came down to a canalside presence, possibly with a licensed pub/club and boating facilities, chandlery, etc. Perhaps a boat club as the central feature (and as near to the main system at Ashton as possible was suggested). Other activities, trip boats, etc. could be managed from here.

3 Promotion of the Canal has so far always involved a fund-raising element with sales caravan, etc. This may not be so important in future, but keeping a high profile will be essential. Pennine Link and a Society Canal Guide are the obvious ways but will we have the same sort of membership? Most of our members, we think, are keen supporters of restoration but not necessarily potential boaters or canal freaks. They may drop off when the canal is open. As one person said "It looks as though we've won the war. Now we need a new start to win the peace!"

4 Volunteers are getting more difficult to come by, for restoration work, for boat operation and for running festivals, sales caravan, etc. (This would appear to be a national trend). There is a feeling that 'our' restoration has been

taken over by 'professionals' and this is affecting member attitude. A new start with new objectives is the answer. Boat trips would appear to have a future but festivals and sales seem to be running out of steam, generally.

5 Standedge Experience is still largely an unknown quantity but it does appear that it will be largely, if not entirely, BW managed and operated. Our presence will probably be to operate the water taxi/trip boat. There are doubts whether our volunteers would want to act as a sort of National Trust guide in the "museum" area - even if we could get them.

6 Retention of staff. A very difficult situation; most members would like to see us succeed with the pub/club idea operating on a proper commercial basis. We could need staff for that and/or to manage a fairly large volunteer organisation - and HCS Restoration, if promises of future work, made by BW some time ago, came to pass.

At the end of the discussion Council members were invited to form groups to consider the different aspects of the Society's future. Their deliberations will be discussed at the next Council meeting in January and at a special extra meeting in February, when decisions will, hopefully, be made.

**THIS IS YOUR CHANCE! IF YOU HAVE ANY COMMENTS TO MAKE ON OUR FUTURE LET ME KNOW, SOON. TO SAVE TIME PLEASE WRITE TO ME, DIRECT, AT BRIDGE HOUSE.**

Ken Wright

*In the last Pennine Link we published the first of John Harwood's answers about canal rope tricks. Now we have some more from member Dave Dawson but before then let me let you into last issue's deliberate mistake! In the bottom diagram on page 11 the "strapping post" should be on the top of the free end of the lock gate not on the canal bank. Makes pulling the gate shut a lot easier! NOW FOR DAVE'S TRICKS.*

In the last "Pennine Link" John Harwood talked of strapping a boat to a halt and asks for any other rope tricks.

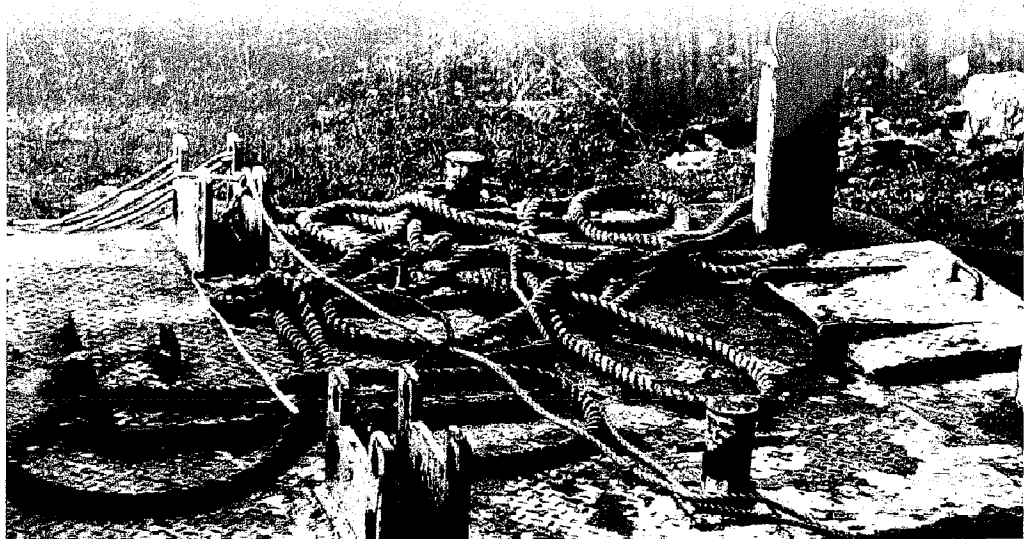
The length of rope John was talking about used to be known as a downhill strap, and children on the working boats knew how to give it a useful second lease of life. George Phipps' parents worked for Fellows Morton and Clayton when, as a child, he discovered the great secret - a downhill strap was just the right thickness to replace a useless inner tube from a bicycle tyre. My son decided to make the experiment. The ride was amazingly

bumpy, son bounced up and down so much that his figure became the merest blur.

John's diagram showed a boat being checked on a post or stump, but many boatmen would strap off on the mitre post of the gate itself, some canal companies rounding the post off above the beam to better accommodate the rope. (OK, clever clogs - point taken! Ed) This was properly done with a round turn or two rather than with a locking hitch.

One old boatman told me how to "spring out" the bows when leaving a mooring. The stern line is led forward from the nearside dolly (a 'peg' on the back of the boat) and a turn is taken round a ring or bollard. The line is then taken back and made fast to the dolly and when the steerer puts the engine into reverse the bows swing out from the bank as if by magic.

To get a rope round a bollard on a wharf or big river lock, the boatmen wouldn't bother to get off the boat. The line would be held in two even coils, one in



each hand. Keeping hold of the ends he would throw the coils upwards, whilst spreading his arms wide. The rope would go right over the bollard and beyond it, with a great deal of slack, looking at this stage rather a mess. But then of course he'd only to drop the eye splice over the dolly, draw in the slack, and the job was done. I have seen an ex F.M.C. steerer do this rope trick from the bottom of Newark Town Lock, getting the bollard up top in just one throw. There wasn't actually a round of applause, but the gongoozlers were clearly impressed.

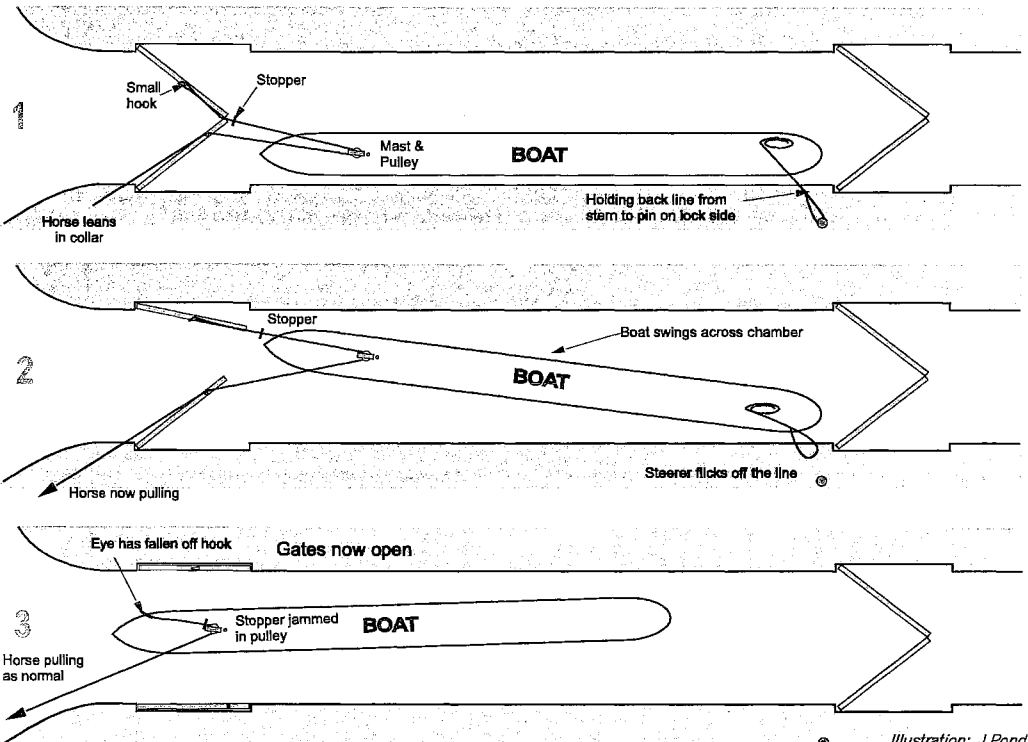
Last time, John Harwood showed how "blocking" could help a horse to pull a

boat out of a narrow lock. A further sophistication was possible on the wide locks where the hook for the eye splice was fixed to a gate, thus enabling the horse not only to start the boat moving, but to open the gates as well. The diagrams below explain this technique.

There is something about this basic technology which I find very satisfying. O.K., so humankind has landed on the moon, but blocking, now that's genius!

*Thanks, Dave, exactly what we wanted. Any more where those came from? I know Alwyn Ogborn has a few - I've seen him close a lock gate, using a rope from the boat, before getting left aground and blaming it on me! Ed.*

## BLOCKING IN WIDE LOCKS





*In the last Pennine Link we introduced our "agony uncle", John Harwood, in a new series of 'question and answer' on the marvels and mysteries of the canal system. His answers on 'rope tricks' have sparked off some reaction but there are no more questions in the offing, following this one. COME ON - you aren't all that clever! Think of something that has been puzzling you and give John a try. Pen and paper not necessary - you can ring your question to me at Bridge House or to Bob Gough at the Ashton Office. Ed.*

**Q** How did canal engineers get tunnels (usually) straight before the introduction of modern surveying equipment?

**A** It is understood that most canal surveying was done with the 'dumpy' level, which turns in a horizontal plane, and the old, traditional "rack o' th' eye". See *technical note at the end. Ed.*

However, the question had puzzled me for years before I found the answer which, as you might expect, turned out to be ridiculously simple!

The canal tunnels were not just built from either end but also from intermediate shafts so that work, considering how slow tunnelling was 200 years ago, was proceeding at a number of sites to make progress as quickly as possible. Some of these shafts were back filled (e.g. Harecastle tunnel - hence the need for forced ventilation) whilst some were left open (as in most tunnels) giving us the ventilation now needed for the internal combustion engine. Invariably water is pouring out of these shafts and hence the reason why the most experienced of us

dress up with coats and hats before proceeding into tunnels!

It is a geometrical fact that the three elements required for tunnels i.e. straightness, right angles and verticals have always been easily ascertained - hence at the starting point of a tunnel a vertical measuring pole could be set up. Further up the hill another vertical pole would be erected and the two joined by a horizontal line using the level, and so on across the hill - horizontal line, vertical pole, so that by simple mathematics it was known how much height had been gained at each pole. Sighting the poles into a straight line would be a relatively easy task so now the overground route of the tunnel in a straight line and its depth beneath the surface at any point could be determined.

On sinking a vertical shaft two weighted piano wires of a length equivalent to the height gained on the 'overground' string would give the direction and depth of the headings required at this point and could be repeated at as many shafts as necessary - simple! The weights at the bottom ends of the wires were in barrels of oil to prevent them from swinging.

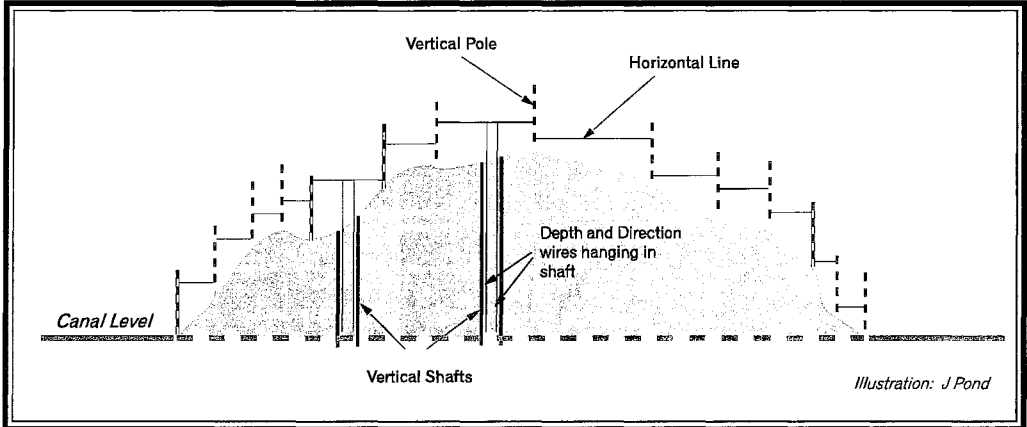
Thus is explained the remarkable straightness of most canal tunnels. However there are always exceptions to the rule and perhaps the most notable are the tunnels at the western end of the Trent and Mersey with their very noticeable bends. These may have been due to faults in the surveying or possible ground movement that has occurred since.

It is also true to say that tunnels where one can see from end to end are usually straight - they could be adjusted easily once the whole length was open.

In the diagram below the vertical scale is greatly exaggerated. The vertical measuring poles (staves) were usually only ten or twelve feet long, necessitating

many "jumps" or change points up the hillsides.

John Harwood



**Technical Note!**

Having long since lost my copy of "Plane and Geodetic Surveying" I was intrigued by John's reference to 'before the introduction of modern surveying equipment'. I presumed he didn't mean electronic tackle, as used pretty exclusively these days (Bright yellow surveyors with bright yellow equipment!).

So I consulted the experts, The Institution of Chartered Surveyors in London and their expert, Jim Smith, came up with the following.

The invention of the telescope came with Galileo, in 1609, but land surveying by 'plane tabling' had been going on since 1500 or earlier.

'Triangulation', a means of mapping by setting out triangles on the ground, has been around since the mid-1600s, and is still used today. The big advance came in 1666 with the invention of the 'bubble' level and, added to a telescope, the means of laying out a horizontal line across country. Around 1700 the level was quite advanced and was adapted, by adding a vertical as well as a horizontal swivel, calibrated on dials in degrees, into the theodolite. Plotting lines over undulating country was now relatively simple but

the equipment was still rare and expensive and our canal engineers would use a level and 'rack o'th'eye' whenever possible.

Real sophistication came towards the end of the 1800s with the arrival of tacheometry, the use of the theodolite to measure distances. Nowadays the whole business is electronic, the surveyor's notebook is almost a thing of the past and the contents of the instruments are 'downloaded' into the computer for the work to be done whilst the surveyor has his/her lunch!

And yet more info. From Richard Warren, who is a surveyor with Oldham Council. He tells me that the original theodolite, in 1785, had a horizontal circle, presumably of solid brass, of THREE FEET in diameter! (No wonder it wasn't carried over Standedge!). The vertical circle of the later "transit" theodolite wasn't added until the early 19th. Century, and then only in a primitive form .

\*The word "theodolite" was coined by Leonard Digges in the mid-1700s and his son, Thomas, described the instrument under the title "The Construction of an Instrument Topographical Serving most Commodiously for all Manner of Mensurations"! Ed.

*Concluding the article "Boating on Inland Waterways" - A Stranger's View. By our German correspondent, Bernhard Weiss*

## Thursday 02.04.98

Got up early to have a walk around the city of Birmingham after breakfast. The weather was more inviting now with even some sun around noon. Left Birmingham at 11.00 for the "New Main Line" for Tipton. As we were in no hurry I took the time to go around all loops of the line. Had Ploughman's for lunch while travelling and reached Tipton by 14.00. After considering that we knew Black Country Museum, Dudley Tunnel and Tipton well enough we decided to make it (after a short visit to the Co-op store) for Wolverhampton and to moor for the night at Wolverhampton top lock.

Tipton locks turned out to be quite dirty and we decided to do some cleaning before using them. The canal between Tipton and Wolverhampton again was quite dirty and reedy. We wonder why BW does not pay more attention to this stretch of waterway. The last part around Wolverhampton was O.K. We reached Wolverhampton top lock by 16.45, time enough for a walk around the city. Later that afternoon the mooring at the top lock filled with other boats - the only time and place this year we had company at a mooring. When I inspected the weed-hatch that afternoon I found the prop clean, despite all the rubbish and reed! I have to add that during the whole week we didn't catch a single plastic bag, rope or the like - it had been much worse in previous years.

Later the evening rainfall and chilly winds set in, but that didn't discourage me (no other volunteers) to revisit the "Great Western" I once found at the back of the station.

Between the station and the top lock lies the BW Wolverhampton depot. A part of the building houses a club named "The Canal", probably for the financial benefit of BW but surely to the disgust of the moored boaters who received a good share of hard rock around midnight.

## Friday 03.04.1998

The day started chilly but dry - just right for the "Wolverhampton 21" - became windy later the afternoon.

With no boat coming up we had the locks to ourselves. After the rain there was plenty of water in the canal (even in the notorious pound above the bottom lock) running down the overruns. The locks were set against us but a friendly lock-keeper filled a couple before we arrived, making Henning's work a bit easier.

Reached Aldersley Junction by noon. Found the scenery very nice and much improved from three years ago. Moored for lunch at Compton lock. At 17.00 we reached Bratch Locks. We found them very impressive with interesting locking procedures.

After passing Bratch locks I got the idea of making it up to Greensforge the same day. Later I wished we had stayed in Womburn at the Round Oak public house as the wind became quite stiff, making the boat hard to handle and the steerer freeze.

At the end of the day we reached Greensforge and its peaceful moorings - decided we could do with a meal in the "Navigation" but, oh dear - "no meals tonight"! Otherwise we found it very cosy and friendly there so we stayed for a drink or two.

## Saturday 04.04.1998

Got up late and decided to have a relaxing day for a change. We set off at 10.00 in rather pleasing weather. The first stop was at Stewponney. There Gerhild and I (the children didn't think much of walking around) had a look at Stourton Junction, Stewponney locks, and the Stewponney Inn. For some reasons unknown to us this public house has found a rather wide - but not always friendly - coverage in Pearson's. It gave us much food for speculation.

On this stretch of canal we passed locks with "mooring prohibited" signs in front of the adjacent lock cottages. We asked ourselves



*Worcester - outside the Commandery*



*Worcester & Birmingham Canal - The Weiss Family at Tolladine Lock*

05.04.1998

why people do buy a lock cottage if they are not prepared to accept boats being moored in front of the house. Is it just the same as with people buying a house in the vicinity of an aerodrome and then starting to complain about the jet-noise?

Later in the morning rain set in with showers, to stay with us for the rest of the day. After a lunch-break our next stop was in Kinver. We took the time to look around the village and to fill up the fridge for the last time.

School holidays had started in England - noticeable by an increase in hire-boats coming up. Amongst these obviously quite a few "first-timers".

The journey went on. Cookley didn't look very inviting, so we passed it by. Wolverley was the final stop. After tea I had a walk around the pretty village - because of the showers I had no volunteers for company on the walk! In the evening a short visit to the pub overlooking Wolverley Lock, fell well behind the "Navigation" in our rating.

### Pubs:

Boating and Pubs - both seem to belong together forever. So I cannot avoid including this issue in my reflections. We have come across quite a number of very different houses. The most remarkable of all was a place that was called "The Rising Sun" (as far as I can remember - "Bird in Hand" says an old Pearson's) in the village of Kent Green on the Macclesfield Canal. It was run by an elderly lady. The beer was brought up in a jar from the cellar. The gents were sitting on basic chairs in the sitting-room while the ladies convened in the kitchen to have tea. I doubt that this place still exists. The family's favourite pub is the "Greyhound" at Hawkesbury Junction, a place that shows its qualities at best on an evening of a cold and misty day in late March.

But, on the other hand it does not necessarily take a good pub to make an agreeable mooring. One of our most favourite moorings is at Great Haywood above Haywood Lock with no pub near we find worth visiting.

The morning started with strong rain. As we had the whole day for the remaining stretch to Stourport, we decided to stop at Kidderminster for a trip with the Severn Valley Steam Railway.

Locking down Wolverley Lock we saw the unusual sight of boats queuing to go up.

Arrived at Kidderminster at 10.00, early enough to catch the 10.30 train to Bridgnorth - a busy little country-town with shops open on Sunday - Gerhild was amazed! The train-ride was enjoyable in the old-fashioned pre-war carriages with upholstered seats.

Returned to the boat at 16.00. The moment we started the engine again, the sun came out to accompany us for the last pleasant and relaxing miles to Stourport.

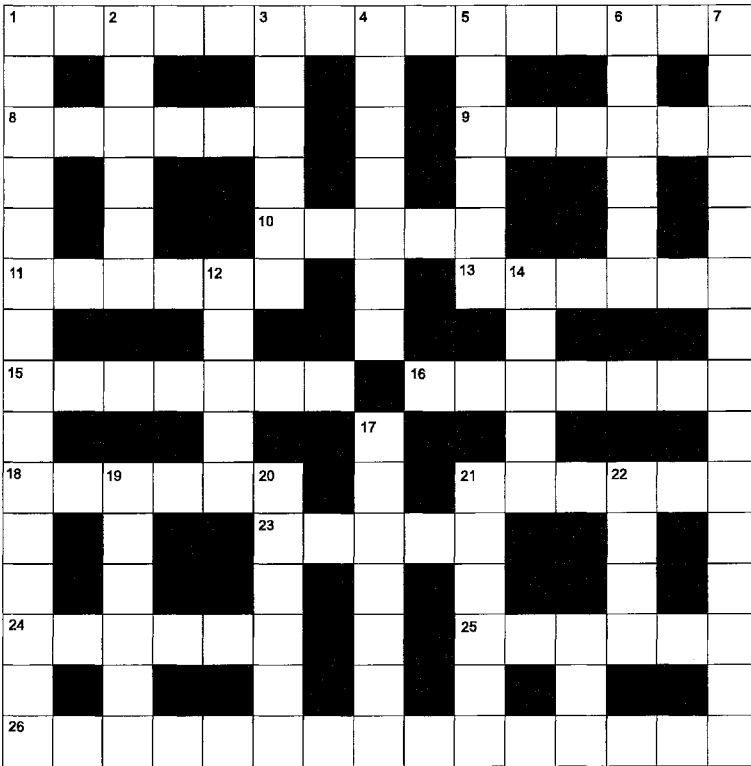
The rest is soon told: Packing up, clearing and returning the boat next morning.

Monday morning greeted us with friendly weather. For the way back to Dover we took the "Tourist-trail" through the Cotswolds via Broadway, The Slaughters and Burton-on-the-Water - very picturesque.

The destination of the day was Herstmonceux for an overnight stay in a country hotel. Next day we made it to Dover and left England for Germany via Calais, Belgium, the Netherlands - not really worth mentioning, with one exception. As soon as we reached the Belgian coast it started raining cats and dogs! The heavy rain stayed with us almost the whole way home. The next day we learned from the TV-news that it had been raining heavily in England and this rain had caused severe floodings in central England. So, after all, we picked the right week for our holiday - didn't we?

Are we coming back next year? Sure we will! But due to a change in school-holiday schemes here it will probably be autumn. Where will we go? The Avon Ring? or further north? Any suggestions are welcome!

Bernhard & Gerhild Weiss



- 23. Keen to see the Trent bore (5).
- 24. Canals, as opposed to the sea, are built in earth (6).
- 25. Memorial to a bridge on the Grand Canal - Italian style of course (6).
- 26. Can't deal in wages paid for digging a private waterway system near Coventry (9,6).

**DOWN**

- 1. Storm into N Cajun establishment at one end of the Ashby (7,8).
- 2. Pinch a large vase on the Yorkshire Ouse (6).
- 3. Germ found at eastern end (initially) of a tunnel - just when a boat might appear (6).
- 4. Pointing implement found on the former Nottingham Canal - just by a motorway service area we hear (7).

**ACROSS**

- 1. Male from Deva at a ship unloading area dreams of visiting the 1998 IWA festival (10,5).
- 8. A terrible obstruction for a boat named 'B' trying to reach the Lancaster canal we hear (6).
- 9. Is it possible that Ada can visit the country of the Rideau canal? (6).
- 10. Ogre being nonchalant as to the fate of a diving bird (5).
- 11. Nodule found by the River Nene (6).
- 13. Feeling of dehydration resolved by a visit to a canal-side alcoholic emporium (6).
- 15. West Side gang within which and whereto boats may tie (7).
- 16. In which country one may travel intracoastally (7).
- 18. Negative noises from a horse? (6).
- 21. Airman who knows where to leave his boat (6).

- 5. Space vehicle that never got off the rails? (6).
- 6. Steamer's feeder (6).
- 7. Heads of a religious order in convocation on the River Lee near a capital airport (9,6).
- 12. Where BW meets the Duke in Greater Manchester (5).
- 14. Hilarious mammal (5).
- 17. Etymologically speaking it pulls but it could push - either way the cargo will move (7).
- 19. In the Isle of Wight the National Firemans League discuss how water might fill a lock (6).
- 20. Canine mariner - usually ancient (6).
- 21. BW rep met Richard to discuss whether mileposts should show miles or kilometres (6).
- 22. Internationally initially 'I' (6).



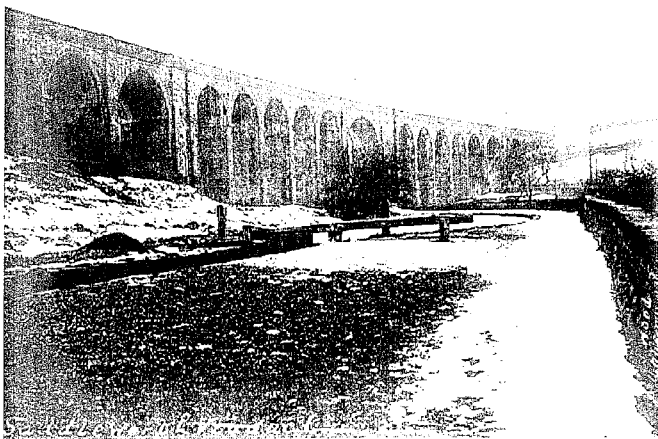
In the last issue, I described the cards of the first part of the Uppermill length. There are also a number of cards of Dungebooth Lock and the viaduct area.

Firstly, a rather bleak view of Dungebooth Lock and the viaduct with a light covering of snow. This is another view by J Wood of Uppermill. It is sometimes difficult to imagine anyone wishing to send some of these views shown on cards, and this one would hardly be used for

the kind of holiday greeting common on today's cards!

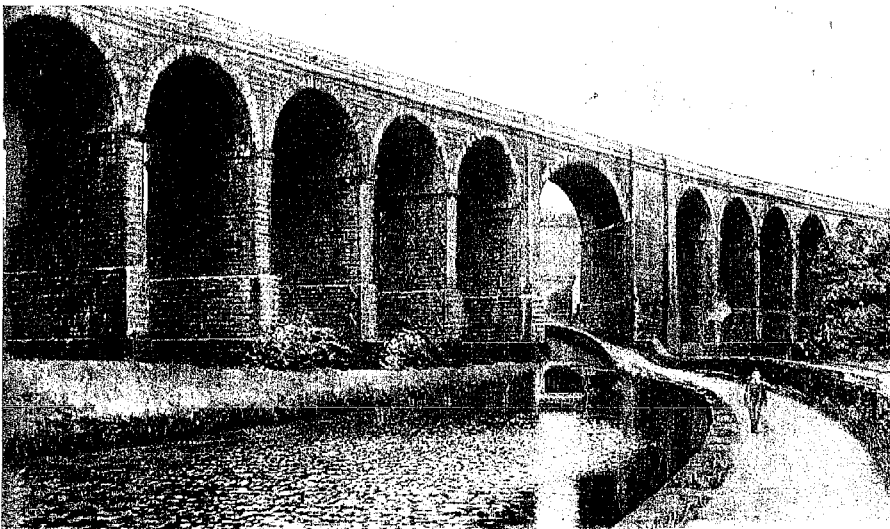
Above the lock, the scene has changed little in the 90 years or so since F & G Pollard of Oldham published their view with a little boy on the towpath. Many views of the canal, including this one, would probably have been harder to recognise in the 1970's from these cards.

Once through the viaduct, however, much has changed. The first view, in the 'Magalden Series', looks down on the aqueduct as an L & NWR train passes above, certainly pre-World War 1. The most interesting aspect, though, is the buildings; the whitewashed cottage at the road junction has now vanished and there is no sign of the Brownhill Centre as



Left: 'Saddleworth Viaduct' J Wood of Uppermill, showing Dungebooth Lock (22W) in winter, probably early 1900's.

Below: 'Viaduct, Saddleworth' by F & G Pollard of Oldham, with Limekiln Lock (23W) just hidden beneath the viaduct.



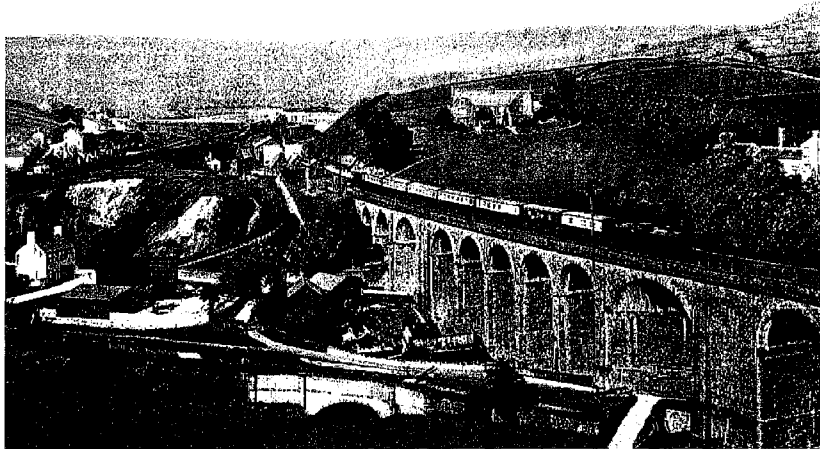
it is now. Instead, what looks like a quarryman's yard, screened by a hoarding. Between there and the viaduct are several small buildings and sheds. I wonder if the 'Lime Kiln', which gives the lock its name, could have been somewhere here?

Lastly, an anonymous view from Dobcross, showing the original line of the canal before the road widening. Again, this probably dates pre-World War 1. In the bottom left corner can just be seen the

bridge over the arm which led into a warehouse. This is the site of the present day slipway. Adjacent to this is the corner of a building and what seems to be a garden. Many of the buildings which have vanished from this area went with the road widening in the 1960's.

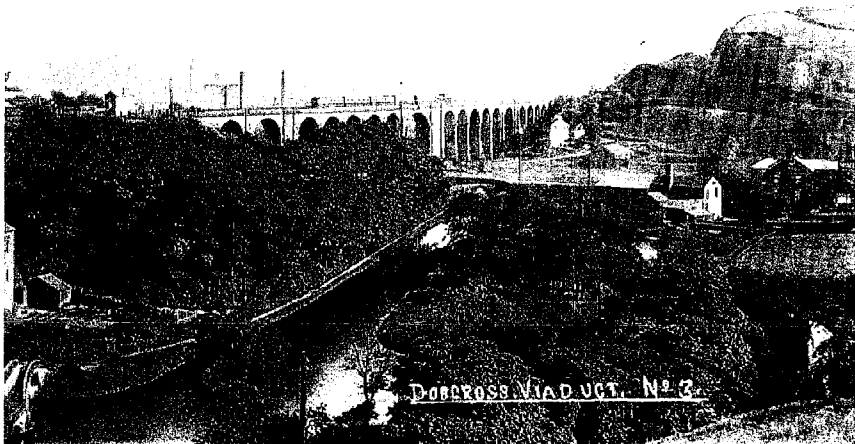
Trevor Ellis

SADDLEWORTH VIADUCTS, SADDLEWORTH.



Right: 'Saddleworth Viaducts, Saddleworth' in the 'Magalolen Series', with Limekiln Lock (23W) and the aqueduct below.

Below: 'Dobcross Viaduct', looking towards Uppermill.



## THE SOUTH PENNINE RING

*A Walkers' and Boaters' Guide to the Rochdale and Huddersfield Canals.*

A brand-new publication and, to some extent, a couple of years before its time, The South Pennine Ring, by John Lower, is a fairly typical guide book for the Rochdale and Huddersfield Canals and all the linking bits of the Ashton Canal and the Calder and Hebble Navigation.

It is in A5 format on stout art paper with a fold-flat ring spine, containing 128 pages, 117 superb photographs (on 11 of which I spied the author's environmentally unfriendly bright orange trail boat, Schandelle!), 21 excellent route maps, several diagrams and tables and a mass of valuable information.

Judging by the photographs that variously contain snow, rain, daffodils, dandelions and mid-summer activities, the book took some time to prepare! And the effort was well worthwhile.

The text is very clear and concise, (but then it is written by an engineer!), without gimmicks and, in this reviewer's opinion, a considerable improvement on Nicholson's and Pearson's efforts.

Clearly a large amount of recent research has been done (e.g. BW portakabins at Marsden) although some local proof reading, certainly in the Huddersfield Narrow corridor, could have ironed out a few discrepancies or turned supposition into fact (eg. Stalybridge aqueduct and Britannia Bridge, Slaithwaite).

And we are told how to pronounce "Slaithwaite" as "Slough it". Now I have always been told that there are at least 18 ways of pronouncing "ough" in English so

I prefer "Slow (as in cow) it". Or "Slathwit", which is nearer to the local pronunciation. I digress!

As large sections of the waterways covered are not yet navigable, the book, even in the title, puts walkers before boaters and does it well. I particularly liked the mountain section from Boat Lane, Diggle, over Standedge, to Tunnel End, Marsden.

To keep the maps and accompanying text uncluttered there are only limited details of canal-side facilities with the occasional reference to food, such as fish and chip shops.

For the thirsty, hungry and weary the back of the book contains a comprehensive three-page table of public houses detailing distance from the cut, telephone number, and whether they cater for evening meal, lunches, children, beer garden and B&B. My favourite reference is to the "Floating Light", over Standedge Tunnel, which is described as being 100yards from the canal. It is - vertically downwards!

I could go on. There are sections on "interesting things to look out for", wildlife, navigational information, other users and potted histories of each section. Public transport details, other useful information and a full index appear at the end.

The odd error has crept in. Spellings Tysley instead of Tyseley for the Mikron boat, Sellars frequently instead of Sellers in Huddersfield, and typos; Map 15 seems to join up with Map 2 and on Map 14 "Pennine" has no "Way". But that is serious carping. And being a bit of a purist I have never liked maps without a proper scale, although I accept that this omission seems to be the general rule in all waterway

publications, even without mileposts! All in all this is a splendid companion and a very useful reference book if you never intend to set out for a good, well-informed walk. It has certainly encouraged this pair of boots to get walking. And it has also clearly put OUR canal literally on the map! Promoting the Canal is on the list for the future of the Society. It looks as if John Lower, who is a member, has beaten the rest of us to it!

The price is £7.95, plus 75 pence post and packing (UK) (cheques to 'The Hallamshire Press') from:

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8/10, Broomhall Road  
SHEFFIELD S10 2DR

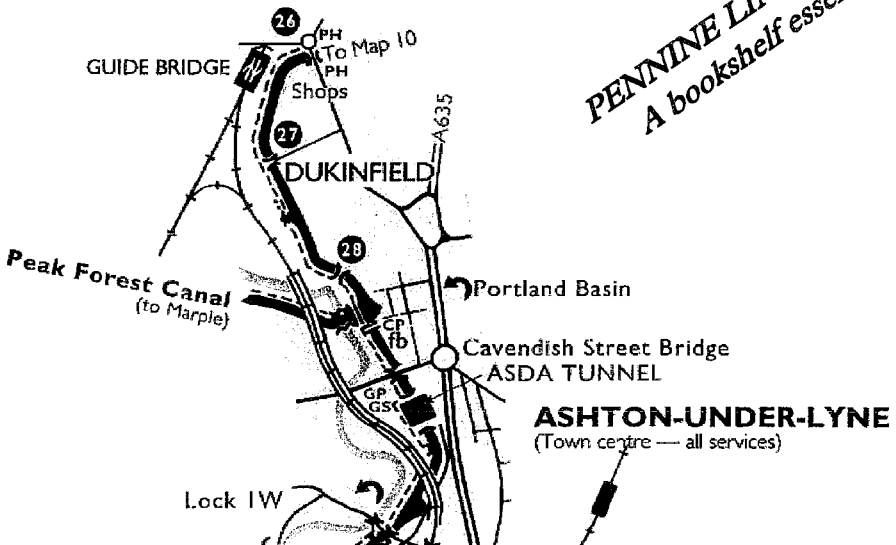
Credit card orders are also acceptable. Ring Tessa Hainey on 0114 266 9822. Orders will be despatched within a day or two.

Ken Wright

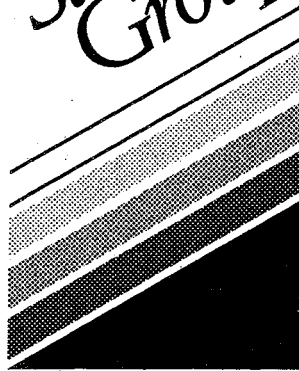
*Right:* The author's boat 'Schandelle' at Linthwaite.

*Below:* A detail typical of the high quality maps in the guide.

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# The Remaining Blockages on the Huddersfield Narrow Canal - Winter 1998

**20** Stalybridge Town Centre  
 'Excavation of old canal line with new locks and bridges'  
 2nd Quarter 1999 to 4th Quarter 2000

**19** Scout Tunnel  
 'Internal repairs'  
 1st Quarter 1999 to 1st Quarter 2001

**18** Division Bridge Aqueduct  
 'Structural repairs'  
 2nd Quarter 1999 to 3rd Quarter 1999

**17** Mann's Wharf to Frenches  
 'Dredging'  
 3rd Quarter 1999 to 3rd Quarter 2000

**16** Frenches to High Street  
 'Dredging'  
 3rd Quarter 1999 to 3rd Quarter 2000

**15** Lock 22W to Wool Road  
 'Dredging and lock repairs'  
 4th Quarter 1998 to 2nd Quarter 1999

**14** High Street Bridge & Wade Lock  
 'New navigable culvert and repairs to lock'  
 1st Quarter 2000 to 4th Quarter 2000

**13** Old Sag Aqueduct  
 'Structural repairs'  
 3rd Quarter 1999 to 1st Quarter 2000

**12** Wool Road Bridge & Lock 24W  
 'New navigable culvert and repairs to lock'  
 1st Quarter 1999 to 4th Quarter 1999

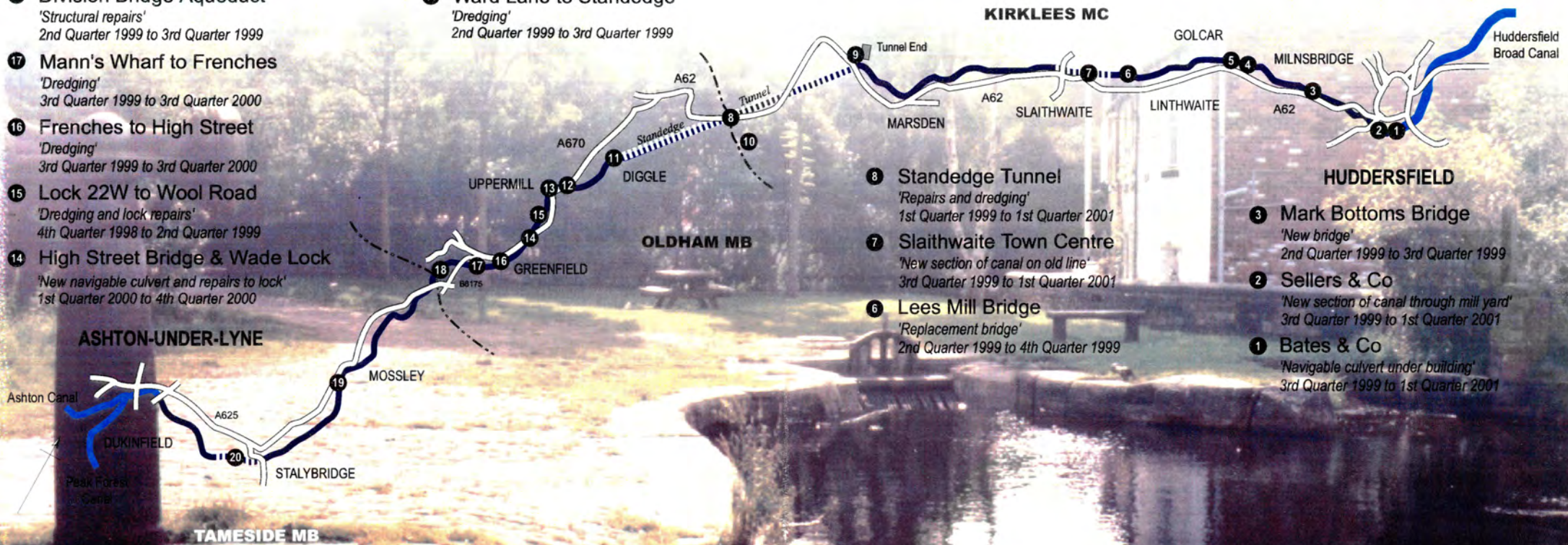
**11** Ward Lane to Standedge  
 'Dredging'  
 2nd Quarter 1999 to 3rd Quarter 1999

**10** Water Supply Works  
 'Improvements to reservoir feeders'  
 3rd Quarter 1999 to 1st Quarter 2001

**9** Standedge Experience  
 'Visitor/Heritage Centre'  
 4th Quarter 1999 to 1st Quarter 2001

**5** Holme Mill Bridge  
 'Replacement bridge'  
 2nd Quarter 1999 to 4th Quarter 1999

**4** Golcar Aqueduct  
 'Structural repairs'  
 2nd Quarter 1999 to 4th Quarter 1999



**8** Standedge Tunnel  
 'Repairs and dredging'  
 1st Quarter 1999 to 1st Quarter 2001

**7** Slaitwaite Town Centre  
 'New section of canal on old line'  
 3rd Quarter 1999 to 1st Quarter 2001

**6** Lees Mill Bridge  
 'Replacement bridge'  
 2nd Quarter 1999 to 4th Quarter 1999

**3** Mark Bottoms Bridge  
 'New bridge'  
 2nd Quarter 1999 to 3rd Quarter 1999

**2** Sellers & Co  
 'New section of canal through mill yard'  
 3rd Quarter 1999 to 1st Quarter 2001

**1** Bates & Co  
 'Navigable culvert under building'  
 3rd Quarter 1999 to 1st Quarter 2001



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## IMPORTANT ANNOUNCEMENT

Owing to the restoration work on Standedge and the planned works at Tunnel End, Marsden, the Tunnel End Canal, the Countryside and the closing down of the of 31st December.



*As promised in the last issue, here is some more information about the Boaters' Christian Fellowship.*

**FELLOWSHIP**

We are committed to enabling our members to find Christian Friends to enjoy fellowship together.

We are committed to fellowship through chance and planned meetings whilst on the waterways.

We are committed to organised Boaters' Christian Fellowship get-togethers.

We are committed to helping Christian singles find crews/holidays afloat.

**How?**

Every member may display the Boaters' Christian Fellowship logo on their boat, thus enabling instant recognition by other members.

Every member will receive a list of organised events for the year and can arrange to attend fellowship meetings.

**WORSHIP**

We are committed to enabling our members to find a Church or Fellowship in which to worship - no matter where they may be on the waterways.

We are committed to encouraging Churches and Fellowships, that are nearby the waterways, to publicly display service times and dates.

We are committed to publishing a list of members who would offer transport from the waterside to a place of suitable worship.

**How?**

Every member will be provided with a directory detailing Churches and Fellowships recommended by our members. It contains telephone numbers of willing members who can offer help and advice.

More members means more information!

**WITNESSES**

We are committed to proclaim the gospel of Jesus Christ to the boating fraternity.

We are committed to support and initiate Christian teaching and participation in services at local and national boating events.

We are committed to set the example of our Faith in our daily lives, and to witness for the Lord Jesus Christ.

We are committed to publicising local Churches in our home area.

**How?**

By being involved, and active! Members with special gifts will encourage those who feel led to this work.

**WHAT WILL IT COST ME TO JOIN?**

Membership is modestly priced at £10 per mailing address. This includes 4 issues of the BCF newsletter 'The Word', a Members' Directory and a Church Directory. Membership runs annually from 1st January.

Members enrolling after 1st November will be given gratis membership for the period to 1st January. Enrolment at any time before this date will be at the full rate.

Interested? Want to join? Want to know more?

Contact: BCF Membership Secretary & Treasurer

Audrey Page,

22 Lion Hill,

Stourport-on-Severn,

Worcestershire DY13 9HG

Tel/Fax: 01299 879394



## *Some light relief, by way of 'bloomers' in essays from the United States*

The inhabitants of ancient Egypt were called mummies. They lived in the Sarah desert and travelled by Camelot. The climate of the Sarah desert is such that the inhabitants have to live elsewhere.

The Bible is full of interesting caricatures. In the first book of the Bible, Guinness, Adam and Eve were created from an apple tree. One of their children, Cain, asked "Am I my brother's son?". Jacob was a patriarch who brought up his twelve sons to be patriarchs, but they did not take to it. Pharaoh forced Hebrew slaves to bake bread without straw. Moses led them to the Red Sea where they made unleavened bread, which is bread made without ingredients.

Afterwards, Moses went up Mount Cyanide to get the Ten Commandments. Solomon, one of David's sons, had 500 wives and 500 porcupines.

Without the Greeks we wouldn't have history. The Greeks invented three kinds of columns, Corinthian, Doric, and Ionic. They also had myths. A myth is a female moth. One myth says that the mother of Achilles dipped him in the River Styx until he became intolerable. Achilles appeared in the Iliad by Homer. Homer also wrote the Oddity, in which Penelope was the last hardship that Ulysses endured on his journey. Homer was not written by Homer but by another man of that name.

*There's More!*

*Following the enormous interest in our first recipe and the resurgence of cookery fever arising out of Delia Smith's recent "Let's Start at the Beginning" TV series, - we offer you a truly memorable Christmas special.*

**WARNING** - Remove your cards from the mantelpiece before you start brightening the fire!

## TURKEY (ROAST)

### INGREDIENTS

Turkey  
Veal or chestnut forcemeat, or  
sausage-meat.

### MODE

Choose cock turkeys by their short spurs and black legs; if the spurs are long, and the legs pale and rough, they are old. If the bird has been long killed, the eyes will be sunk and the feet very dry; if fresh, the contrary will be the case. Middle-sized, fleshy turkeys are superior to those of an immense growth.

They should never be dressed the day they are killed, but, in cold weather, should hang at least 8 days; if the weather is mild 4 or 5 days.

Stuff with sausage-meat, or veal or chestnut forcemeat.

Fasten a sheet of buttered paper on to the breast of the bird, put it down to a bright fire, at some little distance at first (afterwards drawing it nearer), and keeping it well basted the whole of the time. About ¼ hour before serving, remove the paper, dredge lightly with flour, and put a piece of butter into the basting

ladle; as the butter melts, baste the bird with it. When of a nice brown and well frothed, serve with a tureen of good brown gravy and one of bread sauce. If the turkey is not stuffed with sausage-meat, fried sausages should be put round it when served, or a ham or bacon should be sent to table with it.

Time, from 1½ to 3 hours according to size. Average cost, from 7s. upwards. Sufficient for 8 to 12 persons. Seasonable in winter.

## A PLAIN CHRISTMAS PUDDING FOR CHILDREN

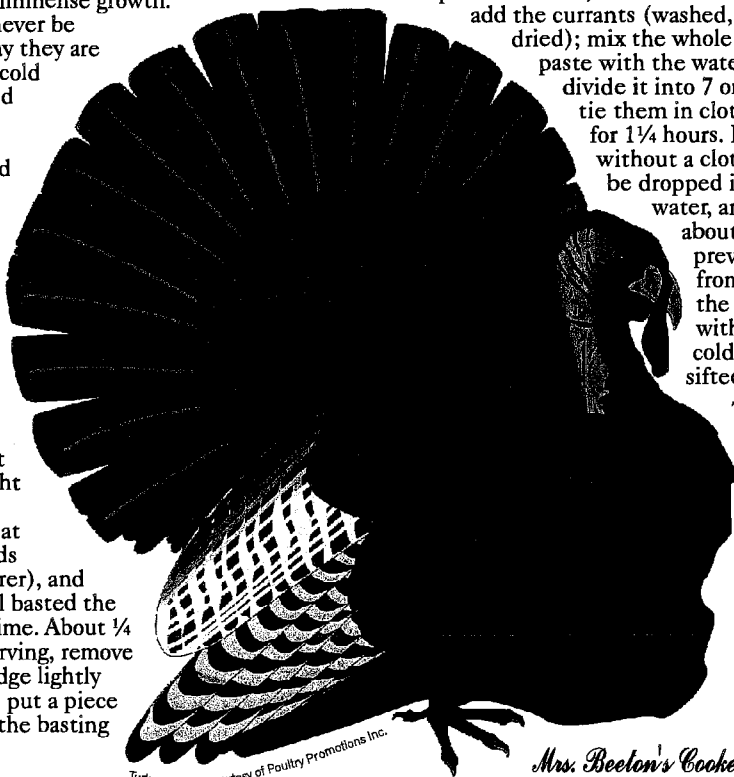
### INGREDIENTS

1 lb. Flour,  
6 oz. Suet,  
½ lb. Currants,  
rather more than ½ pint water.

### MODE

Chop the suet fine, mix it with the flour, and add the currants (washed, picked, and dried); mix the whole to a limp paste with the water or milk; divide it into 7 or 8 dumplings; tie them in cloths and boil for 1¼ hours. If boiled without a cloth they should be dropped into boiling water, and be moved about at first, to prevent them from sticking to the bottom. Serve with a cut lemon, cold butter, and sifted sugar.

Time, in a cloth, 1¼ hours; without, ¾ hour. Average cost, 8d. Sufficient for 6 or 7 persons.



Turkey appears courtesy of Poultry Promotions Inc.

## The Full Monty ...

*The Montgomery Canal runs 33 miles from the Llangollen Canal at Frankton Junction, roughly southwards to Newtown. It is a narrow canal with 25 locks. Following a disastrous breach in 1936 the canal was closed and extensively built over and across. Overcoming some extremely awkward blockages, and skirmishes with environmentalists, 4 miles are now open from Frankton Junction and a further 8 miles (soon to be 11) near Welshpool. Members Keith and Margaret Sykes 'gave it a go' this summer and here is their story.*

When we locked down onto the Montgomery from the Llangollen in the Summer of '98 we only intended to stay overnight and return the next morning. We ended up staying for three days and reaching Welshpool - how might you ask? It isn't fully restored yet. Read on.

### *Day 1 - Frankton to Queen's Head.*

Fulfilling a promise made 4 years earlier, when we could only walk down the four locks and see the work going on beyond, we were now taking "Morning Mist" down the staircase with the assistance of the lock-keeper who, for an hour each morning and afternoon, allows access to and from the newly restored four mile stretch of the Montgomery Canal.

What an excellent job they have made of this raised first section - gently shelving stone sett sides, the shallow Graham Palmer lock, and occasional purpose-made mooring stretches, all in lovely scenery.

An elegant brick roving bridge next to a restored transhipment warehouse - thoughts of the Wool Road at Uppermill - but this one is built in the Tudor Style, timber framed with brick infill, gives access to the final reed fringed straight before Queen's Head, the hamlet being named after its coaching inn on Watling Street. Excellent meals - we went twice - with tables in the conservatory overlooking the canal and its moored visiting boats, booking a table in advance is recommended.

### *Day 2 - Queen's Head to Welshpool.*

We must admit now we did this journey by bus via Oswestry - but what a journey - for an hour each way views of the yet to be fully restored Monty as we were continually crossing and running alongside it, and even diverting off to follow the not to be restored Guilsfield branch, before coming into Welshpool past the light railway station.

In Welshpool we visited the canal centre, saw the busy trip boat negotiate a lock and took



*The Transhipment Warehouse*

lunch on a River class former working boat which serves as a cafe/shop/hire boat centre, where they have for hire a day boat (for up to 12 persons), as well as four short break boats, for 2 to 8 persons, all under the Anglo Welsh banner. The now open Welshpool section is in all 10 miles long with as many fully operational locks.

The afternoon gave us the opportunity to walk part of the newly restored Prince of Wales length, during which time we saw moored three private craft and two full length community narrow boats.

*Day 3 - Queen's Head to Maesbury Wharf.*

This time on our two folding bikes along the towpath, for whilst south of the Queen's Head there are the three newly restored Aston locks these are not yet open to boaters.

In order to restore these locks there was a pre-condition that alongside them be created (at a cost we were told of £100,000) an equivalent length of new "static" canal for the displaced wildlife. That "new length" is now a nature reserve which uses a slow flow of canal water as it twists and turns to provide a wildlife paradise, but so does the newly restored navigable canal above with its vegetation

already returning to the sides to leave only a navigable channel between. We saw there one of the true indicators of good water quality - the kingfisher.

From the foot of the locks we followed the towpath along the one and a half mile navigable section to Maesbury Wharf, speaking there to Barry Tuffin who has two boats for hire on a half day, day or overnight basis. His only regret is that they cannot as yet ascend the Aston flight to reach the Queen's Head and beyond; however he has hopes that sometime in 1999 that may be possible.

It was in the afternoon of our third day that we somewhat reluctantly returned to the real world of the bustling Llangollen canal. However this is not to say that the Montgomery is not without boats, for on the three days of our visit as well as at least 14 boats on its land-locked sections we had seen on its fully open northern stretch eight private boats and a pair of hotel boats.

Our message is - by one means or another visit the Montgomery canal *now* and enjoy its quiet charm, before it becomes "The Full Monty"!

*Keith and Margaret Sykes  
n.b. 'Morning Mist'*



*The Queen's Head or Morning Mist*

After a day at Alton Towers (if you are at all like me), you need a breather before the drive back. Here it is - 20/30 minutes beside a canal before you hit the road.

Four miles to the north west of Alton Towers at MR 026476 (top left hand corner of the Derby O/S map No.128) you will find Froghall Wharf. Situated just off the road is a car park (brown signs). On entering the car park you will immediately see on your right the remains of the former lime kilns and on the left the very end of the Caldon canal. Park up and have a wander round.

Ponder then that this canal was the death of James Brindley. It was (reportedly) during the surveying of this canal that he was caught out in a sudden shower from which he caught a chill. On retiring to the nearby village of Ipstones for the night he was given a bed which was itself damp and despite the attentions of one Dr. Erasmus Darwin (yes, that family) a steady decline ensued which resulted in his death on 27th September 1772. The canal was originally conceived for use by tub boats, which would overcome height differences by the use of inclined planes. However, by the time construction started after The Royal Assent was given to the Act in May 1776, the decision had been made to build with standard locks (for which we should be thankful today!).

The purpose of this end of the Caldon canal (higher up, one of the main intentions was to supply water to the Trent and Mersey canal) was the carriage of limestone. The quarries in the hills above Froghall (those of Caldon or Cauldon Low) were in need of better transport facilities. Small wagons on plateways brought the raw limestone down to Froghall, where some was burnt in the kilns (as at Consall Forge, further up the canal) for transport into agricultural and industrial areas.

Having had a look at the remains of the lime kilns make your way over to the canal side. Not too many years ago you would have been stepping over railway lines, as the car park is built on the former marshalling yard. On the opposite bank picture huge piles of newly quarried stone and a crushing plant whilst over the canal were loading gantries. To your left are the wharf buildings, offices and stables. The wharf building is now a restaurant where, depending on the time, you may be able to get some refreshments. At the wharf the trip boats will be seen. Past the buildings and crossing the road at the bridge will bring you to the stable block. Further on again there is the stub end of the canal which used to continue through to Uttoxeter (past Alton Towers). Careful examination will reveal to you the remains of the top lock of this branch.

Continue along the towpath, enjoying the sound of the silence after your hectic day and, in half a mile or so, you will find Froghall tunnel (76 yards) burrowing beneath a spur of the hill which carries the road above. Unfortunately (or perhaps fortunately depending on your opinion) the tunnel is so low as to prohibit passage to most modern narrowboats and, as there is no towpath, you will have to pass the tunnel by the footpath. The factory alongside the canal here will slightly mar your enjoyment of the next few hundred yards but the effort of walking further will be well rewarded. About half a mile further will bring you to the unique 'Cherry Eye' bridge (so named after a local mine where a vein of haematite was discovered, which brought more business to the canal). If time permits, a walk of a further mile to Consall Forge will be (in scenery terms) your walk of the year, with the presence there of the 'Black Lion' to fortify you for the return journey.

John Harwood



Top & Middle: Views from Froghall bridge in 1905 showing something of the cramped nature of the inner wharf area (Top). The inlet (to the right) once led to an inner basin.

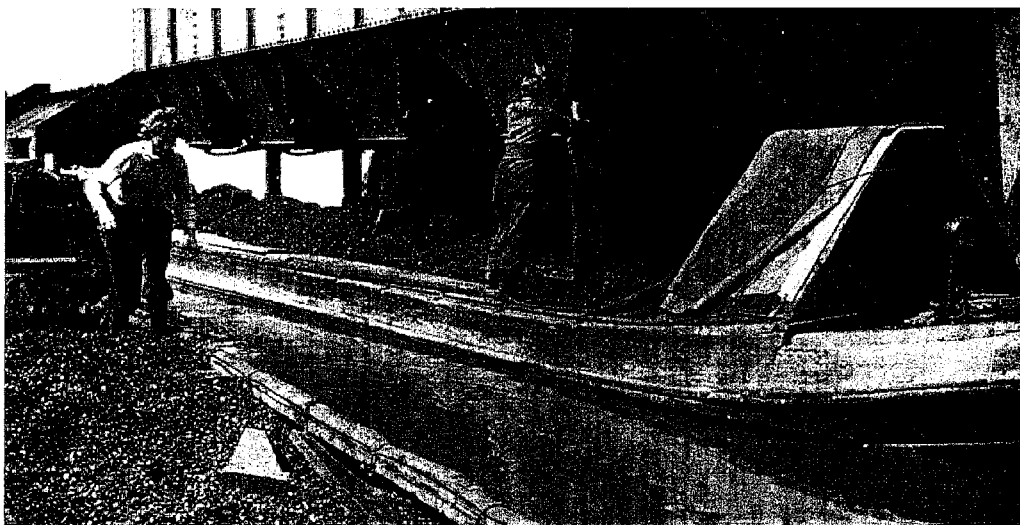
Bottom: This fine picture of Froghall Wharf shows the railway/tramway interchange (to the left) and the canal loading area (to the right)



J R Hollick/Manifold Collection

J R Hollick/Manifold Collection

Peter Lead Collection



*The stories of the 'idle women', middle-class young ladies who volunteered to work on canal boats during the 1939-45 War, never cease to fascinate. M & M Baldwin, Publishers of the 'Working Waterway' series of books, have given us permission to print excerpts from four of their books, which feature these courageous women, in action.*

*The first extracts are from "Amateur Boatwomen", by Eily Gayford. Miss Gayford (known to all her trainees as Kitty or Kit) was the only one to stay the course. She started as a raw amateur in 1941 and finished in 1945 as the teacher and leader, with an MBE. She retired to a houseboat on the Thames and died in 1991, at the age of 88. Her book was first published in 1973.*

**M**y first impression on joining the boat were the dirty conditions in which we lived, and the chaotic frenzy in which we progressed. This was inevitable and not surprising. How could they expect to be organised and efficient in the cabin and at the same time be equally

efficient at handling the boats when they had so little experience of either? Besides we were over-crowded - three people, sometimes four, in one motor boat.

---oOo---

Molly got back from London, and later Daphne came down from the house with a good supply of vegetables, milk and other perks - our rations had been bought on the Saturday - so we were all set for letting go. This time it was the full trip - Birmingham, Tipton, across to Cannock and home. A distance of about eighty miles, which would probably take us about five days. That time included unloading, loading, and any delays that might be incurred. We also had to go through about 140 locks, so the time was not so slow as might at first appear.

---oOo---

A good road means that every lock you come to is in your favour, or made ready. A bad road is just the opposite - every lock is against you and has to be either emptied or filled before the boats can enter, so your work is doubled.

---oOo---

I must have been in a trance, but anyway I forgot to shut the top gate, and then drew both the bottom paddles. I probably stood there several seconds watching the merry rush and swirl of water, when with a sickening jerk I was brought back to consciousness by suddenly realising what was happening. Water was not just running out of the lock, but the whole pound above was rushing clean through it.

---oOo---

Activity seemed to be continuous the whole way up to Birmingham; the locks, of course, kept us on the go, and even in the long pounds there was always something to do - mugs of cocoa and pieces of bread and jam to prepare for elevenses (which was usually 9.30), the cabin to clean, a meal to prepare and cook, wash out a few clothes, the engine to see to and clean, or if the boat had a list, crawl under the top cloths and hump and heave some of the sacks until she was level again. Always something, even if it was only making up the fire, or filling the

coal box. Quite often when we saw a nice farm, one of us would dash off to see if they would let us have some milk.

---oOo---

On the homeward trip, I distinctly remember bowling along the Severn in brilliant sunshine and all eating the most delicious fricasse out of mugs. Like all boaters we were issued with emergency ration cards, but because we sometimes travelled on tidal waters we were entitled to seamen's rations as well as our usual allowance. From what I remember they were at least double of everything.

---oOo---

By 1944 I think every pair of boats manned by girls had, at some time or another, been taken two-handed from London to Birmingham, Coventry and back as a matter of course.

---oOo---

I remember I got a lift down the river in one of the tankers, which I thoroughly enjoyed, and on the way I offered some magazines



*Opposite:* Loading coal at Longford.

*Above Left:* Kit (left) watches volunteers enter a lock. Note the neat rope coils on the roof.

*Above Right:* Doing the smalls.

to a quite young deck hand who refused them, saying he could neither read nor write. I was absolutely dumbfounded as I really thought there were only a very few, very old people left in some remote parts of the country who had had no schooling.

---oOo---

We were very impressed to see through one of the windows a beautiful bath. This was Cressy, owned by L.T.C. Rolt, who wrote the book *Narrow Boat*. Later on we got to know the Rolts very well.

---oOo---

What a strange picture it was, there on the cabin top, the crouching Indian, dressed in a brown overcoat, khaki trousers and a not too clean silk turban, holding up sky-blue lock-knit bloomers, scarves and handkerchiefs before his anything but eager customers, and all around the snow and ice.

---oOo---

The ferrets were undoubtedly to help with the sporting side of life. 'I'm fair sick o'

pheasant' was the casual remark made by a boatwoman one day when we were all chatting together. Pheasant! We had almost forgotten there were such things.

---oOo---

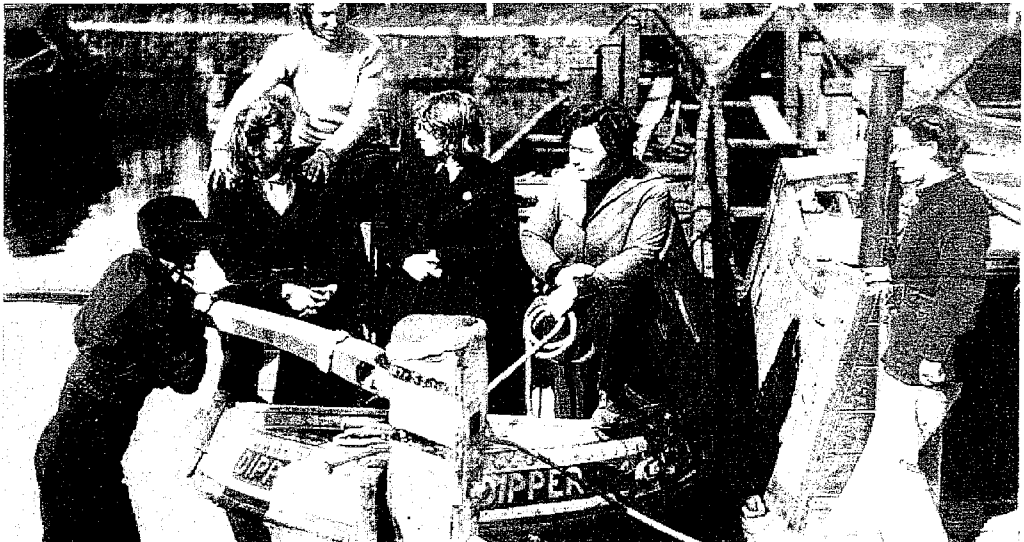
*Only a few snippets but they give the flavour of the book. Perhaps not surprisingly, throughout the war, the total number of women recruited to the boats was less than 40, almost all on the Grand Union Ed.*

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The Amateur Boatwomen is £7.50 plus £1.00 post and packing. Credit card orders by 'phone are welcomed.

Below: The author (left) with trainees.



Waterway restoration societies in England and Wales north of Birmingham were represented at the Northern Canals Association meeting at the Miner's Welfare Club Moira, Leicestershire in October.

Ian Reid (Chairman, Ashby Canal Association), Geoff Pursglove, (Canal Project Officer), and Peter Williams, (Leicestershire County Council planner) explained proposals to restore the Ashby Canal from the head of navigation at Snarestone to Measham (of teapot fame) and Moira, mainly on the old route abandoned following mining subsidence. Despite grant offers the initial plan to extend to Measham is delayed because of the inability to agree terms with a landowner. The County Council is preparing a Transport and Works Act application. As well as authorising construction, this will, if successful, include compulsory purchase powers.

Brian Waring the Chairman of the Moira Furnace Trust then spoke about this early iron furnace alongside the abandoned canal, that delegates later walked around. It is the best preserved blast furnace remaining from the early industrial revolution.

Mike Palmer (Chairman, Waterway Recovery Group), speaking as a Member of the Inland Waterways Amenity Advisory Council (IWAAC), described how IWAAC had prepared their report on priorities for Waterway Restoration. Their judgements were based on the pro-formas restoration societies (and in our case, the Canal Company) completed to provide the core information for the study, and on their own knowledge. He stressed the importance of the recommendations IWAAC were making to government, local authorities and restoration societies as a result of their deliberations.

Despite reservations that prioritisation might, effectively, rule out lower placed schemes, and the fact that, inevitably, more of the restoration schemes represented at the meeting were in the 'ten years on' category, rather than in the immediate rank, Mike's talk was well received. The report gives many

Societies something to think about. It appears well researched, and thorough. IWAAC stress that their categories relate only to the readiness of schemes for funding to complete restoration. A placing in the long term category should not be used by government, or other funding agencies as a reason to deny grants for incremental restoration of parts of waterways.

After an excellent lunch delegates were treated to a talk by Merlin Waterson, Built Heritage and Historic Properties Advisor to the Heritage Lottery Fund (HLF). The HLF has around £250m to offer in grants per year, of which about £20-40m is likely to be available for industrial, maritime and transport heritage projects. To define and ration grants in line with government guidance HLF are increasingly dividing their total "pot" into programmes (The Museums and Access Fund, the Townscape Heritage Scheme, etc).

Starting in December 1998, £20m is to be allocated annually to major grants. A small grants programme will follow in April 1999.

The IWAAC priorities report will inform HLF decisions on waterway projects, but will not represent HLF policy. Their main criteria will relate to historical significance of the waterway, to individual features of heritage importance, to a broad view of the waterway environment, and to strong access, regeneration, ecological and educational benefits. Unless exceptional benefits are proved the HLF will not fund clearance of silted channels, new or alternative canal routes or the construction of replica heritage artefacts. Merlin concluded by talking about the current investigation of HLF by the House of Commons Committee on Culture, Media and Sport. I realised that HLF needed critical friends here, not nit-picking criticism. This led to discussion after he had left and I was asked, as Chairman of Northern Canals, to write to the Committee stressing the importance of HLF as one of the few mainstream funding sources for waterway restoration.

Keith Gibson

All I know of my antecedents is that my father came with his very large family from Suffolk, on the back of a horse-drawn cart, so that my grandfather could make his fortune in Oldham, and my mother came from an Irish farming background. Due to a couple of wars and a depression or two neither family did very well until my father went to night school and rose in the Oldham cotton spinning world of the 1920-30s.

I came into the world at a very early age, the sixth child but last of four remaining, in 1931, and spent my early years in Shaw. My acting career started when I was a robin in "Babes in the Wood" in 1937. The family followed Dad to Chadderton in early 1940 when he was promoted to mill manager and I became the first member of the family to go to grammar school, in Chadderton, where I "grew up" and became a very keen cyclist, and a Rover Scout (always did like uniforms).

Having been advised by my physicist brother-in-law "do maths and physics for Higher School Cert. (A-level) - there's less homework" I finished my education at Manchester Tech. (now UMIST) with a degree in Municipal Engineering (Civil Engineering with smells). I was already a sergeant in the Territorial Army, having joined the University Training Corps to learn to drive and earn a bob or two.

Consequently I had a fairly easy National Service in the Royal Engineers, being commissioned and spending a happy fifteen months in Singapore, repairing worn out equipment at a Base Workshops, being in three plays and organising the Regimental concert party. I had the singular honour of being Oi/c (Officer in Charge) of the armed guard on the Kuala Lumpur train - the 'troubles' were still on and I have a medal to prove it! I remember it was also the first time

I had gammon and pineapple. Seemed an odd combination.

Working for a living eventually, at 23, I went to Manchester Corporation and spent five years as a sewage works engineer, transferring to Stockport to start work on highways. I became a Member of The Institution of Civil Engineers in 1959

Promotion was only by moving in those days - still is - and I went to Oldham for six years, designing the Southern Internal Bypass and the town centre one way system - both of which are still working, just about. In 1967 I went over the hills to Halifax but still living in the Oldham area as "I wasn't staying there long". I thought.

In 1990 I retired in Huddersfield - only 23 years later. I got trapped over there in 1974 with local government reorganisation - twice - and did twelve years with West Yorkshire County, eventually as a Chief Traffic Engineer and four years with Kirklees Met. as an Assistant Director before my blessed release in a management "shake-up".

From my school days I had a parallel career in amateur theatre. I have been involved in countless plays and musical shows, both on- and back-stage and in committee roles, being Chairman of Saddleworth Players for eight years. I also got involved in professional theatre management and was a member of the Board of Oldham Coliseum theatre (latterly vice-chairman) for ten years.

You will have guessed by now that I was a fairly 'late-comer' to canals. My first canal holiday in the early 60s was on the 'Livy', a wooden butty, ex-houseboat, owned by a group of young solicitors. We got from Lymm to the bottom of Christleton Locks, near Chester, and back - in a week! The bottom was definitely too near the top for that boat. We bow-hauled or poled for miles, had to plane lumps off the sides to

get into Church Minshull Lock and the owners had to dive underneath to fix an errent wrought iron strap to keep the huge timber rudder attached to the rotten stern post. It was some time before I went again!

Then, in 1980, we had a family trip on the Leeds and Liverpool, and the bug had struck. We have had at least one week each year on the canals since then, or on the Norfolk Broads, or both, and have loved every minute of it. But, then, you know that because you have been reading "The Wife's Tale" since 1984!

I joined the Society in 1982 (1st April!) when my interest in restoration began. It was also when the work on Lime Kiln Lock and Dungebooth Lock, near where I now live, was in hand. I later commissioned a picture of the newly completed Dungebooth Lock from local artist David Ford and, with his agreement, and that of HCS Council, set about selling 250 limited edition prints for Society funds, which raised £1,000. Quite a sum in those days.

Slowly I became more and more involved in the civil engineering side and was eventually invited to become a director, and then vice-chairman, of HCS Restoration Ltd. After retirement in 1990 I was able to devote more time to the day-to-day activities of the team and I hope my advice and assistance have been useful over the years. Forever a 'hands-on' person I have also been a member of the dredging team and, who knows, could be again - soon.

An invitation to join HCS Council followed, and then the suggestion that I might like to edit Pennine Link. This was in 1995 and the rest - as they say - is history! I am still enjoying the job and must here give credit to the assistance I receive, from members like John Harwood, who regularly contributes



Anne and Ken boarding an Amsterdam canal boat.

articles and the Crossword, to my wife, Anne, who does most of the typing, but especially to Bob Gough, who puts the whole thing together and makes it look good.

On the side I am still involved with amateur theatre, Meals on Wheels (I am a member of WRVS - there's PC for you!) Talking Newspaper for the Blind, the Cancer Reseach Campaign and woodwork of all kinds. I am also in the 34th year of a five year plan to improve my house.

Anne and I spend as much time as we can afford on travelling abroad, which we enjoy immensely. And I wish that my three children, who are all doing very nicely, and my two grand-children - who I adore, lived nearer.





Competition was disappointing this year, with only 26 photographs from six members and, again, no entries in the Junior Sections. As Geoffrey Hope, our judge said *"A rather smaller entry than last year but as you were competing with a better funded event I suppose it was only to be expected. However, this year's entries were of a higher standard and there were several photographs that, although not featuring in the final result, could quite easily have qualified for a prize"*.

Mr. Hope has commented on each print and the comments will be sent to the photographers with the returned prints.

*Left: Category A and Overall Winner.*

*'Splendid monochrome print of a historic and valuable moment in the canal's history. A perfect time to use black and white film as colour could have been a distraction to this dramatic picture. Well composed and very sharp. An excellent record shot of a sad occasion.'*

*Below: Category A - Runner-up*

*'A lovely shot. Shows the original links between industry and the Canal, the locks in the distance again add to the interest. The fisherman on the right gives balance and adds to this idyllic scene.'*

## RESULTS

### Category A: Huddersfield Narrow Canal

FIRST (and OVERALL WINNER)

Paul White, Mossley  
*"Milton Mill Demolition"*

RUNNER-UP

Anne Wright, Dobcross  
*"Shaws of Diggle"*

### Category B: Other British Waterways

FIRST

Anne Wright, Dobcross,  
*"Dangling Feet" Mon & Brec Canal*

RUNNER-UP

Anthony Carter, Huddersfield  
*"Feeding Time" Saltaire, L & L*

Paul White will receive the Challenge Shield for a year, a replica to keep and a voucher for photographic goods. The other winners will receive a signed certificate and a voucher.



Anne Wright

## Winning Entries ... Concluded

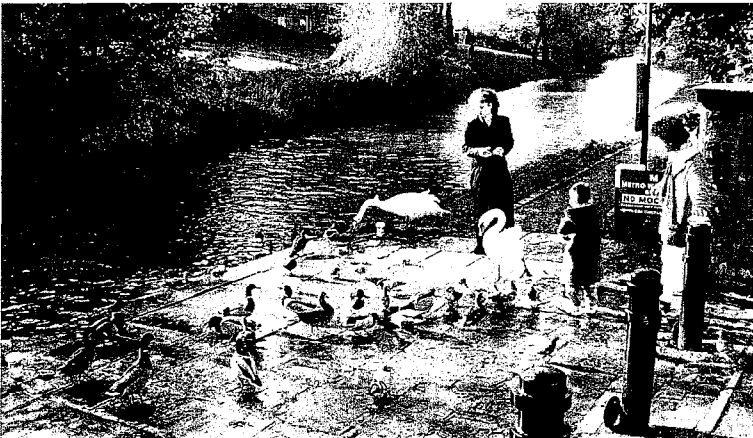
The vouchers will, necessarily, be little more than a token gesture but ...! And, if you have noticed the name of a certain Anne Wright creeping into the winners' lists again, you can see why I don't carry a camera these days!

We thank all the applicants, from as far apart as Maldon, Essex and Penicuik, Midlothian for their time and trouble and to our judge for his sterling efforts.

Ken Wright



Anne Wright



Anthony Carter

*Above:* Category B - Winner  
Excellent canal picture. Perfectly composed with the children on the bridge suggesting a happy, carefree atmosphere. Very good effort!

*Left:* Category B - Runner-up  
First class happy picture. Lots to see with the child and the ladies and a multitude of hungry friends. Very little room for improvement here. Excellent work.



*Continuing our series of canal vernacular that is guaranteed to impress and irritate other waterway users in equal measure.*

*H is for ...*

**HOBLERS** - on the Mersey, people in small boats who delivered messages or carried ropes to the shore for ships to be pulled in. (In Eily Gayford's "Amateur Boatwomen" they were the same as lock-wheelers).

**HORSE MARINES** - men with horses available for hire to pull boats (especially in Yorkshire).

**JACK CLOUGH** - A ground paddle on the Leeds & Liverpool.

**JOEY BOATS** - double ended boats used on the BCN where the boat always ended up at base at night thus no (or only a very small) cabin.

**JOGGLE** - a kink along the edge of a metal plate against which its neighbour will fit (iron or composite boats).

**JOSHER** - describes a boat formerly operated by Fellows, Morton and Clayton - the 'Eddie Stobarts' of the canal era (Joshua Fellows)

**KEB** - a long handled rake with large prongs for recovering coal spilt into the canal, more commonly used today for removal of rubbish

and weeds.

**LIVER** - Yorkshire term for unloading.

**LOCK-WHEELER** - a person who goes ahead to prepare locks.

**LOODEL** - an extension of the tiller for boats loaded very high with cargoes like straw. Enabled the steerer to see over the cargo.

**MITRE** - Bishops please note the definition of the angle where a pair of lock gates meet when closed.

**OAKUM** - rope broken down into finer threads for hammering into the joints between boat planks. Hence 'picking oakum', a punishment for sailors.

**OLE** - regrettably nothing to do with Spanish holidays. The boatmen had a fondness for the word hole which always came out as ole. Thus bridge ole, bed ole, engine ole, winding ole and, famously, the 'Jam Ole', a destination for loads of sugar. Any space with a function became an ole.

**PIGEON BOX** - a skylight to the engine room on a narrow boat - usually hinged for ventilation and, presumably, once used for message pigeons?

**PROVEN TUB** - on a Leeds & Liverpool short boat the box containing the horse's feed.

**PUDDLE** - clay worked with water and used as a waterproof liner for canals - still in use today.

*To be continued*

## HEROES and VILLAINS

**A**n engineer dies. At the pearly gates St Peter says "Sorry mate, you're an engineer - you go downstairs."

After a while in Hell, he's fed up with the amenities: it's too hot so he installs air conditioning; he builds bridges over the lakes of fire; and he installs a sewerage system to deal with the waste.

One day, God calls Satan up and asks how it's going: "Great. We've got this engineer and

he's making improvements. We are due for escalators and coffee machines next".

God is seething: "What? You're not meant to have the engineers. Send him back".

Satan replies: "No can do. He's sorting us out a treat". "Send him back or I'll sue," shouts God. "Yeah? And where exactly are YOU going to get a lawyer from?"

kevin@thephilog.demon.co.uk

*Not much in the letters this time, putting aside the rude ones about the cover of No. 126! Just the following from founder Chairman, John Maynard and an interesting exchange about the operation of Standedge Tunnel with current thinking from BW. Read on! (Ed.)*

Dear Sir,

May I be allowed a small space to comment on recent issues of "PLINK".

- a). Yes, I fully agree with Margaret Sinfield's letter regarding Bob Dewey's modesty!
- b). Regarding the photo of the canal passing through the pylon at Hartshead. I remember when we first surveyed this; I said "Well we can restore through the base of the Pylon." - half jokingly. As an electrical engineer I could see no objection but I thought a Civil Engineer might have strong objections let alone the legal boys of the CEGB. I never thought I would see it done.
- c). With regards to the delay in the start of work after being allocated Lottery money. I am as impatient as anyone to see a start made, but I think we have got to realise that now we are talking big public money safeguards and legal limits have to be in place. No-one was going to abscond to he Argentine with our first £40 but £15,000,000 is a lot more tempting.
- d). Finally Alec Ramsden's profile (Issue 125, p.34). I was at the meeting where David Hutchings spoke. What I think he said was it SHOULD be restored by the early eighties - it was not a forecast. I tried to persuade him after the meeting to come and organise the work on the Huddersfield - but he declined. I have no doubt that, if he had accepted, his 'forecast' would have come true.

Yours sincerely,

J.K. Maynard,  
Meltham, Huddersfield.

Dear Ken,

### Standedge Tunnel Operation

I am a little concerned about the arrangements to take boats through the restored Standedge Tunnel as mentioned in the August edition of *Waterways World* "current thinking is that they will be towed through by electric tug. All crews will travel in the tug where comfortable seating will be provided". (It may be comfortable to one's bottom but the mind may be uncomfortable worrying about what will be happening to your boat behind.)

Before I pen another "letter to the editor" perhaps a future edition could give an explanation of what exactly is envisaged. My concern being about the potential for damage to unsteered boats not only from them swaying from side to side but what means there will be of preventing collisions front and aft between craft of varying shapes and heights of bow and stern fenders which, from my experience, are of little use in preventing boats from hitting and damaging each other.

Yours faithfully,

Keith W. Sykes, Slaithwaite.

*I asked BW at Marsden for a reply to this letter and received the following informative reply from Tom Rowe, Senior Project Manager. Ed.*

Dear Ken,

### Huddersfield Narrow Canal Restoration Proposed Operation of Standedge Tunnel

Thank you very much for giving me the opportunity to comment on the letter received from a HCS member on the proposed method of operation on Standedge Tunnel.

The aim of the restored Huddersfield Narrow Canal is to provide a major and unique heritage and leisure attraction. As I am sure the majority of your readers know, the centrepiece of the restoration is Standedge Tunnel; which, at over 5km in length, is the highest, longest and deepest canal tunnel in the UK.

However there are some real dangers within Standedge Tunnel and one of our primary concerns has been how we could operate the tunnel safely following restoration.

The main hazards within the tunnel are related to the poor atmospheric conditions and visibility due to bad ventilation. There is also a risk of collision with the structure or other boats. These risks, together with a number of others have been assessed by a team of specialists from British Waterways working with external consultants. It has been concluded that internal combustion engines should not be allowed to operate within the tunnel, a view which has been supported by practical experience.

Only engines that do not produce carbon monoxide will be allowed to power boats through the tunnel. Given the technology available today an electric powered tug, towing a convoy of other boats is the optimum practical solution.

By putting all the crews from the boats within the "refuge boat" we would not only be able to provide comfortable surroundings during the transit but also provide information about the tunnel. Boat crews will also be protected from smoke and fumes originating from the railway tunnels. In the case of emergency the evacuation of the tunnel will be easier to control.

However there is obviously the potential drawback of damage to boats whilst being towed behind the refuge boat. To this end we are spending £250,000 on guide fending to ensure boats are guided past any rocky outcrops as well as shaving sections of protruding rock from the walls. We will also be reducing the maximum water level by 225mm to remove the risk of boats hitting the roof.

We are currently designing a "universal" type of tow bar so that the risk of bow to stern collision is removed. We are also looking at ways of preventing the sides of boats from banging into the sections of tunnel wall that are not protected by fenders.

I hope this letter addresses the issues raised by your reader and shows that whilst British Waterways' primary concern is always the safety of users, we are not forgetting to protect their boats.

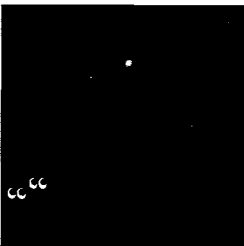
If boaters have other concerns, or indeed any bright ideas, we are always grateful to receive them at our Marsden office.

Yours sincerely,

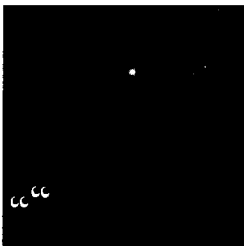
Tom Rowe,  
Senior Project Manager,  
BW Marsden Project Office

*The address for bright ideas is British Waterways, Project Office, Tunnel End, Waters Road, Marsden, Huddersfield, HD7 6NQ.*

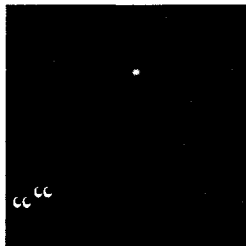
In Standedge Tunnel ...



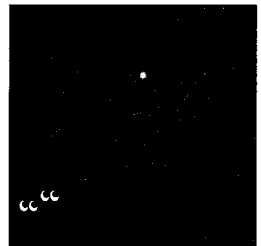
Well? What do you think?



Hmmm, I'm not sure ...



No, you're right ...



It *is* the light at the end of the tunnel!

*Once again our Canal has been really in the news and more of it has come my way now our East side contributor, member Keith Sykes, is in place.*

*The Huddersfield Examiner Weekend, over two weeks (Sept. 26, Oct. 3) devoted four pages to "Huddersfield through the 20th Century" wholly on the narrow canal. Lots of lovely pictures, mainly supplied by the Society, and some very complimentary text.*

*On the other hand the following articles appeared on the 28th and 29th September in the Daily Examiner.*

## RESIDENTS HIT OUT AT CANAL DECLINE

A thing of beauty is now an eyesore.

Disappointed Milnsbridge residents have hit out after watching the village's canal and river degenerate over the last few months.

Both Huddersfield Narrow Canal and the River Colne have become choked with weeds and fly-tippers have dumped everything from car parts to old televisions in them.

Mrs. Kathleen Jones - who has lived in the new Lockbridge Way flats overlooking the canal for the last 16 months - said: *"When we first moved in it was lovely. The canal was clear and there was plenty of water in it.*

*"But now it looks terrible and is absolutely choked with weeds. It's hard to believe we were once so proud of the view.*

*"The canal seems to be leaking and as the water gets lower more and more weeds seem to grow. The canal is a lot clearer up towards Marsden, but the Milnsbridge stretch now looks really ugly."*

Her husband, Evan, added: *"The water is stagnant and is now beginning to smell quite bad. It's almost 4ft. below the towpath now whereas it used to be just inches below."*

British Waterways is responsible for the canal and spokesman Danny Stead confirmed it was leaking into a culvert and then into the River Colne in Milnsbridge.

*"We haven't found the exact spot," he said. "Water comes into the canal at Marsden and by the time it gets down to Milnsbridge there isn't much left.*

*"But the canal restoration scheme begins next year and we hope to sort out all the problems then.*

*"The duck weed should start to disappear once the frosty mornings start. When boats begin to use the canal they will stop the weeds growing and taking over."*

He also pledged to go down and investigate how much rubbish has been dumped in the canal.

A Kirklees Council spokeswoman said if residents in Milnsbridge wanted to get together to clean up the river the council will provide skips and advice.

## BID TO PLUG CANAL LEAK

British Waterways hopes to plug the leaking Huddersfield Narrow Canal within the next few months.

Milnsbridge residents are disappointed at the way water levels in the canal have plummeted and duckweed has taken over in the last few months.

BW senior project manager for the Huddersfield area Mr. Tom Rowe said: *"Investigations into the leak have been going on, but it has been difficult to pinpoint.*

*"It may be a complex problem, but we want to sort it out and hope to get it fixed by next April, if not by the end of this year.*

*"Once that job is done the water levels will rise."*

*A more positive note in this article from the Colne Valley Chronicle dated 28th August, on the IWAAC priorities report.*

## RING O' ROSES

Creating 'Impossible Dream'

Re-opening Huddersfield's Narrow Canal - once described as an impossible dream - has now been dubbed a national flagship scheme.

A nine-month survey by the Inland Waterways into 80 projects across the country found that the local scheme was one of three which should be highlighted to the Government.

Now a report by the independent advisory body has been sent to the Department of the Environment, recommending the work involved for the scheduled launch in 2001.

Under-Secretary of State in charge of inland waterways, Alan Meale, said funding agencies and other bodies involved would find the report a valuable document to be used in decision making.

An action plan has been made with eight recommendations including local authority involvement, Heritage Lottery Funding, Government initiative cash and good practice in project development.

Other schemes of national significance were the re-opening of the Rochdale Canal and a link between Glasgow and Edinburgh.

Huddersfield Canal Company project director Alan Stopher said: *"The Huddersfield and Rochdale Canal schemes are both trans-Pennine projects and when both are restored, they will create a unique 'Ring of Roses' of navigable waterway.*

*"To qualify for a top spot, waterways projects had to meet tough assessment criteria."*

Spin-off benefits of the project include:

- \* Creating 2,500 full-time jobs.
- \* Creating £8.3m of private sector investment.
- \* Improving the local environment.

Experiences by restorers on the Huddersfield Narrow Canal will also be passed on to help workers on other projects.

Kirklees Council has teamed up with Oldham and Tameside authorities and British Waterways on the £30m scheme - funded by the Millennium Commission, the Government Regeneration Agency and English Partnerships.

*Finally on the East side, an Examiner report from 15th September on the Public Inquiry into Compulsory Purchase Orders which, luckily for us, turned into something of a damp squib! The references to grants are a bit premature, too!*

## LAST-DITCH TALKS SEAL CANAL DEAL

Objections to the £31m redevelopment of Huddersfield Narrow Canal were dramatically cleared this morning.

A public inquiry opened and closed within minutes after late-night talks smoothed the way for the plans to go ahead.

Government inspector Frank Cherington was told at Huddersfield Town Hall that an agreement had been reached within the last 24 hours and objections by Sellers Engineering Ltd and Bates and Co had now been withdrawn.

The companies were objecting to compulsory purchase orders by Kirklees Council for land at Fairfield Mills, Queen Street South; Chapel Hill and Lees Mill Bridge, Lees Mill Lane.

The orders were needed because part of the route of the canal takes in land owned by the companies.

But Mr. Malcolm Tracey, for Sellers, said his clients were anxious to maintain the good working relationship they had with the council and agreement had been reached which mean they were withdrawing their objections.

Mr. Nigel Bates, director of Bates and Co, said he also wished to withdraw the company's objections to the plans.

The £31m scheme aims to restore a 20-mile stretch of the Huddersfield Narrow Canal between Huddersfield and Ashton-under-Lyne.

It follows an award of grant aid from the Millennium Commission and English Partnership.

The £15m pay-out, handed over to canal enthusiasts in December 1996, will turn a 20-year dream by Huddersfield Canal Society into a reality.

The majority of the cash has come from the Millennium Commission and English Partnerships, but other partners include Kirklees, Tameside and Oldham Councils, Huddersfield Canal Society and British Waterways.

The money will be used to remove 20 blockages along the line of the canal, including a built-over section through Slaithwaite and also major blockages near the junction of the canal with the Huddersfield Broad Canal at Aspley.

The major work in Slaithwaite will cost an estimated £3.02m.

The restoration is scheduled to be completed by April 2001.

The ambitious project was sparked 24 years ago when Huddersfield Canal Society was formed and volunteers restored two locks and began operating a trip boat at Uppermill.

*On the West side the Oldham Chronicle continues to give us splendid coverage.*

7th Aug. A photograph of Saddleworth Peace Group placing floating candles in the canal as a symbol of universal harmony.

## STATION MAY REOPEN AS CANAL LINK

The £30 million restoration of the Huddersfield Canal should be a spring-board for the reopening of the railway station at Diggle, says Mr. Phil Woolas.

The MP for Oldham East and Saddleworth says plans to open up the historic canal are an ideal opportunity to reopen the station in the village.

Diggle station would be ideally placed for visitors to the Huddersfield Canal and its use would reduce the numbers of motorists clogging up local roads, he said.

An added attraction for visitors would be the ability to travel under the Pennines on the canal in one direction and return on the train.

Now the Labour MP has persuaded British Waterways to hold talks with Greater Manchester transport bosses.

He said Diggle station would reopen sooner than expected if British Waterways - which is overseeing the canal work - made a financial contribution.

Mr. Woolas said: "It makes sense to use the railway for bringing people to the canal.

"I am very hopeful that negotiations between the canal authorities and the rail authorities will be fruitful."

The future of the £30 million project to restore the Ashton-to-Huddersfield canal could be decided next month.

Regeneration Minister Mr. Richard Caborn is due to announce whether a bid for £12 million from English Partnerships has been successful.

The money is vital to hopes of opening up the canal to boats, including the Stanedge Tunnel under the Pennines, from Diggle to Marsden.

The Huddersfield Canal Company - formed by Oldham, Kirklees and Tameside councils - has already won £14 million from the Millennium Commission.

That has allowed the company to start small-scale restoration projects, but the extra £12 million is needed to open up the entire canal.

Oldham Evening Chronicle 7 Aug. '98

11th Aug. A photograph of new information panels being unveiled on National Trust's Marsden Moor by the Trust's director of public affairs, Mr. Taylor. During his visit he met British Waterways officials to discuss the impact opening the canal could have on the NT estate and the future of the Stanedge Experience.

18th Sept. A photograph and article about the protection and creation of wild-life habitats on the Canal and the move from Gloucester to Marsden of Ms. Hilary Smith, from BW Environmental and Scientific Services. She will produce a conservation management plan for the Canal.

18th Sept. A photograph and article recording the opening of the public exhibition at Saddleworth Museum to publicise the canal works in Oldham Borough. Questionnaires were also distributed to canvas the views of residents on planning proposals associated with the canal.

29th Sept. A splendid photograph of your editor and assistant editor with the Tom Rolt Award plaque. We were described as "editorial heavyweights being clean-up specialists in the canal restoration world." Bob weighs in at about 9 stone, wet through, so was the Chron. having a go at me?

## SPOTLIGHT ON TOURISM IN REPORT

### Millennium Project Link

Tourism at Tunnel End, Diggle, should seek to secure economic, social and environmental benefits for

Diggle and Oldham.

Developments, linked to the millennium project to reopen the Stanedge Tunnel and the Huddersfield Narrow Canal to through navigation, should also:

- \* Enhance and protect the sensitive rural and conservation aspects of the locality.
- \* Make the best use of the opportunities offered.
- \* Develop Oldham's tourism industry in conjunction with other complementary uses.
- \* Promote opportunities for appropriate private-sector investment.

These are the aims of a draft planning brief, prepared by Oldham Council's Environmental Services Department.

Saddleworth parish councillors are currently studying the brief and will be able to make a submission as part of the consultation procedure.

Oldham's tourism strategy has already designated a tourism development area in Diggle, which focuses on the Warth and Ellis Mills area.

The brief will also examine areas such as the former Diggle tip and Station Road railway sidings in producing a comprehensive plan to guide development to capitalise on the tourism and leisure potential.

The document foresees the need for a direct pedestrian link between the canal and the mills complex, the prospect of a village green linked to the former Diggle tip and more off-road parking.

Development should take account of the needs of visitors from boats which will stay several hours or overnight at Tunnel End, as well as day visitors.

Travel through the tunnel will be restricted to that accompanied by British Waterways personnel, at set times of the day.

Four guiding principles, on which the brief is based, are to:

- \* Encourage tourism in ways that contribute to, rather than detract from, the quality of the environment.
- \* Promote understanding of environmental quality concerns within the tourism industry, to improve the quality of service.
- \* Adopt visitor management techniques that can mitigate tourism's impact.
- \* Encourage tourism which in itself safeguards the environment.

A visitor centre, heritage centre/museum, tourism and canal-related retail businesses and food, drink and leisure facilities would be acceptable.

Other appropriate developments could be light industrial/manufacturing; offices, art and craft



workshops or studies; exhibition space; supervised public toilets, a water taxi service, buildings for canal operation and maintenance; environment improvements and public open space, including recreation and children's play equipment.

Oldham Evening Chronicle 16th Oct, '98.

*The Oldham Advertiser popped in with one article on 1st October about the Saddleworth exhibition which contained a terrific photo of our secretary, Frank Smith. Mind you, he was squeezed between BVV's Amanda Topping and Oldham's Engineer Freda Rashdi!*

*And nationally, Canal Boat and Inland Waterways in its November edition came up with:*

### STANDEGE TUNNEL GOES ELECTRIC

Britain's longest canal tunnel, the 5700 yard Standedge on the Huddersfield Narrow Canal, is to be equipped with two innovative electric tugs as part of the restoration programme.

As well as pulling up to four narrowboats through the tunnel, each tug will carry up to 40 passengers as part of the much feted Standedge Experience.

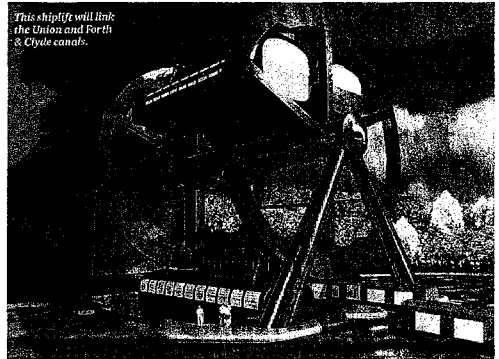
Conventionally powered boats were ruled out because of the danger of fumes building up in the tunnel, a problem exacerbated by the diesel Transpennine Express trains speeding through the interlinked railway tunnels.

The tugs display the very latest in trip boat design. Their smooth lines, glass-topped roofs, and forward steering are complemented by high-intensity lamps to light the passage through the tunnel. The journey itself, however, is a step back in time - there are parts

of the tunnel that have not changed for 200 years. Several waterfalls cascade down the ventilation shafts, and with almost 40% of the tunnel remaining unlined, the bare rocks are still etched with the original chisel and blast marks.

Yet there will be some differences. Today's cruising narrowboats sit higher in the water than the fully-laden working boats which once passed through Standedge; consequently, British Waterways are reducing the water level by 10in. Before this can be carried out, there are decades of rockfall and silt to dredge away. Work will start in January, giving over two years to restore the tunnel before the scheduled opening date of April 2001.

*And, finally, New Civil Engineer on 8th October, published the accompanying illustration of the proposed boat lift on the Millennium Link, the Forth and Clyde Scheme. I can't help but think this is something of an artists impression!*



*This ship lift will link the Union and Forth & Clyde canals.*

Forthcoming lectures at Saddleworth Museum, High Street, Uppermill. Tel: 01457 874093



A Civic Trust lecture on  
11th March, 1999 at 7.30pm.  
Small charge for admission.

### STANDEGE TUNNEL

by  
ALAN TURNER - Ove Arup & Partners

*The return of the tunnel to use by boats;  
accompanied by many fascinating slides.*

### Saddleworth Historical Society

An Historical Society lecture on  
14th April, 1999 at 7.30pm.  
Admission is free, but you will be  
encouraged to join the Society!

### CANALS TO CASTLEFIELD

by  
JOHN FLETCHER  
Chairman of NW Region IWA

## HUDDERSFIELD NARROW CANAL First BW User Group Meeting

The first of regular bi-annual user group meetings took place on November 10th at Marsden Mechanics Hall. Users represented were canal societies, anglers, cyclists, boat clubs, trip boat operators and walkers, not only from our Canal but also people from other nearby waterways who will be affected by the restoration.

BW were represented by Tom Rowe, Senior Project Manager, Colin Thompson, Project Engineer (Construction), Mike Marshall, Project Engineer (Planning) and Steve Griffiths, fisheries officer. Also in attendance was Amanda Topping, doing a customer care act with plentiful tea, coffee and biscuits.

Tom introduced the team and explained how they fitted into the restoration package. He detailed the Marsden set-up of 12 staff and 10 operatives, their proposal for "secondary restoration" of the already completed bits to be ready at the same time in 2001, and the gains to be made by the whole of the canal corridor in exchange for £31m and a lot of effort from a lot of people. He waxed lyrical about our major feature, Standedge Tunnel and said that to describe it as the Channel Tunnel of its day was a gross understatement. It was almost a miracle.

Mike Marshall then described the solutions to the five major blockages at Stalybridge, Standedge Tunnel, Slaithwaite, Bates and Sellers with a series of interesting diagrams and slides.

Colin Thompson finished the first session with a (very) brief description of the programme for secondary restoration outside the 20 'sexy' schemes and the current ideas for future maintenance involving a full-time team of about a dozen workmen, operating on the well-tryed "lengthsman" principle.

Colin finished the first session with a shopping list of proposed facilities, supporting a Class 2b cruising canal, such as sewage disposal, landing stages, moorings, water points, adequate water supply and water depth, good towpath standards, proper manning.

A question session covered sanitary stations, marinas (possibly 2), toilet facilities (user needs have to be established first, chicken and egg

situation), boat lengths and, of course, cycling! A long discussion and clearly a subject that will crop up again. We were surprised to learn that BW will soon be putting up signs and barriers to prevent cycling on the narrower, more hazardous towpaths on the Huddersfield Narrow!

After a coffee break the meeting resumed with a talk from Colin Thompson on the proposed future operation of Standedge Tunnel following months of deliberations, in a working committee, leading to the final recommendations. Needs of users was the starting point but many other factors were taken into consideration such as: current risks, risk reduction, methods of operation, implications on design. These broke down into such matters as silt disposal, demarcation with Railtrack, private and hire boats, Experience trips, short through trips, festival peaks, special events, hazards atmospheric, poor visibility, collisions with walls or boats, rail hazards, fire, sinking, power failure, breakdown. Boat Rage! Water surge, water shortage, evacuation. Ventilation, restricting access to rail tunnels, etc., etc.

The favoured solution is an electric tug pulling four (max) boats, all boaters in the tug with glass roof, public address and refreshments! Boats fastened by patent tow bars, probably with inflated fender tubes or similar. Tunnel sides will be trimmed of sharp edges and have fixed fenders where necessary. These alone could cost £250,000. A charge will be made, probably £20 plus. Against the cost of the Rochdale Nine (£30 plus) this would be fantastic value for the experience alone.

*See letter and reply in "Letters to the Editor". Ed.*

Another question session followed which was very supportive, dealing with several worries about the tunnel.

Finally Steve Griffiths gave the anglers some good news about a BW offer of part-funding for stocking the canal with some non-native species.

BW were thanked for promoting the user group. The next meeting will probably discuss progress (of actual work, hopefully!) and Standedge Experience.

Ken Wright.

# HCS Council Members

## HUDDERSFIELD CANAL SOCIETY LTD

239 Mossley Road  
Ashton-under-Lyne  
Lancashire OL6 6LN

General Secretary: Frank Smith

Tel: 0161 339 1332

Fax: 0161 343 2262

E-Mail: [hcs@hcanals.demon.co.uk](mailto:hcs@hcanals.demon.co.uk)

### *Chairman*

**David Sumner**  
4 Whiteoak Close  
Marple  
Stockport  
Cheshire SK6 6NT

Tel: 0161 449 9084

### *Vice-Chairman*

**Trevor Ellis**  
20 Batley Avenue  
Marsh  
Huddersfield  
HD1 4NA

Tel: 01484 534666

### *Treasurer*

**John Sully**  
5 Primley Park Road  
Leeds  
West Yorkshire  
LS17 7HR

Tel: 01132 685600

### *West Side Social Chairman*

**Jack Carr**  
19 Sycamore Avenue  
Euxton  
Chorley  
Lancashire PR7 6JR

Tel: 01257 265786

### *HCS Restoration Ltd*

**Keith Gibson**  
Syke Cottage  
Scholes Moor Road  
Scholes  
Holmfirth HD7 1SN

Tel: 01484 681245

### *Membership Secretary*

**Josephine Young**  
HCS Ltd  
239 Mossley Road  
Ashton-under-Lyne  
Lancashire OL6 6LN

Tel: 0161 339 1332

### *Festivals Officer*

**Brian Minor**  
45 Gorton Street  
Peel Green  
Eccles  
Manchester M30 7LZ

Tel: 0161 288 5324

### *Press Officer*

**Alec Ramsden**  
16 Edgemoor Road  
Honley  
Huddersfield  
West Yorkshire HD7 2HP

Tel: 01484 662246

### *Sales Officer*

**Pat Riley**  
1 Warlow Crest  
Greenfield  
Oldham  
Lancashire OL3 7HD

Tel: c/o 0161 339 1332

### *Editor - Pennine Link*

**Ken Wright**  
Bridge House  
Dobcross  
Oldham  
Lancashire OL3 5NL

Tel: 01457 873599

### *Boats Officer*

**Vince Willey**  
45 Egmont Street  
Mossley  
Ashton-under-Lyne  
Lancashire OL5 9NB

Tel: c/o 0161 339 1332

### *Special Events Co-ordinator*

**Alwyn Ogborn**  
10 Rothesay Avenue  
Dukinfield  
Cheshire  
SK16 5AD

Tel: 0161 339 0872

### *Company Secretary*

**John Fryer**  
c/o Ramdens Solicitors  
Ramsden Street  
Huddersfield  
HD1 2TH

### *General Member*

**Allen Brett**  
31 Woodlands Road  
Milnrow  
Rochdale  
Lancashire OL16 4EY

Tel: 01706 641203

### *General Member*

**Keith Noble**  
The Dene  
Triangle  
Sowerby Bridge  
W. Yorkshire HX6 3EA

Tel: 01422 823562

### *General Member*

**Gay Quilter**  
12 Shaw Hall Close  
Greenfield  
Oldham  
Lancashire OL3 7PG

Tel: 01457 872526

## HCS Restoration Ltd (*Canal Projects*)

239 Mossley Road  
Ashton-under-Lyne  
Lancashire  
OL6 6LN

Tel: 0161 339 1332  
Fax: 0161 343 2262

*Managing Director:* S. Whitby  
*General Manager:* J. McLoughlin  
*Technical Section:* R. Gough  
*Administration:* P. McLoughlin

## Loxvend Ltd (*HCS Sales*)

239 Mossley Road  
Ashton-under-Lyne  
Lancashire  
OL6 6LN

Tel: 0161 339 1332  
Fax: 0161 343 2262

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

- 2501 Mr Gatenby, [REDACTED]
- 2502 Mr Thorpe, [REDACTED]
- 2503 Mr & Mrs Taylor, [REDACTED]
- 2504 Mr & Mrs Sisson & Wilkinson, [REDACTED]
- 2505 Mr Lee, Audenshaw, [REDACTED]
- 2506 Mr Godwin, [REDACTED]
- 2507 Dr White, [REDACTED]
- 2508 Mr & Mrs Carter, [REDACTED]
- 2509 Mr Bromley, [REDACTED]
- 2510 Mr & Mrs Phelps, [REDACTED]

**WEST SIDE MEETINGS**

- Wednesday 13th January 1999 General Meeting at the Tollemache Arms, Mossley, 8.00pm
- Wednesday 10th February General Meeting at the Tollemache Arms, Mossley, 8.00pm
- Wednesday 10th March General Meeting at the Tollemache Arms, Mossley, 8.00pm

**BACK ISSUES**

10, 24, 25, 26, 31, 33, 34, 36, 38,  
41, 42, 43, 46, 47, 48, 49, 52, 54,  
55, 56, 58, 59, 64, 65, 66, 68, 69, 70  
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*Solution to Crossword No. 23:* ACROSS: 1. Manchester Docks 8. Ribble 9. Canada  
10. Grebe 11. Oundle 13. Thrift 15. Jeties 16. America 18. Neighs 21. Marina 23. Eagle  
24. Inland 25. Rialto 26. Newdigate Canals. DOWN: 1. Marston Junction 2. Naburn 3. Emerge  
4. Trowell 5. Rocket 6. Coaler 7. Stanstead Abbots 12. Leigh 14. Hyena 17. Tugboat 19. Inflow  
20. Seadog 21. Metric 22. Italia.

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