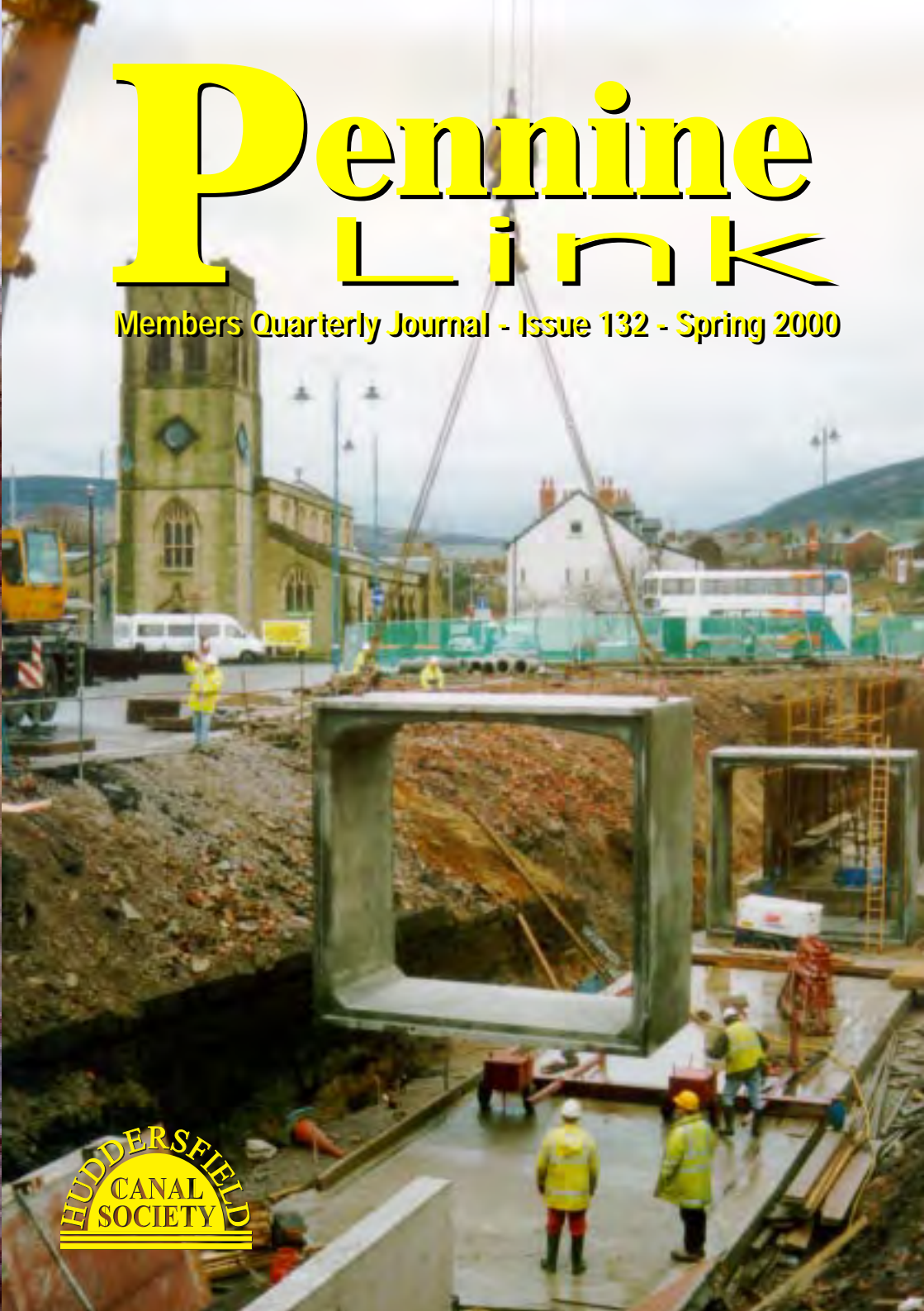


# Pennine Link

Members Quarterly Journal - Issue 132 - Spring 2000



HUDDERSFIELD  
CANAL  
SOCIETY

# Huddersfield Canal Society Ltd



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*The opinions expressed in Pennine Link are not necessarily those of the Huddersfield Canal Society.*

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# Pennine Link

Spring 2000 Issue 132



**Armentières Square**  
Restoration Progress



**Harwood's Thames**  
The Last Stage



**Crickhowell Castle**  
The Last Wife's Tale



**Slaithwaite Church**  
Canal Postcards

## Northern Canals Association 6

Chairman Keith Gibson reflects on last years meetings and the forthcoming programme.

## HCC Report 8

Project Director Alan Stopher gives a round-up of the astonishing progress in restoration.

## Canal Postcards 32

The penultimate installment of Trevor Ellis' series on postcards of the Huddersfield canals.

## The Wife's Tale 34

The 40th and final chapter from Anne Wright's journal of boating holidays.

## Canal Camps 43

How to get involved with the restoration work of the Waterways Recovery Group.

## Harwood's Thames 44

John Harwood concludes his eventful voyage along England's great river.

## Colne Valley Walks 48

Fascinating, 'off the beaten track', guides to two walks in the Colne Valley.

## Editorial 4

## Chairman's Report 5

## Crossword - 28 39

## HCS Council News 40

## IWA News 42

## HCS Volunteers 46

## What the Papers Say 49

## Letters to the Editor 52

## AGM Notification 54

**Front Cover:** The first 22 tonne box culvert sections are hoisted into position for the new bridge which will carry Armentières Square service road. The new Lock 6W is taking shape beyond with steel reinforcement in evidence.

**Back Cover:** British Waterways dredging equipment at Greenfield in readiness for work to start on the section between High Street, Uppermill, and Mann's Wharf. Arrangements have been made for the adjacent North West Water site to accept the dredgings.



## Editorial



We are in times of great change! The valleys are buzzing with comment about the rapid progress on major restoration schemes - "Aren't

*they doing well at Wool Road?" "Have you seen Stalybridge lately?"* The local populace are getting quite excited at the prospects for the future and restoration is now chugging along like a well-oiled machine. Hence, more photographs and less words again this Issue, to keep you all "in the picture"!

In the various meeting rooms there is still plenty going on. With immediate reference to restoration are regular consultation meetings along the line with interested bodies and local residents. Standing further back are planning meetings to discuss operation and maintenance of the re-opened cut and the Standedge Visitor Centre. And the good news is that the Society looks to have a positive role in all this - see comments in other articles in this Issue. One probable outcome will be a binding relationship between ourselves and British Waterways which will be unique and a forerunner, hopefully, for more of its kind.

One spin-off from all this "organising" is the need for continuing volunteer help. Festivals, trip boats, dredging, canal-side maintenance, tunnel operation, lock-wheeling, stewards at the Visitor Centre, taxi boat operation - all come to mind as future jobs for Society members. Over the last few years the numbers of volunteers has steadily reduced as the need lessened - but times they are a-changing!

Recruitment of volunteers is now of great importance. We need to re-create the "esprit de corps" that existed 15 years ago. We want new sweatshirts and T-shirts prominently telling people who we are, promotional stands at festivals, on or off the canal system. Come on, out there, get enthusing!

You will perhaps be surprised to hear that the hire-boat industry, or at least two of its major firms, is already making offers for reduced-cost trips BEFORE the season starts! In previous years they have at least waited 'til the end of the summer. Tells of the parlous state of the industry and the need for them to re-assess their pricing system. And to remember that canal holidays are basically camping holidays and we don't all want to pay for microwaves and hair dryers!

Which leads me on to mention the end of the Wife's Tale. 40 episodes since the one in December 1984, which began "*This is the true story of a canal voyager, not the intrepid son of the deep who captains the narrowboat, but the little lady who feeds the crew and dries them out and, from the start of her story in 1980, slowly comes to terms with the tiller and control lever*". She never did, actually, (*but I'm a dab hand at lock-wheeling! A.W.*), but thanks, Anne, for all your hard work over the years. Except for typing the rest of Pennine Link, you may now hang up your computer!

So, who's next? I am definitely on the look-out for new, regular, contributors. Have you got the gift of the gab; things you want to get off your chest? An amusing way with words? Give it a shot!

**Ken Wright**



## Chairman's Report



Restoration progress is phenomenal. Even photographs within the last issue of Pennine Link show changes; especially at Melbourne

Street, Stalybridge. One can get an update on progress from our website ([www.hcanals.demon.co.uk](http://www.hcanals.demon.co.uk)) or find the latest restoration pictures on <http://penninewaterways.co.uk/latest> However, a half day spent visiting the various sites on the ground is the best way to absorb the reality of the enormous scale of restoration work. I toured the canal on New Year's Eve. Now, some two months on, new sites have opened up, including the sensitive Slaithwaite section, and progress is evident from the photographs in this issue.

A significant and groundbreaking event is a proposed alliance with British Waterways locking in the Society to partner BW in a number of ventures on the canal, post restoration. Heads of terms have been agreed which will ensure that HCS and BW work hand in hand to operate boats with a new water taxi at Tunnel

End. But the main benefit to the canal, the Society and BW, is an agreement to jointly fund a Volunteer Co-ordination Officer to organise our volunteer workforce in tasks associated with the Huddersfield Narrow Canal and the Standedge Visitor Centre.

This Alliance Charter Agreement will give HCS volunteers a future role in tasks such as lock keeping, boat marshalling, dredging, water and vegetation control, boat control at Standedge Tunnel, water taxi crewing and any other work to be jointly agreed. As volunteer input has a financial value, HCS operating costs will be lower and BW will also gain. The main beneficiaries will be canal users who will get paid and unpaid assistance, and the local authorities should benefit from reduced annual maintenance charges. More on this and the Standedge Visitor Centre agreement in the next issue.

I look forward to meeting many of you at the Annual General Meeting on June 9<sup>th</sup> when we shall have a presentation by the Huddersfield Canal Company on restoration progress.

**David Sumner**







# Northern Canals Association



Last October I was re-elected to serve for a further three years as Chairman of the Northern Canals Association,

the informal meeting ground of the nearly 40 waterway restoration societies and groups in England and Wales north of Birmingham.

Waterway Recovery Group (WRG) arranged the March 1999 meeting of the Association at the Village Hall, West Felton in Shropshire. WRG are the volunteer restoration arm of the Inland Waterways Association. They hold week-long work camps on canals throughout the country. West Felton Village Hall is the base for their work camps on the nearby Montgomery Canal.

Speakers from WRG included Chairman, Mike Palmer, past Chairman, Alan Jervis, and Spencer Collins. They described the skills and abilities of WRG volunteers. They explained how restoration societies should prepare for a visit from WRG, how to keep volunteers and local residents happy, and, most important, what would make them want to come back to a site. Familiar faces amongst the WRG volunteers present included Bob Dewey, ex- Secretary of HCS. Details of a week's hard labour and socialising at camps this year are available from WRG Canal Camps, PO Box 114, Rickmansworth, or you can telephone 01923 711114, or see the web site at [www.wrg.org.uk](http://www.wrg.org.uk) (also the article on page 43!)

Delegates to the October meeting of the Association filled the meeting room of the Ribble Link Centre at Preston Docks to overflowing. Cliff Fazackerley, Chairman of

the Ribble Link Trust, and Richard Spalding, Divisional Director of consultants Bapties, described the Ribble Link project. They explained how the Trust had developed the scheme, and then promoted the idea to the local authorities, British Waterways and funding bodies. Like the completion of the Huddersfield Narrow, the Ribble Link is the subject of a large Millennium Commission grant. The Link will connect the isolated Lancaster Canal to the main waterway network by joining the canal to the estuary of the River Ribble. Depending on the state of the tide, boaters will be able to reach the Ribble Link by crossing the estuary from Tarleton on the Rufford Branch of the Leeds & Liverpool Canal.

In the afternoon, Derek Cochrane, British Waterways Regional Director North West, spoke about BW's proposals for a Waterway Trust, and a suggested Membership Scheme. His enthusiasm for the proposed Trust and for restoration of the waterway network shone through his interesting, informative and entertaining talk.

Earlier, the June meeting of the Association at the Market Tavern, Elsecar in South Yorkshire was a day-long discussion of the problems facing the Barnsley Canal Group. The Barnsley Canal runs from the Aire & Calder at Wakefield to Barnsley. Although much is still in water, new roads and buildings have obliterated significant parts, and the canal will be no easier to restore than the Huddersfield. The Dearne and Dove Canal made an end-on connection with the Barnsley Canal, and linked it to the Sheffield & South Yorkshire Navigation at Swinton. Large-scale redevelopment has removed so much of the canal that restoration will require major diversions. However, the two canals are an important

missing link in the waterway system. If reopened, they would recreate a "Yorkshire Ring" of waterways that would help regenerate an area which lost its *raison d'être* with the closing of the coalmines.

The Canal Group started well with plenty of early publicity, and then developed a volunteer project to restore a branch of the Dearne & Dove Canal at Elsecar alongside what is now the Elsecar Heritage Centre. But apart from the continuing volunteer work at Elsecar, they made no further progress. As I once unkindly remarked at a Northern Canals Association meeting, the Group was stuck in the mud at Elsecar. Worse still, the local authorities regarded them as a bunch of well meaning amateurs.

It was clear that the Barnsley Canal Group's situation was serious. The contrast between them and the confidence and ambitions of, for instance, the Chesterfield Canal Trust, and the Grantham or the Derby societies (and even HCS!) was apparent to all at the meeting. The Group seemed to have relied on too few people to be able to develop a strategy to seize opportunities and move forward. They had made few key contacts with the local authorities. They had no projects in mind to follow on from Elsecar. Moreover, attempts to persuade the local authorities that they should embark on the multi-million pound task of restoring all of the canals had failed.

I don't know whether the Association's meeting was a success or a monumental failure. It was significant in bringing to a head the differences of opinion within the Barnsley Canal Group. Subsequently Alan Hall decided it was time to step down as Chairman. He had bravely soldiered on for years keeping the group together when good news was thin on the ground.

The Council of Management was divided. Apparently, some members thought that the way forward was to continue lobbying of the local authorities. Others thought that

was unlikely to achieve their aims. They believed the Group must show credibility by pressing on as quickly as possible with the volunteer work at Elsecar, but at the same time they should develop partnerships to carry out other projects. Several members of the Council of Management resigned. At a meeting of the remaining members on 4 January, new members were co-opted.

An Extraordinary General Meeting of the Group was held on 7 February. I was asked to Chair the meeting as Chairman of Northern Canals Association because the new Council of Management had not then elected a Chairman.

The meeting was very well attended. I felt that there was a new urgency to the Group and a keenness to move on. There is a great deal of experience and knowledge within the network of the Northern Canals Association that they can tap into. And they have been exceptionally lucky. Following a promise of help made by Regional Director Ian White at the June meeting, British Waterways have now carried out a desk top study of the benefits that restoration of the canals would bring about. Aire & Calder Manager, Steven Tallboys spoke enthusiastically about this at the meeting, explaining the substantial economic benefits predicted. An independent report such as this could be the key to real progress and gives the Group, and new Acting Chairman Joseph Rowntree, the chance to make a new start.

Three meetings of the Association are planned this year. In March we are to see proposals by the Burslem Port Project to restore a basin off the Trent & Mersey Canal, and the Caldon Canal Society's plans to restore arms of the Caldon Canal. In July we will walk along the route of the Derby Canal and in October visit the Grantham Canal.

**Keith Gibson**



# Huddersfield Canal Company Report



Since my last report, work has continued apace on all the sites.

Once more, a selection of photographs will give members a flavour of the activity along the whole canal.

At **Stalybridge** the new lock 6W is starting to rise from the large excavation in Armentières Square and the service road bridge immediately downstream has taken shape using pre-cast concrete units. Sections of new channel have been formed either side of Melbourne Street and some box culvert units have already arrived for the new bridge at Back Melbourne Street. The new canal is also taking shape through the Delta site in conjunction with the developers work on the new bridges. At Mottram Road the 'town' end of the box culvert is well-advanced and a sheet pile cofferdam has been installed at the upstream end of lock 7W and excavation for the head chamber is well underway.

At the other end of Stalybridge, arrangements have been made for the relocation of the motor spares business from Castle Street and entry has been established onto all the other land needed for the remaining phase of work between Back Melbourne Street and Staley Wharf. Demolition of the Castle Hall sports hall will start shortly.

This whole project has regeneration at its heart and it is pleasing to see that redevelopment of this Victorian town is continuing apace. The refurbished Sunday

School and adjoining new-build flats for the frail and elderly are now well advanced. The Delta site is being transformed with an October 2000 date in prospect for the supermarket opening. The new owner of the warehouse on Market Street has started work on repairing brickwork. A developer is preparing plans for the Longlands Mill/Castle Street area with the likelihood of a much-enhanced waterfront.

Concrete channel and wall repairs are continuing at **Division Bridge Aqueduct** and British Waterways have delivered two sets of dredging equipment to start the dredging work between **Mann's Wharf and High Street**. This is being combined with a separately funded English Partnerships scheme via Oldham Council to dredge from Division Bridge to Mann's Wharf. The silt will be placed on the North West Water site at Greenfield which is conveniently adjacent to the canal.

The contractor's initial exploration at **High Street Bridge** at Uppermill has revealed the walls of the original bridge. It is too early to say whether the walls are sufficiently structurally sound to be used in the restoration, but they provide possibilities for minimising traffic disruption in the village. Work is planned to start in late February with resources concentrating on excavating the old bridge from the lock side. Local people have been kept informed at recent meetings and a further meeting is planned when the outcome of the bridge investigation work is known.



A contract for repairs to Old Sag Aqueduct has been let to DCT Civil Engineering Ltd and work is planned to be finished before Easter.

Work is on programme at **Wool Road**. The new bridge is structurally complete and being stone clad. It won't be long before the road is surfaced and traffic diverted onto the bridge. Lock 24W has been excavated entirely and measurements made for the new lock gates.

At **Standedge Tunnel** removal of debris has reached around 3100m in from the Diggle portal and 700m in from Tunnel End Marsden. Following behind the desilting process, installation of rock bolts continues and less competent sections of bare rock are being stabilised by means of mesh and sprayed concrete lining. Almost all work is complete as far as Cote Pit Shaft, 1km in from the Diggle portal.

Work has now started in earnest in **Slaithwaite**. The replacement car park is nearing completion and the temporary 20mph one way system around the village has been installed. Tree felling is complete between the newly cleaned Globe Mill and Platt Lane and the well-known cherry trees along Carr Lane will be just a memory by the time you read this article. Plans are being made to have a folding screen for use in displays in the village's community buildings made out of the better pieces of timber as part of the arts project.

As I write, work is starting on the excavation for the new bridge at Britannia Road. This will be built in two phases to allow continuity for traffic entering the village. The tail of Lock 22E has also been excavated so as to establish how the new channel will link with the existing stone work of the Lock. Site clearance is also

underway downstream of Platt Lane near the contractor's compound. Liaison meetings with representatives of the residents and business community, the engineers and contractors are continuing to keep people informed.

At **Lees Mill Bridge**, a diversionary route has been provided across the canal and alongside the Grosvenor Chemicals plant, and the old flat decked bridge has been removed. Construction of the new **Holme Mill Bridge** is well advanced with the main concrete box formed. Damming and pumping out of the canal has enabled excavation of the channel, towpath and infill to the **Golcar Aqueduct** arch to be completed and the first strengthening concrete pour has taken place. A diversionary road at **Mark Bottoms Bridge** has enabled continuous access to the busy local mills whilst the remains of the original bridge have been removed.

In Huddersfield, at **Sellers**, the main lengths of sheet piled walls are virtually complete and good progress has been made with the capping structure which will eventually take the roof of the new tunnel. Excavation of the earth from between the piles has been started from the Chapel Hill end. Access continues to be maintained within the Sellers complex so that Sellers Engineers can continue their business.

At **Bates** work is drawing to a close on the Yorkshire Water's deep sewer diversion in Queen Street South. The road is now reopened to single file traffic with lights and will be fully reopened before the end of February. Piling in the teasing shed is close to completion.

Barely a day passes without some new enquiry about the project. Information is made freely available to all and sundry in

the interests of the project and the canal restoration movement in general. You will have received the sixth newsletter with the last *Plink*. Information boards are being designed for location beside the engineering works. Filming for the Company's video continues.

Interest in the project through the internet is increasing. As well as visiting the official project website on [www.hcanals.demon.co.uk](http://www.hcanals.demon.co.uk), [www.penninewaterways.co.uk](http://www.penninewaterways.co.uk) is well worth a look as it carries many up to date digital photographs of work in progress.

Jackson Quigg Associates of Hipperholme, Halifax are making good progress with promoting the arts project and planning the programme and seeking match-funding.

With little more than a year to go to the re-opening of the canal, work is making great progress on all fronts. The construction work is being ably managed by the

three local authorities and British Waterways, so I now need to start to develop ideas about opening celebrations in consultation with all the partner organisations and the Canal Society in particular. Those of you who take to the inland waterways in the Spring, can whet your appetite with the thought that the network for next year's cruising season will include the Huddersfield Narrow.

**Alan Stopher**





**Above:** Drama in Stalybridge. The first 22 tonne box culvert sections are hoisted into position for the new bridge which will carry Armentières Square service road. The new Lock 6W is taking shape beyond with steel reinforcement in evidence. Buses are temporarily using new stops in Trinity Street. The original canal wall is visible on the left, but will be buried once more to enable the new structures to span the canal.

**Above Left:** Line of box culvert units for the new Back Melbourne Street bridge. They have been temporarily off-loaded pending arrival of the special end units which will be chamfered to take account of the slight 'skew'. The warehouse on the left is being refurbished externally by its new owner.

**Below Left:** Constructing the new concrete channel between Melbourne Street and Back Melbourne Street. The steel joist which was used to extend the Melbourne Street bridge on this side will be removed as the street is now pedestrianised. It is planned to build a new stone stone parapet in the style of the wall facing Armentières Square, which was pictured on the cover of the last issue of Pennine Link.

**Below Right:** New Lock 6W in Armentières Square. Tameside MBC engineers inspect the good quality finish of the reinforced concrete walls. The pipes are inlets from the ground paddles which will be situated above.



## Stalybridge





**Above Left:** From the bottom of the excavation in Armentières Square, the new Lock 6W structure is taking shape. The steel reinforcement in the foreground is for the tail gate area base.

**Below Left:** Immediately upstream of Trinity Street, the first section of concrete canal channel base slab within the Delta site is taking shape. This is where the original Lock 6W was located. The service bridge between the car parks is being built in the middle distance. The Tesco site will be built in the distance on the right.

**Above Right:** Within the Delta site there will be three service bridges across the canal. This one will be for vehicles crossing between the car parks on either side. The canal curves slightly and will pass to the right of the old canal mill in the right distance.

**Below Right:** 'Rawmat' - High Density Bentonite matting being applied to sections of the re-excavated canal within the Delta site. This technique is being used to produce a waterproof canal liner where there is sufficient original puddle clay to act as a base.



# Stalybridge







**Above Left:** Reinforced abutments being constructed for the service bridge which will carry delivery vehicles over the canal to the back of the Tesco supermarket. Mottram Road bridge is being constructed in the middle distance.

**Below Left:** Wing wall construction underway at Mottram Road bridge. Before long, traffic will be switched on to the new section of bridge and construction of the upstream section will start.

**Above Right:** Inside the first phase of the new tunnel under Mottram Road. The old bridge hole did not have a towpath whereas the new one will. Also visible is the pipe installed to maintain a water flow.

**Below Right:** Inside the deep sheet pile coffer dam at the head of Lock 7W beside Mottram Road. This lock needs to be extended by about one third of its length as the tail is too close to the widened carriageway. The original lock structure is being exposed by the excavation.



## Stalybridge





**Above Left:** Downstream end of Division Bridge aqueduct with defective concrete cut away. This concrete channel was installed at least 30 years ago.

**Below Left:** British Waterways operatives erect shuttering to make minor concrete repairs to the existing channel at Division Bridge aqueduct.

**Above Right:** Tunnel End Marsden showing centrifuge equipment and temporary settling lagoons within the canal. Temporary lights are visible in the tunnel itself. The skips on the right are used to dispose of the solid matter to licensed tip.

**Below Right:** British Waterways dredging equipment at Greenfield in readiness for work to start on the section between High Street, Uppermill, and Mann's Wharf. Arrangements have been made for the adjacent North West Water site to accept the dredgings.



## Division Bridge Greenfield Tunnel End



**Above Left:** A start is made on removing the road for the first phase of building Britannia Road bridge. The canal will cross from left to right.

**Below Left:** View from the Globe Mill car park towards Platt Lane with the tail of Lock 22E exposed. The footpath is now closed and trees which will be affected by the canal works have been felled. The new winding hole will be in the middle distance.

**Right:** Excavation has revealed the tail of Lock 22E in the middle of Slaithwaite village. This lock has been buried adjacent to the car park for around 30 years. The excavation will enable engineers to design the transition from the restored lock to the new concrete channel downstream. The imposing Globe Mill has recently been stone cleaned as part of Kirklees Council's Heritage Economic Regeneration Scheme.



## Slaithwaite





**Above Left:** The new Holme Mill Bridge with the basic box culvert complete and formwork erected to cast the integral towpath.

**Middle Left:** The remains of Mark Bottoms bridge at Stoney Battery between Milnsbridge and Longroyd Bridge.

Just visible in the flooded excavation are the reinforcement bars at the base of a new section of wingwall. The access to the mills is via a temporary roadway off the picture and to the right

**Below Left:** The old Lees Mill bridge has been removed and dams formed to allow pumping out of the short length of canal. The dam in the distant right carries the diverted farm access and bridleway. The temporary fencing is suffering in the high winds.

**Above Right:** The sheet pile coffer dam downstream of Golcar Aqueduct is keeping the site dry despite heavy rain in January and February. Beyond the dam, the aqueduct has been excavated down to the masonry arch including removal of the towpath. The mill buildings behind are on Britannia Road.

**Below Right:** The excavated Golcar Aqueduct with the top of the arch visible on the right. Either side of the arch, concrete has been poured to start the 'saddle'.



Holme Mill Bridge  
Lees Mill Bridge  
Mark Bottoms Bridge  
Golcar Aqueduct







Sellers Engineering  
Bates & Co.



**Above Left:** The first section of tunnel exposed at Sellers Engineering. The sheet piles will shortly be extended towards Chapel Hill, which is behind the camera.

**Below Far Left:** A mini excavator is being used to remove the earth from between the sheet piles at Sellers. The heavy joists and props hold the piles apart until the base slab of the tunnel is constructed.

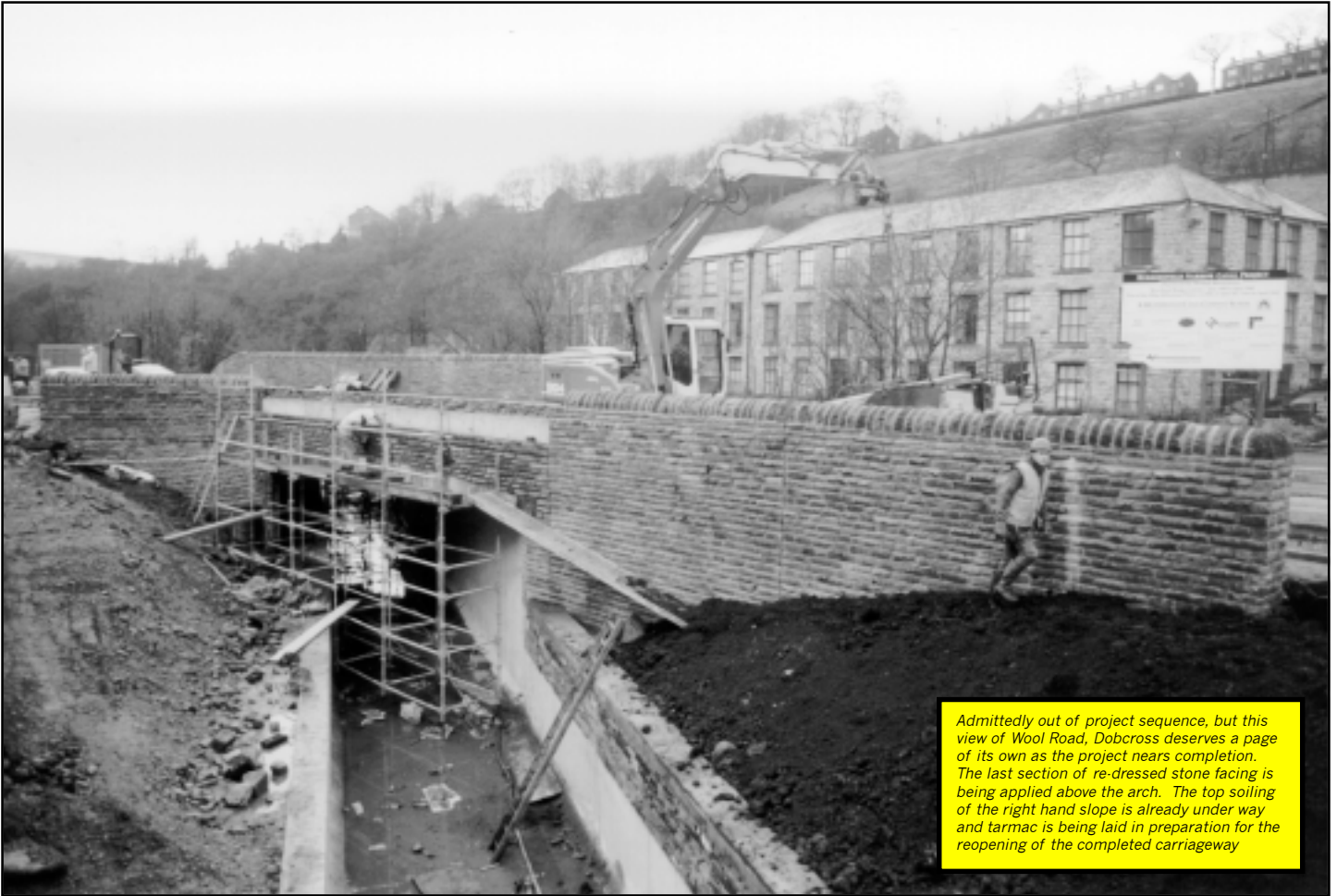
**Below Left:** Half way along the Sellers site, this picture shows the completed capping beams and cross members above the twin sheet pile walls of the future tunnel. The upstanding sheet piles indicate the location of the ventilation shaft. The two storey building in the middle distance houses the grinding and electricians' shops which are on the line of the canal. A replacement building will be erected this year to the right of the photograph.

**Above Right:** Preparatory excavation for the final lengths of sheet piling to join up to Chapel Hill. To the right of the excavator is the remaining right hand chamber wall of Lock 3E. The left hand chamber wall will have to be removed to tie in the tunnel piles on the new canal alignment.

**Below Right:** Part of the piling rig equipment within Bates & Co. Mill teasing shed. The bracing on the left is to compensate for the removal of a substantial section of wall.



All photos: Alan Stopher except where credited



*Admittedly out of project sequence, but this view of Wool Road, Dobcross deserves a page of its own as the project nears completion. The last section of re-dressed stone facing is being applied above the arch. The top soiling of the right hand slope is already under way and tarmac is being laid in preparation for the reopening of the completed carriageway*

# Tameside Canals Festival 2000



Though we are now well into March and it still feels like Winter, a new Festival season will soon be upon us. Sadly, owing to the restoration work now underway at Uppermill, there will be no Saddleworth Festival this year. However, preparations are well underway for the Tameside Canals Festival, now in its twenty-third year!

As usual, the Festival is sited at Portland Basin, Ashton-under-Lyne and will take place on 14th - 16th July.

With the traditional attractions of highly decorated canal boats, a craft marquee, a Festival of Dance and excellent evening entertainment from Fivepenny Piece and Smokey City Jazz Band, the Festival is a great day out for all the family. For those of you Internet-connected, you can keep up to date with developments at [www.cboat.freeseve.co.uk](http://www.cboat.freeseve.co.uk).

While you are at the Festival, why not visit the newly rebuilt Portland Basin Museum for a fascinating look at Tameside's history and the lifestyles of previous generations. And entrance is absolutely free!

## **Festival Contacts:**

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Oldham  
OL2 7DZ

*Tameside Festival 1999*



Liz Rushton

# The Stamford Group



The Stamford Group are delighted to be associated with the Huddersfield Canal Society and wish them continued success

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# Restoration Progress - Spring 2000

- 20 **Stalybridge Town Centre**  
'Excavation of old canal line with new locks and bridges'  
Work in progress - completion February 2001
- 19 **Scout Tunnel**  
'Internal repairs'  
Included in the Standedge project - completion April 2001
- 18 **Division Bridge Aqueduct**  
'Structural repairs'  
Work in progress - completion March 2001
- 17 **Mann's Wharf to Frenches**  
'Dredging'  
1st Quarter 2000 to 2nd Quarter 2000
- 16 **Frenches to High Street**  
'Dredging'  
1st Quarter 2000 to 2nd Quarter 2000
- 15 **Lock 21W to Wool Road**  
'Dredging and lock repairs'  
Work completed July 1999
- 14 **High Street Bridge & Wade Lock**  
'New navigable culvert and repairs to lock'  
1st Quarter 2000 to 1st Quarter 2001

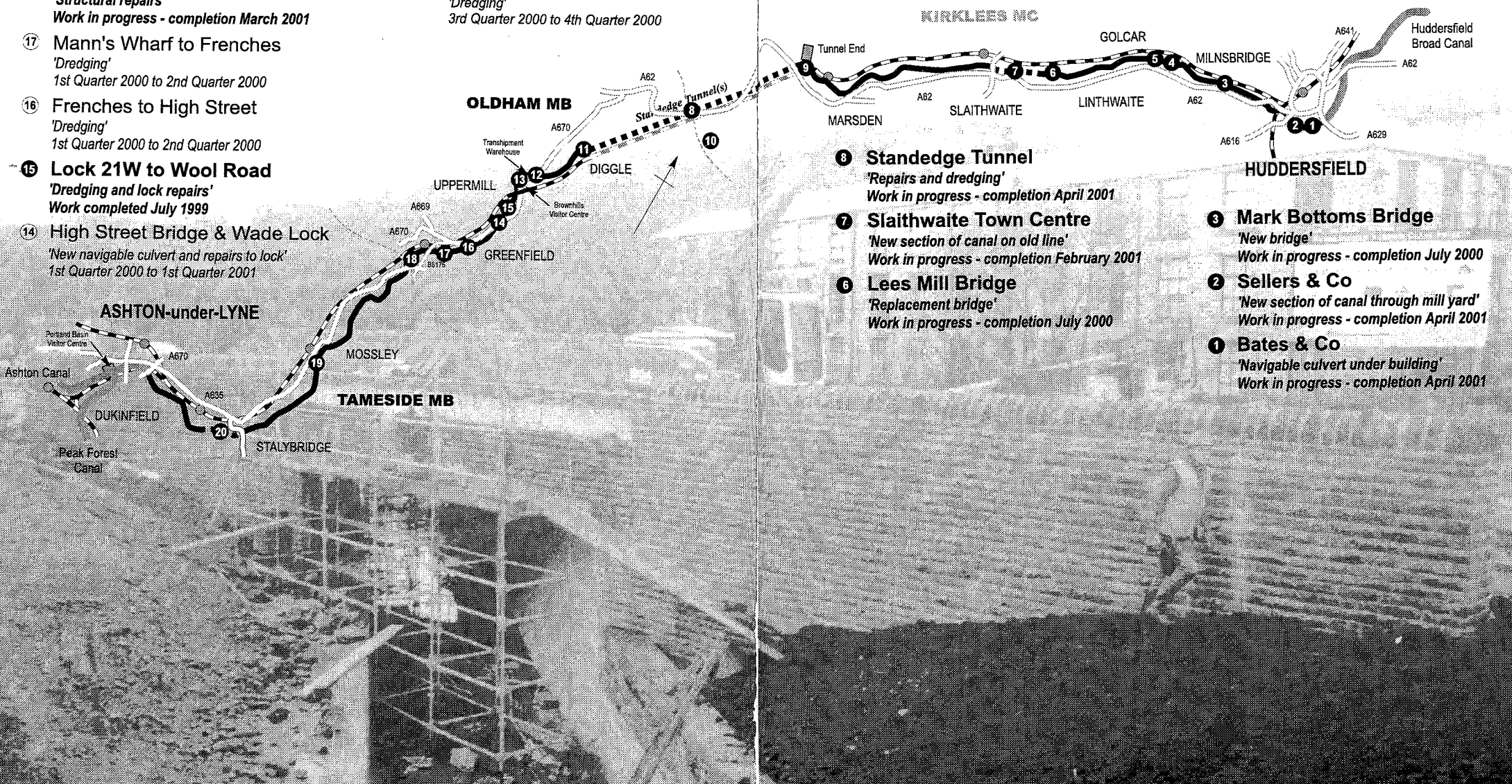
- 13 **Old Sag Aqueduct**  
'Structural repairs'  
Work in progress - completion April 2000
- 12 **Wool Road Bridge & Lock 24W**  
'New navigable culvert and repairs to lock'  
Work in progress - completion April 2000
- 11 **Lock 32W to Ward Lane**  
'Dredging'  
3rd Quarter 2000 to 4th Quarter 2000

- 10 **Water Supply Works**  
'Improvements to canal feeders'  
1st Quarter 2000 to 3rd Quarter 2000
- 9 **Standedge Experience**  
'Visitor/Heritage Centre'  
2nd Quarter 2000 to 1st Quarter 2001

- 5 **Holme Mill Bridge**  
'Replacement bridge'  
Work in progress - completion July 2000
- 4 **Golcar Aqueduct**  
'Structural repairs'  
Work in progress - completion July 2000

- 8 **Standedge Tunnel**  
'Repairs and dredging'  
Work in progress - completion April 2001
- 7 **Slaithwaite Town Centre**  
'New section of canal on old line'  
Work in progress - completion February 2001
- 6 **Lees Mill Bridge**  
'Replacement bridge'  
Work in progress - completion July 2000

- 3 **Mark Bottoms Bridge**  
'New bridge'  
Work in progress - completion July 2000
- 2 **Sellers & Co**  
'New section of canal through mill yard'  
Work in progress - completion April 2001
- 1 **Bates & Co**  
'Navigable culvert under building'  
Work in progress - completion April 2001





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# Huddersfield Canals on Postcards

This is the penultimate article in the series and is a mixture of views from around the canal that have not fitted into any previous article.

First, on the west side, a view of “Scout Rock, Mossley” by F.W.Smith Newton, Hyde. This looks eastwards from the head of Lock 10W and shows a far more open view than that of today. It was posted in May 1905. There is at least one similar view around, and I seem to remember seeing the reverse view in one of our publications many years ago, though I have yet to find the card.

“Slaithwaite Church” by Lilywhite Ltd., was produced for local stationer, J.A.Briggs. Lilywhite were a national producer of cards between the wars, based in Sowerby Bridge and later Brighouse. The card shows the head of Lock 23E with a number of buildings in the background, some of which have now

disappeared. One of these buildings was the Dartmouth Arms pub, which is clearly identifiable in the view. The card was posted in 1922, which may be fairly close to the actual date for the photograph.

“Canal Scene, Linthwaite” is another card from the Magalden Series, which are very common in the Huddersfield area. Despite the name, it doesn’t actually focus on the canal itself, though it appears to be taken from the lockside at Lock 19E, just below Lees Mill. Another peculiarity is that there is a photographer in the view, sitting on the towpath wall with his camera on a tripod beside him. The water in the centre is actually the River Colne; the canal can be seen as a loop in the distance bending from Lock 18E, which is in the bushes on the extreme left, and heading towards Lowestwood Mill.

**Trevor Ellis**



# 11 - Canal Views Continued



*Below Left: "Scout Rock, Mossley" by F.W.Smith Newton, Hyde, posted in May 1905.*

*Above: "Slaithwaite Church" by Lilywhite Ltd., was produced for local stationer, J.A.Briggs, posted in 1922.*

*Below Right: "Canal Scene, Linthwaite" from the Magalden Series.*





# The Wife's Tale - Part 40



*It is Thursday 21<sup>st</sup> May, 1998 and Anne & Ken, with their two dachshunds Bill and Lizzie, are on the Monmouthshire & Breconshire Canal.*

## Thursday 21<sup>st</sup> May, 1998

Woke to sun and clouds. A little cooler and a nice breeze. Another leisurely start. Walk downhill to the pleasant village of Llangattock with a large Queen Anne manor house. Soon arrived at the valley bottom and the single lane 13-arch medieval stone bridge over the river Usk. Up the other side to Crickhowell, very steep roads, to the main shopping/market centre. What a delightful place - mainly Georgian, which pleased me enormously as it is my favourite period for house architecture. A bit of shopping and wished we had a freezer on board - lamb shoulder 99p a pound (*Blow the metric!*), pork leg 96p!! Had a good look round the remains of the Norman castle set in a well kept park and the church of St. Edmunds. Reluctantly we realised that it was too early for lunch as the pubs looked really inviting, the food good and at very reasonable prices. Definitely another to "come back to".

The walk back to the boat was a bit of a pull, but after nearly a week of walking down from the canal, along the valley floor, and then up to wherever we wanted to go, we were getting rather used to it. We never walk slowly, so reckoned we were fit. Living on Nicker Brow is a good training ground! Did some more exploring of Llangattock and its church then off at 11.45.

We stopped at Castle Boats to buy an M & B brass for the collection and got talking to the owner. In course of conversation, and mentioning that we lived near the Huddersfield Narrow, he said he read Pennine Link. Of course the Editor had to be introduced. So what was only supposed to be a fleeting stop turned into a very entertaining hour. Castle Boats is very much a family concern - owner and wife, sister of the wife, daughter and son-in-law.

*Below: Typical Georgian buildings in Crickhowell*

*Right: Crickhowell Castle*

*Far Right: Castle Boats*



The boats were electric and we were given a demonstration as to how quiet they were. And how - very impressed. The boats were immaculate but unfortunately no galley at the back. Again the design was by a man. A lot of refurbishment was going on. The owner had paid for and installed recharging power points along the canal. Long moans about BW and the state of the canal. They really do come in for some stick and in a lot of cases quite rightly so.

Moored up just passed the boatyard and walked to the Exchange pub - it was getting a bit late and we were lucky to find somewhere still serving food. In some respects I wish we had stayed in Crickhowell a little longer and sampled the fare there as what we had can only be described as average.

Another long hill climb back to the boat and off. At Br.103 was the first Visitor Mooring sign we had seen. Took on water at Br.98 which was just past a sign to Lion Inn and on to Govilon BW Yard. I have a sneaking suspicion that they wanted their

location to be kept a secret for there was no sign to indicate that we had reached the Yard, certainly not on the canal side. The sanitary station was not marked and the mooring to it taken up by a deserted private boat. As Ken was very interested in their views on cycleways, and the new one leading to Brecon, we found the office, had a talk to the engineer and collected some leaflets.

Through the 'green tunnel' which is part of B.W.'s improvement work and passed Hoseason's Beacon Park Boats. Nice looking yard, buildings, etc. but not so impressed with the look of the boats and can only assume that the 'best' ones were out. Moored just beyond by the electric charging points and for once got right in. Walked the dogs down to Safeways - a little shopping and what a climb back! And we have to do it tomorrow, too, as it is on the main route to Abergavenny, where we plan to spend the day.

A good read and relax with a drink or two ended another good day. Wonder what the weather holds for us tomorrow.



## Friday 22<sup>nd</sup> May, 1998

We really should have been prepared for the rude awakening, at 4.45, by Bill wanting to go out. I had noticed that he had been eating grass the day before and that usually presages bad guts. HE, being the gentleman that he is, got up and took Bill for a walk - didn't have to go far! Back to sleep and up at 8.45. Now this seems quite wrong on a canal holiday, as regular readers will know, for usually we are up and away by 7.30am and even earlier in some instances.

After breakfast sat outside in the sun, we took the dogs for a good long walk along the tow path and then set off, without them, for Abergavenny - a good half hour walk away down a steep hill, across the valley and then up another steep hill to the town. We have really done some walking this holiday - good exercise.

Abergavenny lies beside the fast flowing River Usk, surrounded on all sides by mountains and hills; the Sugar Loaf, Bloreng and the Skirrids overlook the town. There is an annual event held at the end of March which involves the ascent of three peaks in one day. The mound of the

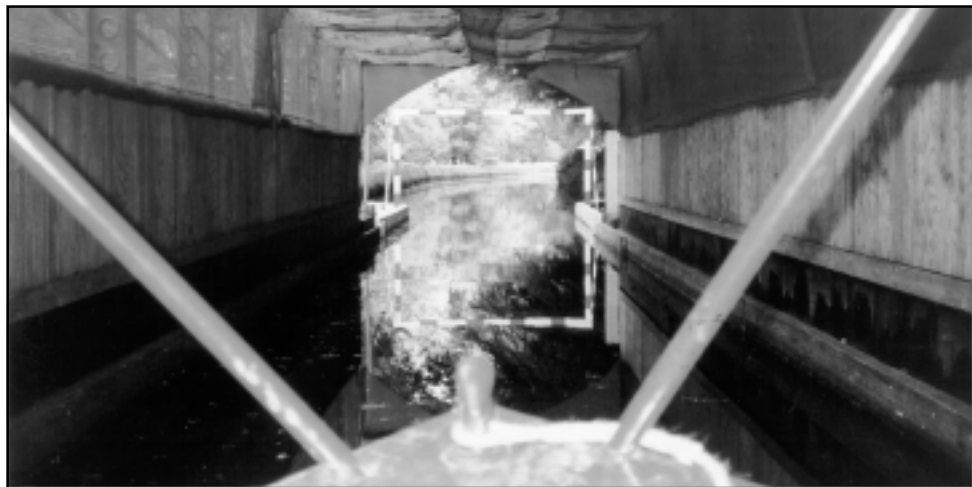
castle dominates the town. Built in the 11thC, the castle now houses the museum, which presents the story of the market town from Prehistoric times to the present day.

Walked round the town which had an excellent range of good quality shops and multi-chains, although old buildings had seemed to be sacrificed for modern façades. One lovely old building, the coffee house, had been well done and retained on the two upper floors its colourful and ornate decoration of bulls' heads and flowers. New developments, built in keeping with the old and quite unobtrusive, looked pleasant and inviting. Some old style food shops, fishmongers, grocers, etc. where courteous and pleasant service was the order of the day were still to be found. Plenty of eateries, in fact a very nice town indeed.

Left at 11.30 and made the Bridge Inn at 11.45 - it's a quicker walk down hill! Sat outside to have our meal before walking to Safeway to buy a few treats for tonight's tea.

*Below Left: British Waterways 'Grotto'.  
The green tunnel near Govilon.*

*Below Right: The Coffee House, Abergavenny*



Long climb back to the boat and decided to move out of the trees into the sun for HIM to have a snooze and me a read. As we were moored up a new boat, Red Hawk passed us. They asked us what the water was like up ahead as they had had problems all the way, sitting too low in the water, even at very low speeds.

3pm saw us on our way, passing six herons on this stretch. Managed to get quite close before they moved off. Caught up with Red Hawk stuck on the bottom just after a bridge. Tried to help them, they managed to get off and let us pass them. After Bridge 85 and into very shallow water again. BW really should do something about the levels - there is no shortage of water.

Moored up for the night just before Bridge 77 and walked the dogs nearly to the boatyard. Heard a cuckoo. Should only take us about quarter of an hour to get in tomorrow. Did some packing, had a

shower, drinks, made tea - and wonders - the TV worked!

One thing we have noticed on this holiday. So many mainly private, but some hire boats too, where the licence plate is out of date. Do BW check boat licences? If not, then they must be losing a tremendous amount of revenue. I would hazard a guess that if all boats on the Mon & Brec were up to date with their licences, the revenue would go a long way to making the canal up to a deservedly full cruiseway. In places it certainly needs a lot doing to it, particularly dredging, at least to be able to get into the bank and moor. The only BW men we saw were mainly at the locks and another on a small digger near a bridge outside Brecon lock. Much evidence though of work being carried out or starting in the near future. I am sure it would benefit BW in the long run to pay two men to start out at one end of the canal checking all boat licences. It is land-locked and shouldn't

take that long, always supposing they put in a full day's work!  
(Naughty! Ed.)

And so our holiday is all but over - our last mooring is peaceful and tranquil and incredibly beautiful. A heron is fishing on the opposite bank just behind the boat. In spite of the shortcomings of the boat, it has been an unforgettable week. It is the most beautiful canal we have been on, very under-used judging by



the amount of hire craft still in base (but that's another story!) and surrounded by such lovely towns and villages, places of interest and things to do. I am sure we will be coming back.

### **Saturday 23<sup>rd</sup> May, 1998**

Woke early - to another beautiful day. Finished off the packing while Ken saw to the dogs - a bit of a mild panic when HE couldn't find his car keys and then did, gave the boat a clean and then off at 8ish. Soon reached the yard and Ken reversed in - quite magnificently - well HE would wouldn't HE!

Had a word to owner's wife and gently, kindly and with much tact, I hope, told her what we had found re. boat not being really cleaned. Owner most apologetic about the boat and when learned we were writing an article on the Mon & Brec, apologised again that we had got the worst boat in the yard! They had only taken over in November 1997 and really had had an uphill struggle. Good luck to them - they are trying so hard. Cleared up part of the licence question - the disc shows the month they expire and Mr. Red Line had paid £12,500 in fees to BW at

the start of the season and had still not received the new discs!

Soon got loaded up - no rubbish point at the yard, not allowed to have one! - nearest in car park, so took it by car and Ken climbed over the gate as it was a secure car park, because of vandalism, and still locked.

By 9.15 we were away - reluctant to leave such a beautiful stretch of water and hoping that it wouldn't be too long before we were back again.

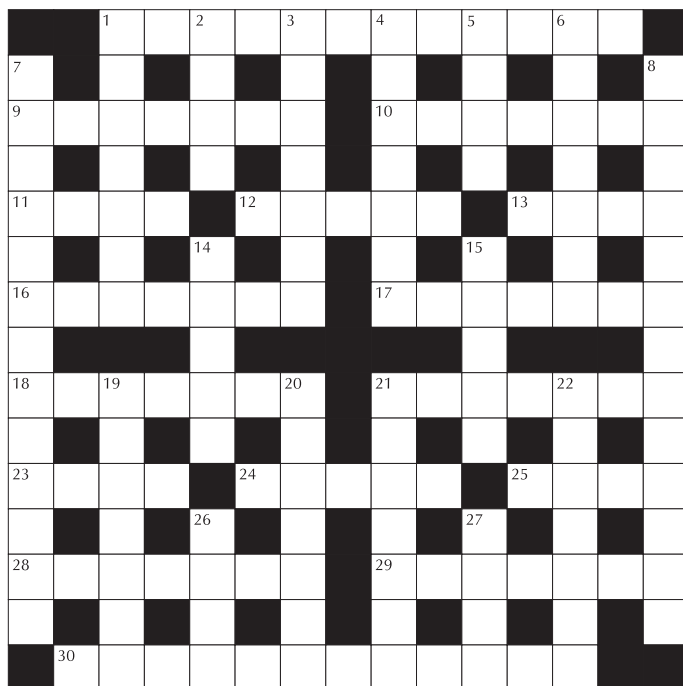
Well, that is the end of Wife's Tale, after 40 episodes covering goodness knows how many years and bringing back many, many happy memories. We were very green when we started our trips and have certainly learned a thing or two over the passing years and have taken advantage of the many hints and tips given to us in kindness to make our canalling more pleasurable. Hopefully we have passed on our love of canals to the younger end of the family (not so young now!) and they will take on where we have left off.

**Anne Wright**

*Below: The last Wife's Tale picture speaks for itself!*  
All Photos: A.Wright



# Crossword - 28



28 Baler transpires to be a doctor walking the towpath (7)

29 Lump of wood bound to record a cruise (7)

30 Relics of the Great Man found here at one of the Caldon (8,4)

## DOWN

1 An Erewash lock near Cotmanhay or a bridge on the Birmingham & Fazeley have canine connections (7)

2 Stub boats used on the Shropshire canals (4)

3 Leanest sails used on Mediterranean boats (7)

4 Paddle across the Head of the Great Ouse whilst carrying your sleeping equipment (7)

5 Home of a children's TV engine found just off the Slough Arm we hear (4)

## ACROSS

1 Fight for a river crossing at the site of the London canal museum (12)

9 Find a neutral arbiter to judge the quality of a Welsh delicacy (7)

10 Rolls Royce edged towards a decision to manufacture equipment for BW (7)

11 Sued or the balance owing on a second hand boat (4)

12 Mortice's mate (5)

13 Ogle Nessie in the Great Waterway (4)

16 Problem of the Youth service stems from lock or organisational methods (7)

17 Put money down on the topside (7)

18 According to Old Nicholson, that numbered 39 on the Stratford Canal is an unusual one - according to New Nicholson it isn't (3,4)

21 Clergyman shone with pleasure whilst blessing an SU embankment (7)

23 Aigrette espied on a NE river (4)

24 Common (5)

25 Lessors of a filling station (4)

6 Optical prescription for divers and welders (7)

7 Get in a spin where the GU and the Northern Oxford unite (9,4)

8 Be honest about a heavy weight as you descend the start of the Montgomery (8,5)

14 G & T incomplete without it (5)

15 Quietly sow thoughts of going faster than 4mph (5)

19 Red mare pulling a boat steered by someone in a reverie (7)

20 Bird that likes trelliswork? (7)

21 Where he got into another fine mess on a ferry below Wakefield (7)

22 Spoiled an act of plunder? (7)

26 One of Baldrick's cunning ones? (4)

27 Is a trug little use when looking for this fruit in an English Country Garden (4)

*Solution on Page 55*

# HCS Council News



As must be expected Council is preoccupied at the moment with the transition from being a restoration ginger group with a contracting arm to being a partner in the future operation of the canal and the Standedge Visitor Centre (used to be Standedge Experience). The following items have been on every agenda recently.

## Premises

It seemed reasonable to give up the Mossley Road offices and move in to the warehouse or the Standedge Visitor Centre but it seems that there is not enough space in the warehouse so we will stay where we are, for the time being at least.

## Restoration 'close down'

Keith Gibson and John McLoughlin have done a great amount of work on getting rid of equipment and finalising accounts. The main equipment left is the dredging fleet (see below). Accounts are fairly well settled. Outstanding maintenance work at Uppermill will be done for us by British Waterways.

## Staff

Frank Smith and Bob Gough are now assured of a position at least until the canal is open and their services to the Canal Company are still required. John McLoughlin has finished full time but will be called upon as required to help with reducing the enormous amount of paper left by HCS Restoration and putting it into some 'archival' format.

## Visitor Centre

The Society is working with BW, Huddersfield Canal Company and Kirklees MC to complete a Joint Venture Agreement for the operation of the Visitor Centre. We will have a permanent role in helping to run the centre using volunteer staff; we will probably be involved in helping with operations in Standedge Tunnel and we will be solely responsible for the operation of a water "taxi" (with at least 40 seats) between Marsden Station Car Park and the visitor centre. This Agreement will be virtually unique and a foretaste of the 'membership' aims of British Waterways.

## Alliance Charter

This is a non-legal "agreement between friends" which sets out the partnership between the Canal Society and British Waterways for the operation and maintenance of the canal. It is intended that we will carry out certain works of routine maintenance for BW such as local dredging, tree lopping, grass cutting and the like and assist with lock management and tunnel operation. We will also do work outside the scope of BW such as providing picnic areas, bridge number plates, lock name plates, mooring bollards, etc. Our contribution to this partnership will be to provide our existing dredging fleet which BW will restore and maintain. It will be repainted in BW livery but will contain the logos of the joint partners along with some wording, such as "working together". Again, this will be a unique relationship which, hopefully, will be a model or similar ones in the future.

The role of the Society as a "watchdog" over BW will still be there but we feel that it can be managed far more successfully



from within the partnership than by standing outside and taking an overtly critical role.

## The Future of Huddersfield Canal Company

Although outside the remit of the Society's Council, the position of the Huddersfield Canal Company is likely to be of interest to members. Once the restoration work is complete in Spring 2001 its main role will have been achieved. The present proposals are that the Company will wind up sometime in 2001 and that the partners to the Company - BW, HCS and the three local authorities, will maintain a role in the future operation and maintenance of the canal. Our role would be smaller than

those with a major financial input but we would still be in there, to have our say. Yet another way in which we will continue to be able to influence what happens on our canal.

My own personal view is that there is nothing but good feeling coming out of the current proposals and the 'business' future of the Society seems assured, with us having a proper, responsible, role to play. There will be critics who will feel that we are becoming too close to the heart of things and in no proper position to "take sides". I trust that will not be the case. We are still a democratic organisation with our own policies and objectives and we have never yet failed to shout when there was a need to do so!

**Ken Wright**



*More weird and wonderful words from the waterways world.*

**AEGRE** - The tidal bore on the River Trent.

**BARGE** - Let's get this one right! Basically any boat that is wider than a narrowboat - most would be 14 foot wide, but in general terms can be applied to any boat that won't fit on a narrow canal!

**BOBBINS** - Short, hollow wooden rollers, part of a boat-pulling horse's harness. The bobbins (through which a rope is threaded) prevent chafing of the horse's flanks.

**BOW HAULING** - General term where the motive power is human rather than equine or mechanical.

**BRIGGAGE** - Yorkshire term for the clearance under canal bridges.

**BYE TRADER** - Any carrier on a canal not in the employ of the canal company itself.

**CATCHING UP** - Pulling a boat partly out of the water until the part on which work is to be done is exposed.

**COTTING** - A term in the Fens for removal of rushes and weeds by the roots.

**DAY BOATS** - Almost exclusively BCN (Birmingham canals) term for boats which completed all their work in daytime with no nights away - therefore not fitted with a cabin.

**DOORS** - Word for locks in the Fens.

**FLEET** - In Norfolk, a shallow area.

**GAS BOATS** - (sometimes tar boats) - Operated by Thomas Clayton of Oldbury and carrying tar. The deck was built over making the entire hull (apart from the cabin) effectively one large tank.

**GREASY OCKERS (OR WHEELERS)** - Derogatory term for boat crews working steamers between London and Birmingham carrying soap.



BW have announced a grand total of 13,000 responses to their consultation appeal on the subject of a membership scheme. Results are being analysed but I feel the general view is supportive.

BW seem to have had the ground (or water) swept from under their feet by the Environment Agency who have abandoned the closed season for angling on all but a select group of rivers and canals. Fears of crowded towpaths, roach poles at 4 foot centres, etc. are left for BW to deal with as waterway 'managers'. Member John Harwood took this matter up having seen alarming reports in some angling press. He got lengthy replies from IWA, the most significant bit being part of a letter to IWA's John Baylis from Dave Fletcher, Chief Exec. of BW.

"British Waterways technically has the right to continue to impose a close season through its byelaws, however we believe that the Environment Agency's public decision has placed us in a position in which it is no longer feasible to insist on, or enforce, a close season, particularly as the close season has already been abolished on canals in the North West." He goes on to say that increased charges are to be expected for angling and that more marketing is needed to stop the current falling-off of angling generally.

Comment on "possible legislation to combat alcohol abuse at sea" leads to the prospect that any such legislation might creep on to canal users!

January Bulletin had 10 pages of details of the Huddersfield Canal restoration as supplied by BW. Very informative. Just goes to show I shouldn't criticise as I did in the last issue!

IWA is being very diplomatic over the date/venue of the "Inland Waterways Festival 2000" in Birmingham amid possible confusion with IWA's National Waterways Festival. Possibly tempered by IWA and WRC being given free space at the 'other' event!

New members' rates include 'benefactor' at £60 p.a. for those who want to give a bit more. This is in addition to the existing "Supplementary" subscription and "donation" both of which members are encouraged to add to their subs. Also under 26's now pay only £12 (used to be under 23) to encourage more of this age group - I seem to think they have the most money these days, anyway.

Formal announcement for Rochdale Canal funding still awaited. Detailed planning continues. Tunnel under M62 now abandoned in favour of adapting existing underpass at Maden Mold Farm with innovative moveable towpath to allow wide boats through!

Nantwich Canal Basin is up for grabs if anyone fancies owning two boat yards and a cruising club, or you can share it with BW.

The extensive bridge works in Northwich have earned BW the joint top prize in the 1999 Historic Bridge Awards presented at the Institution of Civil Engineers.

Oh, and restoration of canals is now assured and in safe hands. Keith Noble, HCS Council member, Hon. Sec. of Calder Navigation Society and general canal spokesperson for all and sundry, is now a member of IWA's Restoration Committee. When will he have time to sail his boat?

# Canal Camps



Once again we are pleased to recommend Canal Camps, organised by the Waterway Recovery Group, part of the Inland Waterways Association.

They organise "canal camps" on various canals around the country and assist in restoration and maintenance. To answer a few questions:-

## What is a Canal Camp?

A canal camp is an enjoyable week's outdoor holiday spent restoring canals.

A canal camp is an opportunity to meet all sorts of new people from all walks of life, and from all over the country - and abroad.

A canal camp is a chance to do 101 things you have never done before, such as

- Restoring a bit of industrial history
- Helping to build a brand new canal bridge
- Demolishing old brickwork and stonework structures
- Driving a digger or a dumper truck
- Clearing a canal lock of 'orrible smelly black slimy silt
- Helping to set up and run a major national waterways festival
- Felling trees, clearing vegetation and pulling up stumps
- Cooking for twenty very hungry volunteers
- Learning to lay bricks.

A canal camp is a worthwhile and fun-filled week sharing a village hall with a bunch of like-minded people aged from 17 to 70, with plenty of social activities when you're not actually working.

A canal camp is an excellent opportunity to qualify for one of the sections of a Duke of Edinburgh's Award.

This year's Canal Camps diary:

In 2000 there are 22 camps at 16 different sites from the Bude Canal and the Wey and Arun Canal, through the Droitwich and the Montgomery to the Dearne & Dove Canal.

## And the cost?

Volunteers usually pay £35 towards food and accommodation, i.e. £5 per night. Two camps run for nine nights and their cost is £45. Plus spends, of course, apparently "it is not difficult to spend £40 during the course of the week". And you also have to get there and back!

## Equipment?

You are advised to have a tetanus jab up to date and a pair of steel-toed boots. Also a safety helmet (about £5 from any decent builders merchants or DIY store). Safety is paramount on the work sites.

## Further info and application forms

WRG have issued a splendid 24 page booklet full of information and photographs and quotes from satisfied customers.

For your copy e-mail  
[enquires@wrg.org.uk](mailto:enquires@wrg.org.uk)

Or write to IWA, PO Box 114,  
RICKMANSWORTH, WD3 1ZY.

And you can also try the web site at  
[www.wrg.org.uk](http://www.wrg.org.uk)

WRG Handbook



# Harwood's Thames - Part 4



Welcome to Wallingford - mooring £5.50 per 24 hours or part thereof! Fortunately in stopping for twenty minutes to shop we weren't noticed and were able to proceed onwards none the poorer.

Iffley lock on the approach to Oxford is amongst the most scenic of them all - compliments to the lock keeper who is working with an Alsatian the size of a small donkey. He hastens to explain that the rural idyll is bordered by Rose Hill, one of the less salubrious areas of Oxford and adds that we should be wary of rowers on the next stretch. How wary is soon borne out. We are trying to proceed along the right hand bank at about 1mph when a coxed boat pushes between us and the bank forcing us into midstream - into the path of a single oarsman who is going backwards at a speed of about 20mph. At this stage we discover (without being introduced) that he is evidently a professor at the College of Anglo Saxon English language studies - informing us that we have no business being where we are. Apparently we should have been on top of the coxed boat, or anywhere but

on the Thames. It is at this stage that we begin to appreciate that the real rule of the road (river) is that powered boats are always wrong - had the lock keeper explained this to us life would have been easier.

One has images of the Thames at Oxford being a leafy by-water amongst spired towers - it isn't on the whole. It's a back water amongst ancient and modern housing (over ancient and over modern). But at least it leads to the Oxford Canal where one begins to feel at home again and at least can have a conversation with the party on the next boat without being looked down on. And indulge oneself in the pleasure of narrow locks and some DIY lock operation before getting on to the Dukes Cut and heading back to the Thames. They tell me that the Thames above Oxford is completely different from that below and from what I saw that seems to be true - it looked much narrower, intensely rural and very attractive and certainly worth a further visit in the future. However our path led downstream, back through the centre of Oxford



J. Harwood

and back along the stretch which belongs to the rowers (apparently).

Happily the downstream run involved no more encounters with rowers or engine breakdowns. Indeed things were definitely looking up when, approaching a sailing club with dinghies milling all over the place, club members called us to the side to explain what was happening. They (very politely) suggested that if we waited about one minute the dinghies would start a race and become more organised and we would be able to pass quite easily, they did, we did and everybody was happy - Oh, for more of this co-operation elsewhere!

In no time at all (going downstream) we seemed to be back at Teddington and out at 8am for the morning (very high) tide to get us to Brentford and back on to the canals. Brentford, unfortunately, seems to be one of those places that BW has forgotten (apart from the helpful lock keeper) and the first mile or two don't rate high on the 'must cruise again' list. However the history of the area from the inland waterway point of view does add

interest, when one tries to picture the activity there of years gone by, and soon one is back into the typical canal corridor - an oasis of greenery amongst the urban sprawl.

All too soon another annual fortnight's trip is at an end and it's unloading time and, for the first time in something like 28 weeks of canal hire cruising, I feel a strong need for a chat with the proprietor! This produced a rebate which I thought to be generous and left me feeling somewhat easier in the mind about going back there in the future.

Bearing in mind my preamble to this series, the Thames is a lovely river scenically and historically. However, for those of us more used to the intimacy and inherent friendliness of the canals it is somewhat spoilt by the social climbing of those to whom money is of prime importance in life and those who think the river is there to earn them money. A memorable journey, but not one which will be repeated in a hurry, other than perhaps as a transition between the various canal links made via the Thames.

**John Harwood**

*Below Left: Thames side scenery*

*Below Right: Thames wildlife (not very wild)*



# HCS Volunteers



In line with the discussions taking place about the future of the Society itself, the role of volunteers has been changing. No longer are we trying to work in parallel with BW in

“re-restoring” some of the lengths which are supposedly navigable, but we are looking to upgrade the facilities for navigation, walking etc.

Most recently, we have been installing a number of benches for the convenience of walkers. Two, provided for the Saddleworth area, have gone in on the Diggle flight, one at the top lock, and the other halfway down the flight alongside our former worksite at Lock 27W.

We have another bench available to install on the east side, when the weather

permits, but we may then be short of work for a time. There is plenty of scope, with at least 80 bridges to number (there were originally over 100, but the number had declined – now someone keeps building new ones!). In addition, there are plenty of places to put benches, and even a couple of mileposts to replace. Ultimately there will be a need for mooring posts, rings etc. The difficulty is that there is no budget for this kind of work.

What we ideally need is sponsors, from around £30 for a bridge number, to anything up to £2-300 for some of the larger items, so if you fancy sponsoring the bridge with you house number (or age?), contact either me directly or the HCS office.

Finally, if you would like to get involved with the work, again ring me on 01484 534666.

**Trevor Ellis**

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## Boat Trip News



*An open letter to all members from Allan Knott, the Boat Crew Officer. Allan is asking for volunteer crew and his request reinforces the points made in the Editorial.*

Following the ‘May Madness’ of ‘99 when our trip boats were stoned on three occasions, I am pleased to report that public trips have now been resumed after a time of suspension for safety reasons. Volunteer crew members have received assurances of support from the police, BW and the insurance company and Crew members are now advised to take photos of hostile canal users and to carry a mobile phone to contact the police.

This seems to be working reasonably well as only one minor incident has been reported since that time and passengers are now able to enjoy a peaceful cruise in relative safety.

Although the Greater Manchester has now been sold, the 10 seater Oldham Otter is currently operating from Portland Basin every Sunday and Public Holidays from 12 - 4pm. Any members wishing to crew the trip boat should contact me on 0161 366 9554 and training will be given as required.

**Allan C. Knott**  
**Boat Crew Officer**

# Photo Competition 2000



Tony Briggs, from Buxton, Category 'C' winner, overall winner, Challenge Shield Winner, camera at the ready, looking for his next winning shot.

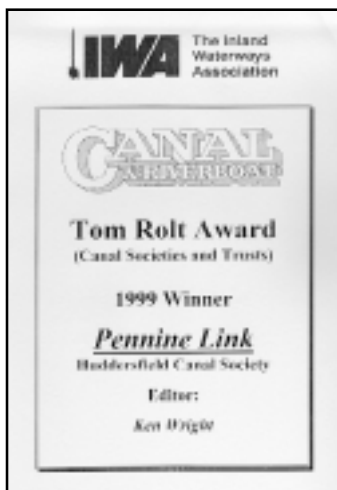


Just a warning that the new year is upon us and it is time to start thinking about entering this year's photo competition.

As last year, there will be hardly any rules for time and place as long as inland waterways feature somewhere!

Help to make PHOTO 2000 a special year for magnificent prizes by beating last year's record number. The more, the merrier, as they say!

Full details in the next issue.



In a recent edition of IWA magazine 'Waterways' the National Awards Officer, Dave Dent, gives some advice to contenders for the above awards on how to succeed - or how to quell the opposition!

You will, of course, know that Pennine Link has been very successful in winning the Canal Society Award, solely or jointly, five or six times in the last eight years, a feat of which we are very proud.

However, if Dave Dent's criteria are anything to go on, we will never win again! I quote:-

*"Long, rambling and self-indulgent articles, particularly spread over several issues, can be seen as obtrusive and unnecessary".*

How about 40 episodes of Wife's Tale, Standedge Storyline, Narrow Boat, etc. in Plink?

*"The judges have taken slightly contradictory positions on the occasional excess of articles not related directly to the 'home ground' of the organisation, particularly in the Canal Society category".*

Plink has been all over the country - and elsewhere in the world, on many occasions and very regularly.

*"Reproduction of articles freely available elsewhere may not be effective particularly if they become dated".*

Narrow Boat, Idle Women, What the Papers Say, IWA News, ... I could go on!

*So cheers, Dave, thanks for your comments, we will try to do better in future!*

**Ken Wright**



# Colne Valley Walks



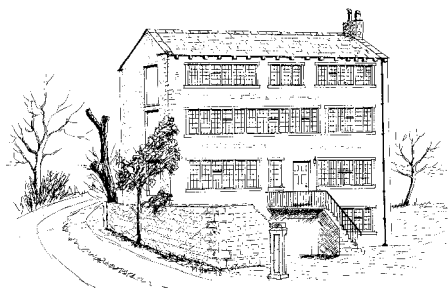
Colne Valley Trust have sent us copies of the first two of a series of walking leaflets for the Colne Valley.

The first covers the "Golcar Appleyard Trail - discover the 'Provence of the North'. Experience our Exhilarating Hills and Brooding Valley on this walk". The walk, approximately two miles long, covers a circular route around Golcar village, taking in part of the Narrow Canal.



The second walk covers "The Northern Line" Marsden to Slaithwaite. "A walk for the more adventurous along the valley side - with some attractive views and the occasional scramble". A linear walk of 3½ miles, following a more adventurous line than the canal towpath!

Both walks are attractively set out on firm card, with regional, local and detailed maps and much general information for the tourist. The local information for each route is accompanied by clear line drawings and explanatory "boxes". Altogether well produced and well worth having a look at.

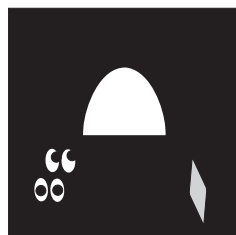
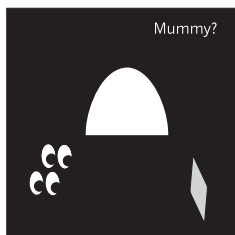
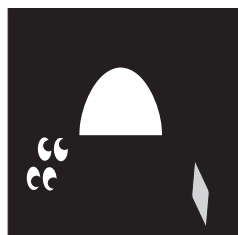
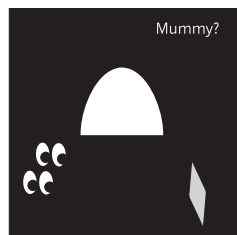


The leaflets are available from Tourist Information Centres and retail outlets in the valley. If you want to come from further afield copies can be obtained from Colne Valley Trust, 21A Carr Lane, Slaithwaite HD7 5AN. Tel: 01484 847790 or visit their web site at: [www.digitalhighway.co.uk/colne-valley](http://www.digitalhighway.co.uk/colne-valley).

**Ken Wright**

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In Standedge Tunnel ...



Alright pet, Daddy will Email you a bedtime story in a moment ....

# What the Papers Say



*A really exciting three months and a lot of varied items; finding strange things in our canal, like crayfish and Jaguar cars for starters! And not without some adverse comment - mainly to do with traffic movements in Slaithwaite. Elsewhere, generally, sweetness and light and a realisation that things are steaming along.*

## **Nov. 11<sup>th</sup> Huddersfield Daily Examiner**

Lovely picture and story about the rescue of Native White-clawed Crayfish from under Holme Mill Bridge. Nasty looking beast, too, with some mighty claws!

## **Nov. 18<sup>th</sup> New Civil Engineer**

Another solitary crayfish but in Warwickshire this time - and the professionals' paper calls it *Austropotamobius pallipes*! "As an endangered native species under threat from introduced American competitors the white clawed crayfish's few remaining habitats are jealously protected by English Nature". That could be bad news for us!

## **Nov. 23<sup>rd</sup> Oldham Evening Chronicle**

Report of several positive comments, about canal work, at Saddleworth Parish Council.

## **Nov. 24<sup>th</sup> Oldham Evening Chronicle**

Notice of application for Listed Building Consent to restore Old Sag Aqueduct at Dobcross.

## **Nov. 24<sup>th</sup> Oldham Evening Chronicle**

Invitation to arts organisations and businesses to get involved in the "Percent for Art" promotions along the canal line - sums of money set aside for art functions, from statues to community projects.

## **Nov. 24<sup>th</sup> Oldham Evening Chronicle**

Announcement of DCT Civil Engineering doing preliminary investigation at High Street/Wade Lock to help them in deciding the best way to tackle the scheme for minimum disruption.

## **Nov. 24<sup>th</sup> Colne Valley Chronicle**

Another crayfish and arts project article.

## **Nov. 30<sup>th</sup> Huddersfield Daily Examiner**

First announcement of proposed traffic measures, including 20mph speed limit in Slaithwaite.

## **Dec. 8<sup>th</sup> Oldham Evening Chronicle**

Progress report on Wade Lock investigations. "It is a long-held dream, now backed by local councils ..... Villages along the route are predicting a tourist boom."

## **Dec. 9<sup>th</sup> Oldham Evening Chronicle**

Listed building consent given for Old Sag Aqueduct.

## **Dec. 22<sup>nd</sup> Oldham Evening Chronicle**

Sad article about the closing down of Alexandra Craft Centre, Uppermill, for residential development. The owner added "that a number of factors had led to his decision to sell - not least the impending canal works in Uppermill". (And note the Chron's use of the correct 'led'. It becomes 'lead' almost invariably these days" Ed.)

## **Jan. 4<sup>th</sup> Oldham Evening Chronicle**

Report of a former mayor of Oldham's Jaguar car being dumped in the canal near Lime Kiln Lock in Dobcross. One of several stupid acts of vandalism in the area over the New Year period.

### ***Jan. 5<sup>th</sup> Oldham Evening Chronicle***

Marsden Moor National Trust (manager ex-HCS publicity man Dave Finnis) wins top award for community heritage. Dave goes to London to collect and gets to talk about his work at a national seminar.

### ***Jan. 7<sup>th</sup> Oldham Evening Chronicle***

"Busy time for Canal Meetings". Details of three public consultation meetings, within 11 days, all on the subject of High Street/Wade Lock, Uppermill.

### ***Jan. 14<sup>th</sup> Oldham Evening Chronicle***

Excellent full-page article with one-inch heading "All happening on the waterfront in a £50M bonanza". The £50M referred to is the amount of regeneration going on in Stalybridge, largely as a result of the £8M being spent on restoring the canal through the town.

### ***Jan. 21<sup>st</sup> Huddersfield Daily Examiner***

Another article about Slaithwaite's 20mph limit.

### ***Jan. 21<sup>st</sup> Colne Valley Chronicle***

Nice picture of Alan Stopher, with aforementioned Dave Finnis, giving a slide lecture to the National Trust Marsden Moor annual social.

### ***Jan. 28<sup>th</sup> Colne Valley Chronicle***

"SLOW DOWN". Article on the start of the traffic measures in Slaithwaite.

### ***Jan. 31<sup>st</sup> Oldham Evening Chronicle***

Reporting a campaign to nominate Britain's canal network as a World Heritage Site (*All or parts of the system have already been put forward and turned down, with a possibility that individual sites such as Anderton Lift or Standedge Tunnel could be considered. Apparently*

*this is going to be a new application in the next 'round'. Ed.)*

### ***Feb. 3<sup>rd</sup> Oldham Evening Chronicle***

Report on pressure being applied by Diggle residents to get their railway station back. "Now that the canal is being opened with the aim of attracting thousands of tourists ... surely the issue is becoming urgent." (*Your editor would agree with that! Ed.)*

### ***Feb. 4<sup>th</sup> Oldham Evening Chronicle COMMENT***

Supporting the Diggle residents' station bid "How about it, Mr. Prescott?"

*And in the Colne Valley all hell was let loose as the traffic measures in Slaithwaite went through their teething stage.*

### ***Feb. 4<sup>th</sup> Colne Valley Chronicle***

"The great canal debate. Controversy surrounded the restoration work on the canal at Slaithwaite this week as local residents spoke up." In and amongst some angry comments, largely aimed at the temporary one-way system which is causing some confusion, were some very anti-canal statements. "Nobody wanted the canal in the first place". "From start to finish it's a waste of time and villagers agree". "They are sure to run out of money ... just look at the Channel Tunnel". "All the locals are against it" And so on. It can only be hoped that tempers and common sense will be restored when the traffic system has had a chance to settle in.

### ***Feb. 4<sup>th</sup> - Huddersfield Daily Examiner***

"Trade hit by canal works". "Don't desert us, plead shopkeepers". More of the same but without the rhetoric.

**Feb. 4<sup>th</sup> Huddersfield Daily Examiner**

By comparison a very positive report on the restoration of bridges at several sites further down the valley, mainly quoting details from the Canal Company's progress leaflet No.6 which was enclosed with the Examiner's copy of Pennine Link!

**Feb. 4<sup>th</sup> Oldham Evening Chronicle**

Report that the planning appeal for the canal-side mill complex at Royal George Mills, Greenfield, has been dismissed. The proposal was for 28 flats and 48 houses in the attractive mill area, last used for making piano felts. Local MP Phil Woolas said "I think this will cause a rethink of planning attitudes in the Saddleworth area, by everyone .... Here we have the canal and the wharf. We could talk to British Waterways and look at mixed leisure, industrial and residential development." (*Ah well! That is just what I suggested to the land owner about a year ago! Ed.*)

**Feb. 4<sup>th</sup> Oldham Evening Chronicle**

Also been reading Leaflet No.6. They really liked the bit about silt from Standedge Tunnel covering six football pitches to a depth of one foot!

**Feb. 7<sup>th</sup> Oldham Evening Chronicle**

Announcement of the start of work at High Street/Wade Lock. "By sharing knowledge and building on the experiences of the Wool Road canal bridge works, all those involved will be able to work together to find innovative engineering solutions to the particular challenges this work will pose".

**Ken Wright**



SCOTS WHEEL: Plans for the innovative Falkirk Wheel have been revealed by British Waterways. The 35m high rotating boat lift will be the only structure of its kind in the world. Designed to reconnect the Forth & Clyde and Union canals between Glasgow and Edinburgh, the Falkirk Wheel is the flagship of the £78m Millennium Link - which promoters claim is the largest ever canal restoration project.

A consortium of Morrison and Bachy Soletanche will build the wheel to designs by Ove Arup, Butterley Engineering and RMJM. The project includes construction of a new section of canal, two aqueducts, three locks, a tunnel, a railway bridge and a canal basin.

Construction will start in the summer and take about a year. The wheel will be able to carry up to eight boats at a time, weighing up to a total of 600t. Each lift will take about 15 minutes.

*Reproduced courtesy of  
New Civil Engineer 6/1/00*

# Letters to the Editor



*Only two this time, and in fact the second was a reply from the same correspondent to my original reply - has nobody anything to say about what is going on that would be of interest to other readers?*

5<sup>th</sup> January, 2000

Dear Sir,

This letter is a very late response to the article on the fate of HCS Restoration in the summer issue of Plink. The contents seemed so disheartening that it was difficult to compose any worthwhile response. The receipt of my membership renewal has helped to concentrate my thoughts a little. Even now, as I re-read it, it seems little more than futile ranting but here it is anyway.

I will surely not be the only reader who is appalled at the plight of Huddersfield Canal Restoration Ltd. It is accepted that work can never be guaranteed and certain specialised tasks may be beyond their powers. There is, however, plenty of work that HCS could have undertaken but have been effectively cut off from. Surely it would have been possible (and may yet be possible through sub-contract) to divide the necessary work up into segments which HCS (or other local specialist contractors) could undertake. Did no one on the executive realise that by bundling major and minor works together they would inevitably create the situation as now exists?

I am obviously very happy that the prospect of through navigation is now a "racing certainty" and am duly grateful to the Society Council for bringing this about. What vexes me is that many

people who have helped to carry the project forward in the past (i.e. the membership and HCS) seem to have become irrelevant. Our names on the list may lend credibility to the Society as a political force but that seems now to be the upper limit of our usefulness. The fact that our "success" looks set to engulf HCS in its wake makes the situation even less comfortable.

I am probably not the only member who feels that their support might be of more use elsewhere in the restoration movement. We might bring about a restoration that didn't have an unpleasant side effect. It would perhaps at least be more rewarding to think that subscription was being spent on something more useful than a glossy magazine and some token presence on the waterway.

**H.C. Mowat,  
Huddersfield.**

*I trust that my reply will answer the points for Mr. Mowat and anybody else with similar concerns.*

*Dear Mr. Mowat,*

*Thank you for your recent letter and your valuable comments about the future of HCS. You will not be surprised to learn that yours is the only written comment I have received following my request for members' opinions on the future of the Society.*

*Things have moved on a lot since the sad days of last summer. Firstly, it has to be said that there was never any chance of HCS Restoration Ltd competing with big firms for the work that is going on at*

present. We were not big enough and our financial and charitable set-up made it impossible to enter into competition, as required by the funding bodies.

The main hope was that our work force could be 'absorbed', in whole or in part, into British Waterways. This, again, proved impracticable and led to the situation last summer. At present all but two of the original workforce are in employment, which is not good, but perhaps better than we hoped.

As for the future of the Society, we are involved in the planning for the maintenance and operation of the canal, our relationships with British Waterways and our partners in the local authorities are excellent and we look forward to having an active role in the canal's future. It is probable that we will be on the 'inside', assisting with work planning and budgeting, rather than being a 'watchdog' group mainly only able to react critically.

It is also anticipated that Society volunteers will be employed in helping to run the Standedge Experience (now to be the Standedge Visitor Centre); assisting with general maintenance; dredging; tunnel trips; lock-wheeling; provision of picnic areas, bridge numbers, mooring bollards, etc. In addition the Society will be the sole operator of the water taxi from Marsden Station to the Visitor Centre and will continue to operate trip boats on the West Side. All this is a very positive contribution to the canal and it is hoped that sufficient volunteers will be forthcoming.

As you can see the general position is a lot more 'rosy' than it appeared six months ago and we are far more optimistic about the Society's future.

As they say, "watch this space"!

*I trust that I have allayed some, if not all, of your fears and that you will continue to support the Society in the future.*

*Thank you for your interest.*

*Yours sincerely,*

*Ken Wright,  
Editor, Pennine Link.*

And Mr Mowat responds:

8<sup>th</sup> February 2000

Dear Ken,

Many thanks for your letter of 21<sup>st</sup> January in response to my rather anguished missive and apologies for the rather slow response. The information contained was of some comfort and I have decided on balance that I should renew my membership. The sight of the progress on the rebuilding of the lowered and filled bridges in the Huddersfield and Slaithwaite areas have also been quite heartening.

I am not sure if I shall be as enthusiastic about ferrying people to a commercial attraction as I was about the original Tunnel End amenities. I shall perhaps feel more at ease with the idea when I see what actually materialises.

I am quite surprised to learn that there has been so little response to the momentous events as I consider myself a somewhat reserved character. Perhaps the appearance of some of my effort will provoke others!

Once again my thanks for your considerate response and best wishes for your continued editorial efforts.

*Yours sincerely,*

**H Mowat**



## HUDDERSFIELD CANAL SOCIETY LIMITED

Notice is hereby given that the Twentieth Annual General Meeting of the above named Company will be held at the Wool Road Transhipment Warehouse, Dobcross, Oldham, on Friday the 9th day of June 2000 at 7.30pm to Transact the following Business:

1. To approve the Minutes of the 1999 Annual General Meeting.
2. To receive and adopt the Accounts for the Company for the year ending 31st December 1999 together with the Report of the Council of Management and of the Auditors thereon.
3. To re-elect Messrs Mazars Neville Russell of Huddersfield as Auditors and to authorise the Council of Management to fix their remuneration.
4. To re-elect Mr. J. A. Carr as a member of the Council of Management retiring by rotation.
5. To re-elect Mr. K. E. Gibson as a member of the Council of Management retiring by rotation.
6. To re-elect Mr. G. B. Minor as a member of the Council of Management retiring by rotation.
7. To re-elect Mr. W. A. Ramsden as a member of the Council of Management retiring by rotation.
8. To confirm the appointment of Mr. N. A. Kenyon co-opted during the year.
9. To consider any other nominations.
10. Any other business.

DATED the 1st day of March 2000  
By Order of the Council

J.M.Fryer  
Company Secretary

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





## THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

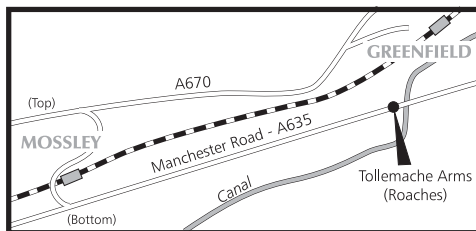
2549	Mr & Mrs Whipp,	
2550	Mr Clarke,	
2551	Mrs Fisher,	
2552	Mr Taylor,	
2553	Mrs Weatherby,	
2554	Mr De Wet,	
2555	Dr Allen & Ms R Marper,	
2556	Mr Brooker,	
2557	Mr Maddinson,	

## WEST SIDE SOCIAL MEETINGS:

It has been apparent for several years that West Side Social Meetings in the Summer are poorly attended because members are away on holiday or have other commitments.

Similar to last year, it has been decided to suspend social meetings between June and September. Therefore, dates for the next series of meetings at the 'Tollemache Arms' are as follows: 12<sup>th</sup> April, 10<sup>th</sup> May, 11<sup>th</sup> October.

Meetings commence at 8.00pm.



## PENNINE LINK ARCHIVE:

The following back issues are available free from John Maynard, 29 Thick Hollins Drive, Meltham, Yorkshire, HD7 3DL. Please send an A5 stamped, addressed envelope (40p) or A4 sized envelope (70p) for issues 81/82, 91.

Issue Numbers:

24, 25, 38, 47, 48, 54, 56, 58, 59, 64 to 67, 74, 75, 77, 79 to 97, 99, 101, 103, 104, 111, 117 to 119, 121 to 125, 129, 130, 131.

These are the only back issues available, please do not request issues which are not on this list.

### MEMBERSHIP RATES

Individual	£9.00
Family	£11.00
Life	£90.00
Associate	£15.00
Corporate	£150.00

### COPY DATE

Articles, letters and comments for Issue 133 of Pennine Link should reach the Editor at Bridge House, Dobcross, Oldham, OL3 5NL by 5th May 2000

### ADVERTISING RATES

	Per Issue	Per Year
Quarter	£9.38	£37.50
Half	£18.50	£75.00
Full	£37.50	£150.00

**ACROSS:** 1. BATTLEBRIDGE 9. RAREBIT 10. DREDGER 11. USED 12. TENON 13. GLEN 16. SYSTEMS 17. DEPOSIT 18. ODDLOCK 21. SHEBDON 23. TEES 24. USUAL 25. ESSO 28. RAMBLER 29. LOGBOOK 30. BRINDLEYMILL

**DOWN:** 1. BARKERS 2. TUBS 3. LATEENS 4. BEDFORD 5. IVER 6. GOGGLES 7. BRAUNSTONTURN 8. FRANKTONLOCKS 14. LEMON 15. SPEED 19. DREAMER 20. KESTREL 21. STANLEY 22. DESPOIL 26. PLAN 27. UGLI

