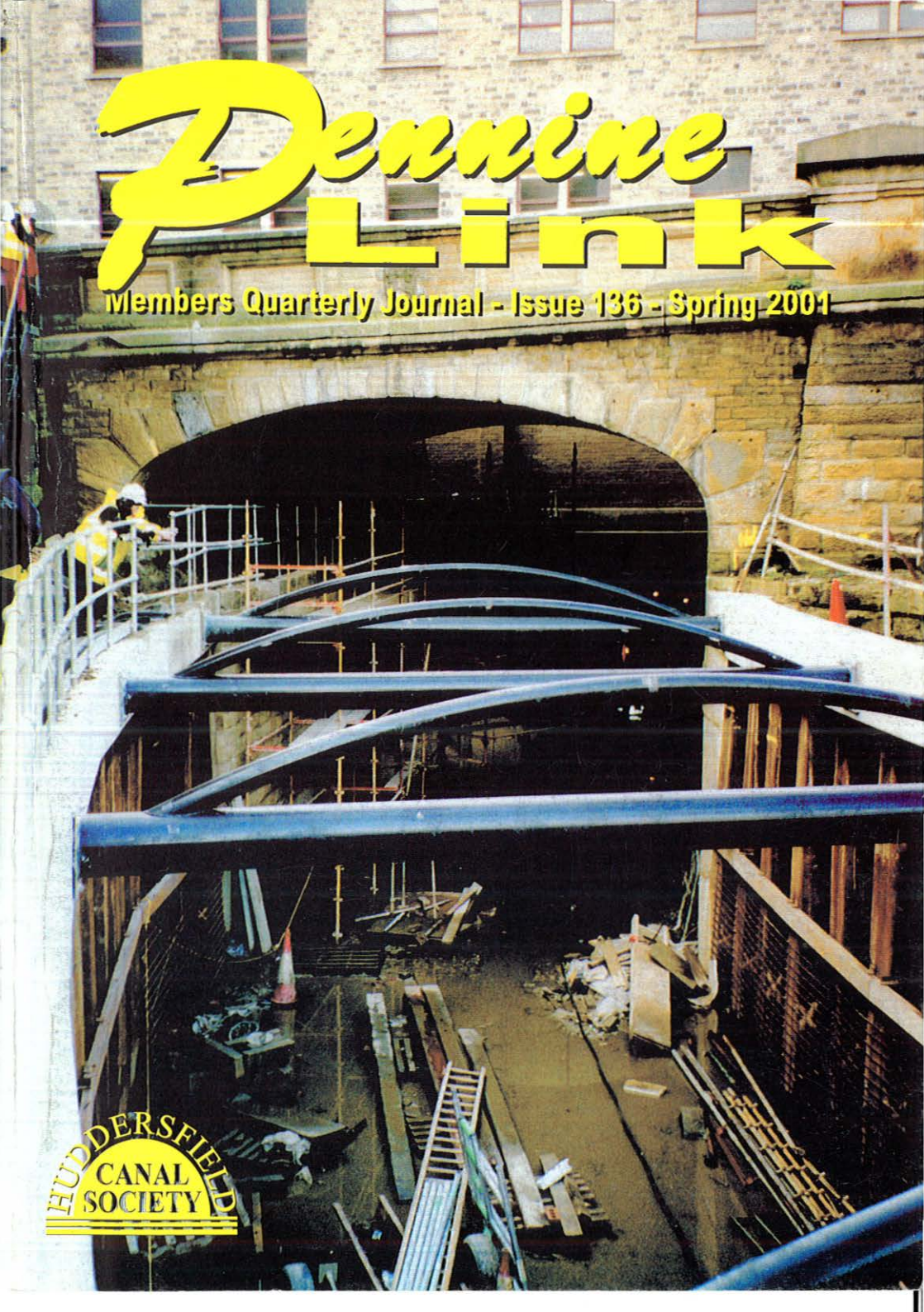


Dennine **Link**

Members Quarterly Journal - Issue 136 - Spring 2001



HUDDERSFIELD
CANAL
SOCIETY

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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 2001 Issue 136



Standedge
Side wall packing
and repairs

**Puzzle
Picture**
Archive picture,
but where?



Wedding
Bulgarian style

Safe Boating
Boaters' guide to
enjoying our
waterways



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Front Cover: Not so much 'Castles' as 'Bridges in the air'. Queen Street South bridge has a decidedly elevated aspect with construction of the deepened channel which will allow boaters to cruise through the tunnel under Bates & Co.

Photo: K. Wright

Back Cover: It may be water under the bridge now, but then, Bates & Co. was a real challenge and could have convinced the faint-hearted that the dream really was 'impossible'.

Photo: HCS



Editorial

Well, things are certainly hotting-up! By the time you read this we shall only be a month or so away from the BIG DAY.

According to local hire boat brochures that will be the 30th April – or in one case the 31st April, which is probably the first of May! One way or another everything seems to be in order for hire boats to set out on May 1st, confident of getting along the full length of Huddersfield Narrow Canal. What a thrill to be on those first boats. British Waterways are putting a great deal of effort into making the route passable, not just in completing the “secondary restoration” jobs like final dredging and paddle easing, but also in introducing working arrangements for the tunnel boats, bookings, and the rest. No positive news when writing in early February, and only three months to go! The adrenalin is up!

Incidentally, one of the hire boat pieces of info. is “there are plenty of locks, but they are of course Narrow, so dead easy to work, and quick to fill, all locks have only one top and bottom gate, and every paddle is hydraulic, so incredibly easy to operate, so all in all a fairly easy waterway”. The only accurate bit of all that is that the canal is Narrow!

And we must share our excitement with the Anderton Lift, the Rochdale Canal and the Ribble Link – all fantastic projects well under way on the canals of the North West.

On the down side a bit you will notice a total absence of “letters to the editor” in

this issue. I have used two letters – not written to me – to make some sort of item but I can’t help being a little disappointed that out of well over 1000 readers nobody has anything to say! I fear that it may be a symptom of the “its all over now, why bother?” condition when the reality is so different. We need volunteers now, more than ever, to help us to run the canal with our partners, British Waterways. The leaflet recently sent out is an important read for all members (and others) who are within reach of the canal. A richly rewarding hobby is waiting to be grabbed at.

Have you noticed how many articles in newspapers and magazines these days have the cryptic www. letters at the end? Soon we won’t need to buy the publication. It will only be necessary to consult “the net”. What an awful thought.

Still, it might solve a problem for Huddersfield Canal Society. Instead of Pennine Link you will only get a website address. And you won’t need an editor, so the fact that no-one has yet shown the slightest interest in taking over from me doesn’t matter one jot. But then, I don’t suppose the website writes itself! Ah, well.

The news that a new bit of the Rochdale Canal won’t take 72’-0” long wide-beam canal barges is disappointing but not irrevocable. What beats me is why anybody wants to accommodate these waterway dinosaurs. Let ‘em stick to wide river navigations, I say. It’s like still laying a third rail for Brunel’s long departed wide gauge trains. (*“Thinks. That should start the correspondence column up again!”*)

Ken Wright



Chairman's Report

Standing on the canal bed under Bates & Co I had to pinch myself. Are we really seeing the completion of the Impossible

Restoration? The

visit to the site organised by Alan Stopher for the benefit of the press brought home the enormity of the task undertaken twenty seven years ago by John Maynard, Bob Dewey, Margaret Sinfield and the late Ralph Kirkham in Huddersfield at the Zetland Hotel. Whilst we had confidence in the ultimate goal no one could foresee how through navigation could be achieved. We talked of diversions into rivers in Stalybridge and Huddersfield to keep the dream alive. We even looked at the possibility of the canalisation of the redundant railway track in Stalybridge.

Now we are weeks away from the restored canal and barring delays to the re-opening by the current foot and mouth epidemic, testing of the new structures will commence shortly and working methods for the operation of the new sections of canal such as Stalybridge, Slaithwaite, the Tunnel and Huddersfield will be evaluated probably by a combination of design and trial and error.

Some purists may be disappointed to note that the canal will be significantly different from its state before its decline. I have spoken to many canal enthusiasts who see the new arrangements as a challenge and a new experience. How many will remember the canal navigation as it was? It is nearly fifty five years since the last recorded passage. Perhaps the authoress Elizabeth Jane Howard who accompanied Robert Aickman can provide reminiscences.

Certainly navigating Huddersfield will be the biggest surprise for those who can remember. New tunnels and rearranged lock positions will feature. The absence of a towpath after the old lock No. 2E is a small price to pay to regain navigation under two businesses which until the Millennium Project seemed to be a permanent bar to through navigation. We will marvel at these modern civil engineering feats and recall that most projects of this nature compromise to achieve a workable solution.

Already the good burghers of Stalybridge and Slaithwaite are praising the new canal and all that restoration has done for the environment. Stalybridge has already been transformed. The restoration has, as predicted, been the engine for regeneration for these towns. With the coming of boats and life to the canal I am confident that these communities will enjoy a renaissance.

With tunnel tug boat testing now underway and the near completion of the Standedge Visitor Centre, Marsden too will benefit. It is to the great credit of our partners that the scheme will soon be completed on time and to budget.

I look forward to meeting many of our members and friends past and present in celebrating the culmination of twenty seven years of work by the Society to persuade the authorities, then raise the monies to finish the task, commenced by the Society in Uppermill in 1981. 2001 will be our annus mirabilis and an example to the nation of how true public, private and voluntary sector partnerships operate for the benefit of the whole community.

David Sumner



K. Wright



Huddersfield Canal Company Report

By the time you read this article the mammoth project to complete the restoration of the Huddersfield

over the Christmas period was welcomed by local people and of late only off peak lights have been required to offload materials and complete the kerbing. Work is now drawing to a close and the results are very pleasing.

Narrow Canal will be nearing completion. Reopening is on target for 1st May 2001. The photographs give members the best impression of the restoration activity along the canal but for the record I will briefly run through the latest progress.

At Stalybridge, Caroline Street Bridge is complete and open to traffic and as I write there are only a few days work to finish the entire £8 million restoration scheme. Water was let into the upstream part of the new channel in the week before Christmas and what a difference it has made. The towpath from Armentieres Square to Mottram road has been open for a few weeks and this combined with the opening of Tesco store on 12th February means that Stalybridge now has a lively waterfront as a centrepiece to its regeneration. All we need now is the boats and we won't have long to wait.

British Waterways has completed dredging work between Division Bridge and High Street part of which was a separately funded reclamation scheme. Their workforce has also started on the water supply works principally at the Swineshaw feeder.

At High Street Bridge Uppermill, poor weather has meant that work carried on into the new year. It is always difficult starting and finishing civil engineering works in winter and this scheme has been no exception. The high quality finishes can only be placed in dry weather when the temperature is above freezing so that there have been some short working days! Nevertheless the removal of traffic lights

At Standedge Tunnel structural works are complete and the full length is back in water. A work boat is being used to fit fenders at appropriate places. The tidying up by the site contractor is well underway and towpath surfacing is in hand at Diggle. Off site the three tug boats and two towed passenger modules are being constructed.

Excellent progress has been made on converting Tunnel End warehouse for Standedge Visitor Centre in time for the planned opening date on 12th April. Flooring has been laid, heating is installed and the link to the canal arm is almost complete. The mechanical jacks for the boat lift have been fitted in the recesses either side of the arm and the glazed cover to the arm is also in place. Work on interpretative displays continues off site until the third week of March when a start will be made on installation. Tunnel End Cottages have been refurbished as a café restaurant and a large hole indicates the location of the sewage plant for the whole development. The car park construction has started as part of the Yorkshire Forward funded reclamation of the old Marsden station goods yard. Your Society intends to use two 12 seat boats for the start of the water taxi until a suitable replacement is obtained.

At Slaithwaite work has continued on the finishes to walls and pavements as well as the last section of canal channel below Platt Lane Bridge. The road across the new bridge was reopened for traffic in December and the full length of the

towpath between here and Britannia Road is now accessible by the public. The restoration through the village is proving popular to residents and visitors. A media call to mark the re-watering of the canal developed into a public event after the local paper gave advanced warning and it was pleasing to hear all the favourable comments from the gathered throng. Another ceremony involved the locally-renowned glacial-borne rock from the Lake District (Slaithwaite's oldest incomer) which has gained pride of place in a stone wall near Britannia Road bridge with a plaque provided by the Civic Society.

In Huddersfield, at Sellers Engineers, the two-storey replacement grinding shed and electrician's shop is in use, the redundant building has been demolished and final length of tunnel is being built in similar manner to the first phase. Two rows of sheet piles have been driven to form the walls. Concrete capping beams and cross members have been cast and excavation of the tunnel is making excellent progress. At nearby Bates Mill fenders are being fitted within the tunnel and the tubular struts have been installed to brace the sides of the deepened channel between Queen Street South bridge and the old lock 2E. A media day was held in February to allow journalists to inspect the tunnel before this section is flooded.

On the 'secondary restoration' front, British Waterways is making progress with dredging and lock repairs in the Colne Valley.

Plans are being made for local opening events. British Waterways is planning a celebratory opening event when the Standedge Visitor Centre opens to the public on 12th April. The Mayor of Kirklees, Councillor Ann Denham has agreed to head a small cavalcade of boats in Huddersfield to publicise the canal opening for navigation on 1st May. Oldham Council has earmarked Friday 18th May for a celebration to

commemorate the completion of the restoration at Uppermill. Tameside Council is organising Stalybridge Renaissance, a lively street festival to celebrate the rebirth of the town around its new water-front. This will take place on Bank Holiday Monday 28th May. By the time you read this quarterly article the information on events is sure to be out of date so look out for articles in the press and on the official website (www.hcanals.demon.uk).

Although the restoration project is almost at an end, in many ways this is just the beginning of a new era for the canal and the communities of the Colne and Tame Valleys. The Canal Company's role in delivering the Millennium Project is drawing to a close and the partners are starting to consider how to continue their liaison during the operational phase. The Canal Society is embarking on a new venture in partnership with British Waterways with Frank Smith linking the efforts of both organisations in his role as Volunteer Coordination Officer. The local authorities and businesses are eager to capitalise on the regenerational effect of the reopening canal. The Standedge Visitor Centre is sure to bring tourists to this part of the Pennines and by complementing other local attractions make a longer stay in the locality really worthwhile. What a splendid way to celebrate the new Millennium.

Alan Stopher

2001 Annual General Meeting

The twenty first Annual General Meeting of the Huddersfield Canal Society Ltd will be held at the Wool Road Tanshipment Warehouse, Dobcross on Friday the 15th of June 2001 at 7.30pm.





Stalybridge

Top Left: Caroline Street bridge is now complete and looks temptingly ready for navigation in this view from Staley Wharf. (AS)

Top Right: The complete Lock 6W has pride of place in Armentieres Square. (AS)

Middle Right: The upstream approach to Lock 6W. The fence on the left temporarily prevents access down the towpath ramp towards Caroline Street. (AS)

Middle Left: 'The first boat through!' Two operatives test out the canal as they bedding materials to the aquatic plant baskets. (AS)

Bottom Left: The completed Tesco waterfront with a new footbridge linking the car park areas. (AS)

Bottom Right: The fenced and lit towpath under Mottram Road bridge with the tail gates of Lock 7W in the distance. (KW)







Mann's Wharf, Greenfield High Street, Uppermill Diggle & Standedge Tunnel

Top Left: Dredger and mud-hopper at Well'i'hole (Mann's Wharf Bridge). (AS)

Top Right: The completed bridge portal at the west end of High Street Bridge. Once railings have been installed, the flat section above the portal will become a "gongoozling" area. (AS)

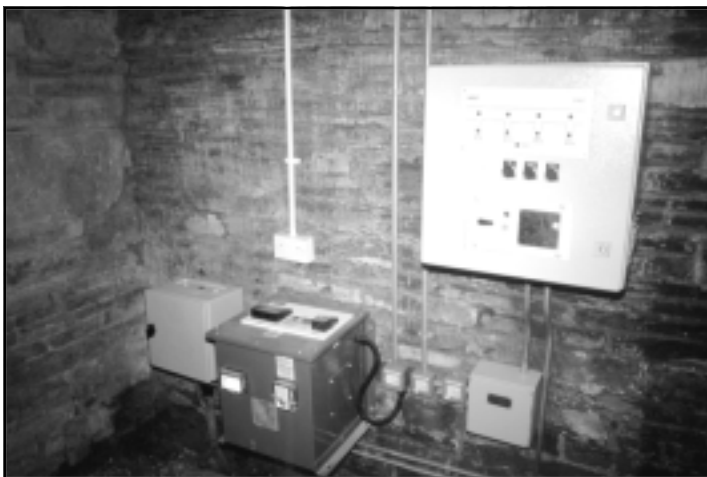
Above Middle Left: This is what a 'bed valve' looks like! (AS)

Below Middle Left: The first boat into the restored tunnel was a BW work boat used for fitting fenders. (AS)

Bottom Left: One of the four emergency exits to the oldest railway tunnel. (AS)

Bottom Right: Water bounces off the newly installed timber base to Flint Shaft. The canal passes underneath the large timber joists. (AS)





Standedge Tunnel and Visitor Centre

Top Left: The last phase of structural work in Standedge Tunnel involved sections of side wall mesh and sprayed concrete. Here brickwork has been used to pack up under canal water level where an earlier repair has been made. The packing was due to receive a mesh and sprayed concrete finish. The tunnel roof in this section is of brick faced arches, probably added when the railway tunnels were built. (AS)

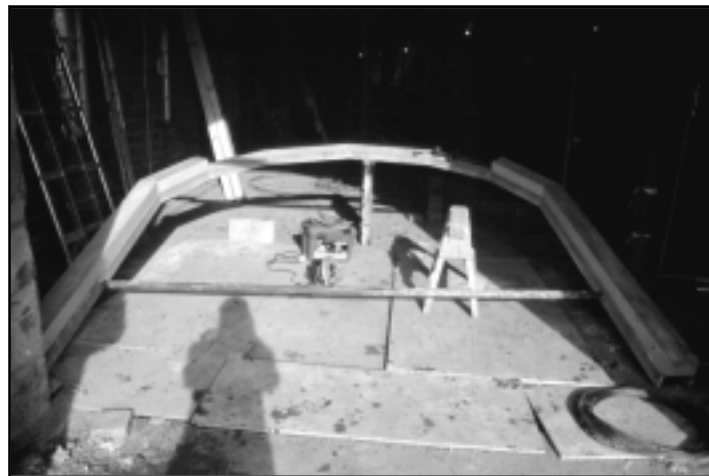
Top Right: Side wall mesh being fixed inside Standedge Tunnel. (AS)

Middle Left: The control panel within the old boat house at Tunnel End Cottages. From this point the Tunnel Captain will be able to monitor progress of the convoys as they pass each of the four emergency refuge adits. (AS)

Bottom Left: Installation of the boat lift beams and frame is in progress inside the Visitor Centre. Visible is one of the four motorised screw jacking points. The two spindles wrapped in protective plastic are a synchronised pair of ball screw jacks. (AS)

Bottom Right: Construction of the entrance to the canal arm using reinforced concrete walls which are to be stone-faced above water level. (AS)





Standedge Visitor Centre Slaithwaite Town Centre

Top Left: First floor of the Visitor Centre with traditional style radiators delivered. A staircase is to be installed in the far corner. (AS)

Top Right: The first section of framing for the glass tube which will cover the canal arm within the Centre. This was being prepared for fitting against the gable wall at the canal end. (AS)

Above Middle Left: Tunnel End Cottages from the A62 showing concrete rings and excavation for the sewage treatment plant and temporary struts being loaded onto a lorry. (AS)

Below Middle Left: Passing point between Lock 23E (view from the packhorse bridge) and Old Bank bridge, in the distance. (AS)

Bottom Left: Carr Lane and the new canal channel viewed from the Globe Mill fire escape in January 2001. (AS)

Bottom Right: Landing stage/passing place between Old Bank bridge in the distance and Britannia Road bridge. (AS)







Slaithwaite Town Centre Linthwaite Dredging

Top Left: Carr Lane and canal channel in early February. Water will reach the chains below the fender when the channel is in normal use. The towpath on the right still awaits its final course. (AS)

Top Right: Canal Society member and horse boater Sue Day opens the paddle on Lock 22E for the assembled media on 1st February 2001. (JS)

Above Middle Left: Ramps at the tail of Lock 22E and the winding hole in the middle distance. (KW)

Middle Right: New Lock 21E nearing completion. Stone copings and setts have been laid to finish the reinforced concrete structure. (AS)

Below Middle Left: Deepened channel between Platt Lane bridge and the old Lock 21E. Work is in hand on reducing the level of the old lock to match the top of the channel. (AS)

Bottom Left: Upper masonry courses being removed from old Lock 21E to match the coping level of the new concrete channel at the eastern end of the Slaithwaite scheme. Lock 20E and Lees Mill bridge are visible in the distance. (AS)

Bottom Right: Blue Boar Farm Services dredging excavator and mud hopper on duty below Lowestwood. (AS)





Sellers Engineering Bates & Co

Top Left: New Lock 3E at the upstream end of the Sellers section on the 21st February 2001. The excavator in the distance is removing spoil from the last phase of the 'cut and cover' tunnel on the site of Sellers original grinding shed. (AS)

Top Right: Demolition of the old Sellers grinding shed in early January 2001 with new, permanent piles for the final section of tunnel closely following up behind. (AS)

Middle Right: Final section of 'cut and cover' tunnel under construction on the site of the old grinding shed. Two rows of sheet piles have been driven to form the walls. Concrete capping beams and struts have been cast and a mini excavator working in the bottom and a large one on the surface are removing the ground from in between the rows of piles. (AS)

Bottom Left: The reshaped channel between Bates and Sellers with Chapel Hill bridge in the distance. A pensive Society Chairman, David Sumner, can hardly believe the dream is coming true. (KW)

Bottom Right: The western entrance to Bates tunnel with Lock 2E landing stage on the right. (AS)





Bates & Co

Top Left: Scaffolding in place for fender installation in Bates tunnel. The arch of Queen Street South bridge is visible along with the tubular steel struts spanning the deepened channel. (KW)

Top Right: A temporary prop is being removed from the deepened channel downstream of Bates following installation of the permanent tubular struts which have an arched feature. (AS)

Bottom Left: Completed channel downstream of Queen Street South. The arched feature on the struts mirror the curve of the listed Queen Street South bridge. (KW)

Bottom Right: Deepened head chamber area of the old Lock 2E with temporary props still in place. The view is looking upstream towards Bates & Co. (AS)

Photo credits: AS - Alan Stopher JS - John Sully KW - Ken Wright



Gough and Biserova

We are delighted to announce that your Assistant Editor, Bob Gough, married Miss Lyubinka Biserova on February 16th.

Perhaps the name Biserova strikes a chord! Lyubinka, with her two sisters, Nedra and Mitra, perform as the Biserov Sisters, and they entertained at the 1998 Tameside Canals Festival, with their unique style of traditional Bulgarian folk music.

Lyubinka was born in the village of Pirin, in the Pirin Mountains of Bulgaria, and has published a book on her village wedding traditions. So it was no surprise that plenty of Bulgarian traditions were observed for their wedding. And thanks to the generosity of Bob's father, Nedra and Mitra flew over from Bulgaria for the celebrations.

Lyubinka will settle in this country and continue to perform, record and tour with her sisters whenever possible.

We all wish Bob and Lyubinka a long life, good health and much happiness together.



Popping the question in the Pirin Mountains, Sept. 2000



The Mystery Wife - The linen veil or 'prenar' is traditional for Pirin brides.



Mitra, (left), Lyubinka and Nedra in their spectacular Pirin costumes - embroidered skirt and scarf for Bob!



The Bride and Groom with a Pirin 'Wedding Bear'. A three-towered cherry branch is clad with ivy and blue ribbons and apples on each joint. The 'bear' is supported by two horses and a tandem (carriage pulled) supplying happiness for the new family.

'Warehouse Hill' by The Mikron Theatre Co.

As part of the celebrations marking the re-opening of the Huddersfield Narrow Canal, the Marsden-based Mikron Theatre Company are producing a new show entitled 'Warehouse Hill', recounting the rise, fall and restoration of our unique waterway. And recently, the Canal Society became one of the production's first sponsors by donating £5,000 towards the Company's costs.

Warehouse Hill will premier at the Huddersfield University, Queensgate, Huddersfield on Tuesday, May 1st and then appear at various venues along the canal before touring the country aboard Mikron's traditional narrowboat, Tyseley, as part of their 30th national waterways tour.

Tour dates for Warehouse Hill:

MAY 2001

Tue. 1st - Huddersfield University

Wed. 2nd - Milnsbridge Socialist Club

Thu. 3rd - Colne Valley High School

Fri. 4th - Orlando's Italian Restaurant, New Street, Slaithwaite

Sat. 5th - Swan Inn, The Square, Dobcross

Sun. 6th - Hey Green Hotel, Marsden

Mon. 7th - Brownhill Visitors Centre

Wed. 9th - Saddleworth Museum

Thu. 10th - The Railway, Greenfield

Fri. 11th - The Wharf Tavern, Stalybridge

Sat. 12th - Portland Basin Museum

*Contact The Mikron on 01484 843701
for more details.*

Mersey Ferries Sea and Canal Trips

Once again a full programme of water-based events including the famous Ship Canal Cruises, 70s and 80s nights, Caribbean Cruise (*On the Ship Canal, the mind boggles!*), Firework Spectaculars, Christmas Party Nights, and much more.

Seventeen special cruises between April and December 2001, plus the regular trips on the Manchester Ship Canal that we have praised many times in Pennine Link.

Pick up a leaflet from travel offices, ring Mersey Ferries on 0151 330 1444 or visit their web-site at www.merseyferries.co.uk

Restoration Study Tour The Pennine Link 5-7 May

Who is this, using our name? We already have concerns over the naming of our own local interest guide as "The Pennine Link" – only a definite article separates us! So, what is it? It is, in fact, a 3-day guided tour of the Huddersfield Narrow Canal, promoted by Kingdom Tours of Aylesbury, Bucks, and centred at the Posthouse, Brighouse. £175 per person will buy you the tour, 2 nights bed and breakfast, admission charges and boat trips.

AND – your tour guide is FRANK SMITH and the guest speaker is ALAN STOPHER, very familiar names to you, dear reader! If you can't wait to find out more, ring Kingdom Tours on 01296 433999 or e-mail at info@kingdomtours.co.uk

Anderton Boat Lift Appeal



Exciting News from the Anderton front is that the public Anderton Boat Lift Appeal has comfortably reached its target of £250,000 – and all since last May!

That is the good news. The bad news is that a couple of major funders expected from the private sector did not come forth and, consequently, it has been decided to leave the appeal open, to raise an additional £100,000. The organisers remain confident that charitable trusts and companies will come up with the balance of the funds needed.

So, if you haven't signed up yet – and put yourself up for a brass plaque and a free ride – now is your chance. Telephone Rosslyn Colderley, the Appeal Manager on 01606 77415 or E-mail her at rosslyn.colderley@thewaterwaystrust.co.uk



A gentleman's day out in Victorian times. But where? Can anybody help to satisfy our curiosity? All we know is that the original 2" square slide was found in the possessions of a

Saddleworth man who lived mostly in Greenfield and Oldham and would have been around at the time of the photograph. And NO, it is none of the Saddleworth bridges!

Sue Day and The Horseboating Society

You will remember the article in Pennine Link 134 about Sue Day taking her horseboat to London for the Millennium and to raise money for cancer research charities following the death of her husband.

Sue has written to tell us that *Marie* returned to her boatyard and Bonny the Boathorse returned to the rest of Sue's herd, which totals 9 horses.

Presentations to charities took place on December 18th, last; the three charities getting over £2000 each and the Wooden Boat Society over £700, a grand total in fact, of £7223.77p.

The trip covered 310 miles and 298 locks, all by horse- or human-power. We forget about arm-killing operations like lifting wet, gritty towlines over and over again to avoid moored boats, trees and notice posts. Stopping a boat requires great effort – with the horse usually at the wrong end to help much! Bowhauling and shafting are all part of the day's work. Not an easy life.



Sue Day and Bonny on the Grand Union Canal. Photo: J. Sully

However, undeterred as ever, Sue has been instrumental in forming The Horseboat Society, whose inaugural general meeting was held on January 19th, when officers were elected and constitutional matters were discussed and adopted. The general purpose behind the Society is clearly to promote horseboating and various events have already taken place. The following events will take place later this year.

1. Horsedrawn boats on Huddersfield Narrow Canal. (Dates to be confirmed)
2. Easter at Ellesmere Port Boat Museum. Plans are, hopefully, to have the Museum's own horseboat in action.
3. Huddersfield Narrow Canal, May 28th. Fun and games and a horseboat in Stalybridge at the official Tameside "Renaissance" weekend.
4. A journey by horseboat round most of the Pennine "Ring of Roses", from Ashton to Littleborough.
5. Taking a (loaded) horseboat to the IWA National Waterways Festival at Milton Keynes over June/July/August and making a video of the journey.
6. A centenary voyage of *Lilith*, a wooden horseboat belonging to the Wooden Canal Boat Society. August/September 2001.

If you want to know more about any of the above, or to join The Horseboat Society, write to Sue Day, 12, Oakwood View, Lower Beestow, Ashton-under-Lyne, OL5 9QL

Ken Wright

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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Meals available

Restoration Progress - Spring 2001

- 20

Stalybridge Town Centre
'Excavation of old canal line with new locks and bridges'
Work completed March 2001
- 19

Scout Tunnel
'Internal repairs'
Work completed May 2000
- 18

Division Bridge Aqueduct
'Structural repairs'
Work completed May 2000
- 17

Mann's Wharf to Frenches
'Dredging'
Work completed March 2001
- 16

Frenches to High Street
'Dredging'
Work completed March 2001
- 15

Lock 21W to Wool Road
'Dredging and lock repairs'
Work completed July 1999
- 14

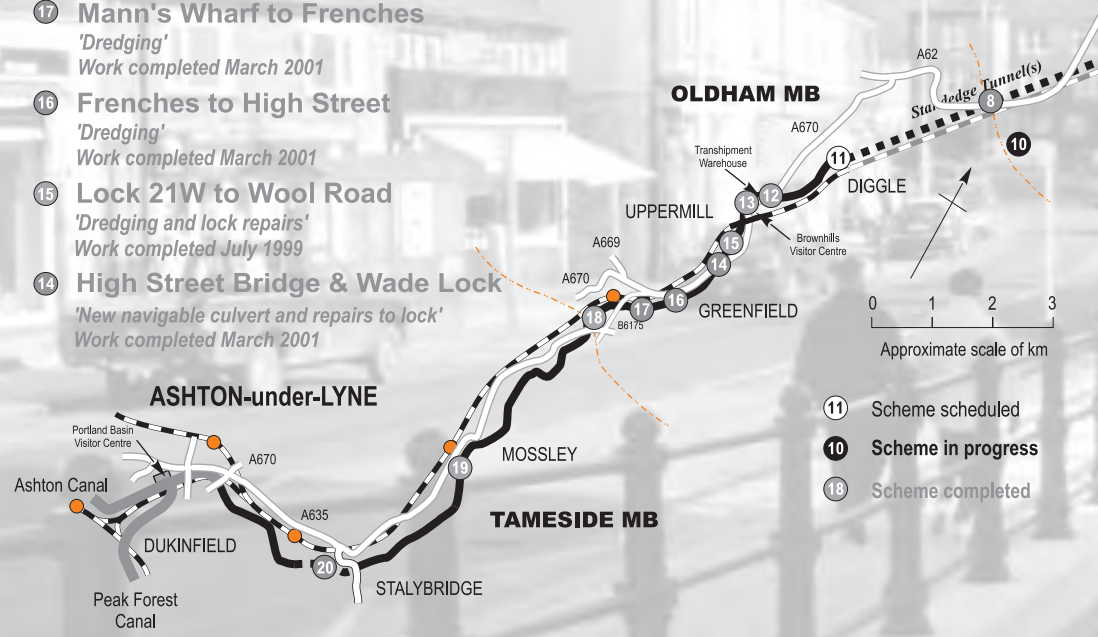
High Street Bridge & Wade Lock
'New navigable culvert and repairs to lock'
Work completed March 2001

- 13

Old Sag Aqueduct
'Structural repairs'
Work completed May 2000
- 12

Wool Road Bridge & Lock 24W
'New navigable culvert and repairs to lock'
Work completed May 2000
- 11

Lock 32W to Ward Lane
'Dredging'
Small section to be done in April 2001



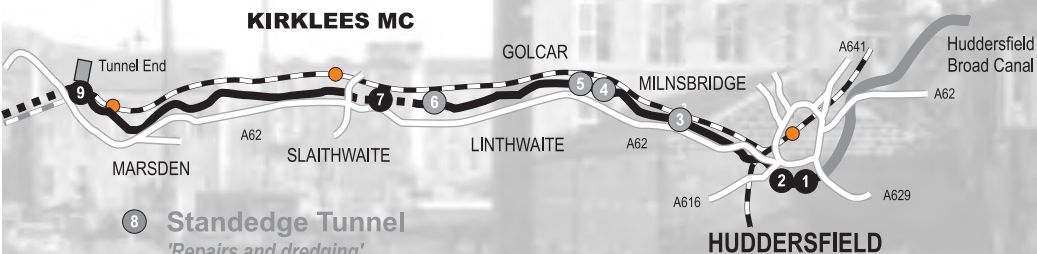
A. Stopher

- 10 Water Supply Works**
'Improvements to canal feeders'
Work in progress - completion April 2001

- 9 Standedge Visitor Centre**
'Visitor/Heritage Centre'
Work in progress - completion April 2001

- 5 Holme Mill Bridge**
'Replacement bridge'
Work completed July 2000

- 4 Golcar Aqueduct**
'Structural repairs'
Work completed July 2000



- 8 Standedge Tunnel**
'Repairs and dredging'
Work completed March 2001

- 7 Slaithwaite Town Centre**
'New section of canal on old line'
Work in progress - completion March 2001

- 6 Lees Mill Bridge**
'Replacement bridge'
Work completed July 2000

- 3 Mark Bottoms Bridge**
'New bridge'
Work completed 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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For some years the section of the Institution of Civil Engineers whose members work largely in connection with local authority affairs has been persuading the Society to prepare a learned paper on the subject of our canal restoration. The time never seemed right until recently and, luckily for Keith Gibson and me, who were likely to have to get down to some serious writing, the music stopped when the pen was in Alan Stopher's hand!

The result is here for you to read – a brilliant and concise history of the Huddersfield Narrow Canal; its ups and downs and the final achievement of restoring through navigation. We have published similar articles in the past but, at a time when the “impossible restoration” is weeks from completion, it seems right to put it all down again – for the record.

Ken Wright

Regeneration through restoration: the Huddersfield Narrow Canal project

Alan Stopher BSc(Eng) MIMM CEng

The Huddersfield Narrow Canal transformed the economy of the Colne and Tame Valleys when it was built 200 years ago. Its restoration at the start of the third Millennium will be the key to the revitalisation of the same communities. This paper deals with the history and heritage of the canal and its corridor, the restoration over the last 25 years, the regeneration and other benefits which will accrue from the completed project, assembly of the Millennium Commission/English Partnerships funding package and management of the restoration works.

Key words: urban regeneration, waterways & canals, environment

History

The Huddersfield Narrow Canal has laid claim to being the country's most spectacular canal. Born out of the enthusiasm for canal building in the late eighteenth century and the haulage needs of local businesses, the initial £200,000 for its construction was raised by public subscription following a public meeting on 30th May 1793 and Benjamin Outram was engaged as engineer. Begun in 1794 and completed in 1811 the canal ran for 32 kilometres (20 miles) between Huddersfield and Ashton-

under-Lyne, and required 74 locks to climb the Tame and Colne Valleys. At its centre was Standedge Tunnel 5.2 kilometres (3.25 miles) in length and the longest, highest in altitude and the deepest underground of any canal tunnel in the country. Figure 1 shows the location of the canal in the present day northern canals network.

The canal was a major civil engineering achievement, being constructed against the elements with its tunnel blasted through the Pennines using crude explosives and sheer human effort and courage. By 1800 the construction of the canal with its locks up the valleys from Ashton and Huddersfield

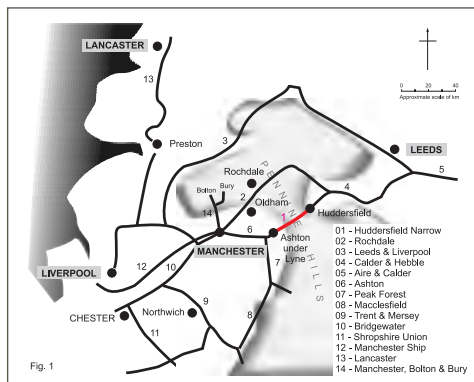


Fig. 1. Plan of Northern Canals Network (Huddersfield Canal Company)

generated local traffic but the full opening was still some years away. Significant problems associated with excessive ground water, hard rock and inaccurate surveying were encountered during building of the tunnel. This, together with disastrous floods in 1799 and difficulties encountered in establishing a satisfactory water supply meant that more money had to be raised to complete the flagging enterprise. A further £100,000 was obtained and following the death of Benjamin Outram, prominent engineer, Thomas Telford, was engaged in 1806 to advise on finishing the work. He provided the impetus for the tunnel to be completed and the canal was duly open to traffic in April 1811 although by then the total cost had reached £396,267 of which Standedge tunnel had consumed £123,804 according to Fox.¹

The canal was instrumental in the development of local communities as the industrial revolution took hold. Commodities such as coal, cotton and limestone were transported in much larger quantities than by packhorse and at significantly lower unit rates. This resulted in the expansion of the textile manufacturing in the Pennine valleys and the communities, which relied upon the employment provided. Once trade had developed, the Huddersfield Canal Company paid increasing dividends to its shareholders between 1830 and 1845 when the Huddersfield and Manchester Railway and Canal Company was formed following a merger with the company promoting the new railway line. In 1848 records showed that 169,487 tonnes of goods were carried.¹ Fig. 2



Fig. 2. Canal Lock near Holme Mill, Slaithwaite (from postcard by E.G. & Co. Huddersfield)



Fig. 3. Narrow boat being loaded at Stalybridge (Courtesy of Mr A. Cooke)

and 3 show early photographs of the canal.

Decline

From the opening of the first railway line through Standedge in 1849, there was a steady decline of canal traffic which was to last almost a hundred years. Successive expansion of the railway along with new tunnels through Standedge in 1871 and 1894 (see Fig. 4) made the canal largely redundant as a through

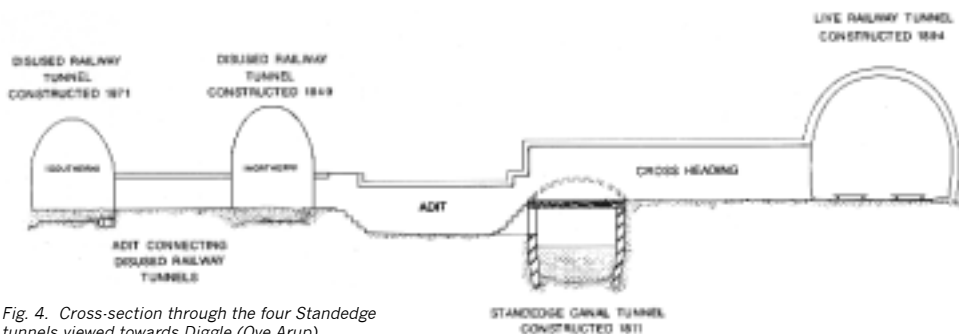


Fig. 4. Cross-section through the four Standedge tunnels viewed towards Diggle (Ove Arup)

transport route although tonnage carried remained at around 160,000 tonnes per annum until the turn of the century.¹ By 1911 it was rare for boats to pass through the tunnel and the meagre trade was generated by local business within the valleys. The last loaded boat through the tunnel from east to west made the journey in November 1922. The canal officially closed by Act of Parliament in 1944 and fell into dereliction thereafter (see Fig. 5). Some sections were sold off in the 1960's and 1970's and built over, locks were capped, cascaded or weired, and bridges were demolished and replaced with pipe culverts. Under the Transport Act, 1968 the canal was classified as "remainder" in status serving primarily a water supply role.

The Impossible Restoration

Moves to restore the canal started in 1974. In the same year volunteers succeeded with the re-opening to navigation of the connecting Ashton and Lower Peak Forest Canals, also "remainder" waterways at the time. These canals now form part of the popular Cheshire Ring cruising system. This achievement gave impetus to a group of canal enthusiasts to form the Huddersfield Canal Society dedicated to reopening the Huddersfield Narrow Canal.

The project was dubbed the "Impossible Restoration" before work began. Undeterred, Canal Society volunteers started the work in 1981 restoring 2 locks and a kilometre of channel in Uppermill to enable a trip boat to operate. Figure 6 shows early restoration in progress.

Partnership formed

From 1984 the local authorities joined in by running projects funded through the Community Programme. The following year saw the formation of a Joint Committee partnership between the Canal Society, British Waterways and the three local authorities (Kirklees Metropolitan Council, Oldham Metropolitan Borough Council and Tameside



Fig 5. A dumped car indicates the impending dereliction of the Huddersfield Narrow in the 1950s. (Courtesy of Huddersfield Canal Society, author unknown)



Fig. 6. Early Restoration of a lock on the Huddersfield Narrow Canal (Courtesy of R. Dewey, Huddersfield Canal Society)

Metropolitan Borough Council) together with the metropolitan counties of Greater Manchester and West Yorkshire. The last named were abolished through local government reorganisation in 1986 but Greater Manchester demonstrated a lasting commitment to the restoration by leaving a £1.2 million legacy for the project. The Canal Society was unusual in the inland waterways restoration movement in setting up its own

trading subsidiary, HCS (Restoration) Ltd., which acted as a small civil engineering contracting firm to undertake many of the restoration schemes.

In the second half of the 1980s, a number of studies confirmed the potential benefits of restoration and assessed the cost of reopening the canal through the most challenging blockages.²⁻⁵ Further restoration funded by the Department of the Environment through its Derelict Land Grant ensured that by 1996 nearly 14 miles of channel and 64 of the 74 locks had been restored to navigable standard at a cost of around £10 million. There remained however significant blockages between Stalybridge and Huddersfield, which isolated the navigable sections from the canal network.

Making the case for restoration

It was evident by the mid 1990s that a major funding package would be required to complete restoration of the canal and that this would need to have a firm commercial basis if it was to succeed.

In 1994, economists, Coopers & Lybrand⁶ had been commissioned by the Canal Society to explore the potential economic benefits of restoration. Their report concluded that 'the long term potential of the canal to encourage new activity and to act as a focus for development in all sectors is very substantial, and offers significant gains to the local economy. In particular, the canal is likely to play a key part in the strategies of those involved in stimulating economic growth and investment, providing the opportunity to widen and diversify the area's economic base'. This was followed by British Waterways Marketing Research Unit⁷ report on the likely demand for boating and informal recreation activities on a fully restored canal. The potential annual visitor figures and spend attributable to five years after re-opening are shown in Table 1.

The introduction of the National Lottery and an indication of continuing support from the

Government's regeneration agency, English Partnerships gave extra impetus to the restoration and in 1996 the Huddersfield Canal Society submitted the 'Completing the Pennine Ring' business plan⁸ to the Millennium Commission on behalf of the partnership to seek £14.8 million towards the £31 million restoration to through navigation.

The Millennium Project

In December 1996 the partnership succeeded in its bid for Millennium Commission funds to complete the whole restoration. The aims of the project were to:

- Reopen the 32 kilometre long canal between Stalybridge and Huddersfield by April 2001.
- Create the Standedge Visitor Centre at Marsden.
- Operate and maintain the canal to cruising standard for 125 years.
- Help celebrate the old and new Millenniums in the Tame and Colne Valleys.

Planned work

Nineteen separate engineering schemes were planned as shown on Figure 7, most of them involving removable of significant blockages to through navigation. The largest was at Stalybridge where an 800 metre section of reopened canal would provide a new focus and improved environment for the town.

Table 1 Estimated annual figures and spend for boats and visitors 5 years after canal re-opening⁷

	Numbers	Spend (£)
Permanently moored boats	213	525,000
Visiting private boats (average trips)	2059	250,000
Visiting trail boats (trips)	750	55,000
Day hire boats	5	33,000
Holiday hire boats	15	315,000
Visiting hire boats (average trips)	650	167,000
Trip boats	3	333,000
Restaurant Boat	2	300,000
Unpowered Boating	10,620	32,000
Anglers	69,620	305,000
Informal Visitors	1,458,580	1,290,000
Total		3,606,000

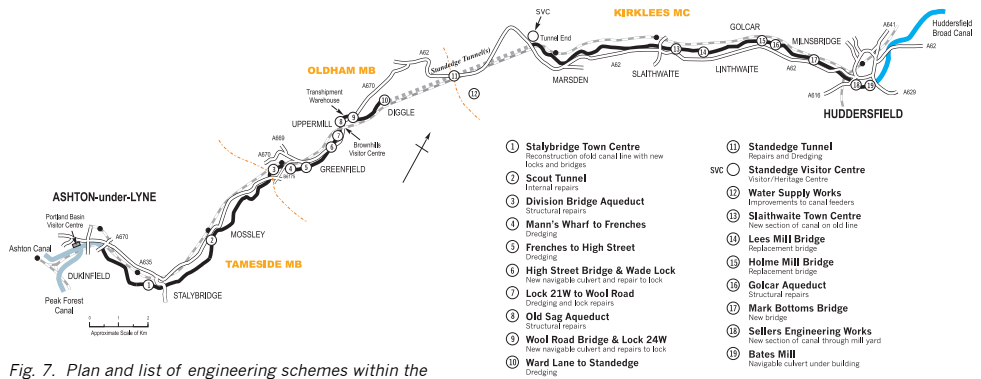


Fig. 7. Plan and list of engineering schemes within the Millennium Commission funded restoration project (Huddersfield Canal Company)

The recent closure of the Delta Crompton cable works had enabled the reopening of the old canal line to be pursued in place of the problematical river route alternative. Work at Standedge Tunnel involved desilting the full length of tunnel, removal of rock falls, repairs to air shafts and stabilisation of the sections of bare rock and lined tunnel. Figure 8 shows an unlined section of tunnel. Major blockages were also to be removed in Kirklees at Slaithwaite, where the new 600 metre section of canal would recreate the unique canal frontage to this Pennine village, and through Bates Mill and Sellers Engineering Works in Huddersfield where new tunnels would be required to take the canal under business premises.

Funding regime

In 1997 a new company, the Huddersfield Canal Company, was set up by partners Kirklees, Oldham and Tameside Councils, British Waterways and the Huddersfield Canal Society to promote the £30 million project. This company, limited by guarantee, has engaged its own Project Director to co-ordinate the work.

With 'in principle' approval obtained from the Millennium Commission, the match-funding needed to be secured. Much work was required by the partners to demonstrate to English Partnerships that the project delivered sufficient regeneration outputs to satisfy that



Fig. 8. An unlined section of the Standedge Tunnel (Courtesy of Huddersfield Canal Society)

organisation's criteria and could be delivered to time and budget. British Waterways agreed to underwrite the project subject to back-to-back arrangements with the local authorities for certain aspects of the project.

In Spring 1999, British Waterways signed funding agreements with the Millennium Commission to secure a £14.85 million grant and with English Partnerships, to provide £12 million for the project through the Development Agencies for the Yorkshire and Humber and the North West. The balance of funds to complete the restoration to through navigation by April 2001 was committed by the partners either in cash or in kind as shown in Table 2.

Delivering the Project

Each of the partners had an important role to play in the project delivery. The Canal Society

Table 2 Project Funding Schedule

Funder	Amount: £ million
Millennium Commission	14.85
English Partnerships	11.91
English Partnerships (contingency)	0.93
Huddersfield Canal Society	0.55
British Waterways	0.43
Kirklees Metropolitan Council	0.5
Partners in kind	0.25
Voluntary Sector in kind	1.19
Per Cent for Arts from various sources	0.15
Total	30.76

would continue to promote the canal through its festivals, boat trips and regular newsletters. The local authorities had key planning and highway responsibilities. British Waterways were operators of the canal as a “remainder” waterway and would maintain it as a cruising waterway on completion. Each individual scheme would be led and managed on a day-to-day basis by one of the partners. British Waterways would lead on the canal track works and Standedge Visitor Centre. The local authorities would lead on highway and municipal works.

11 reservoirs supplied the canal in its heyday. All but one of these was still available for water supply. Five reservoirs had supplied drinking water since the 1970s with a compensation arrangement feeding water back to the canal at Marsden to maintain canal levels. British Waterways prepared a water resources study⁹, which showed that water supplies would be secure for cruising nine years in ten.

In urban areas some sections of canal had been sold for development. Using Compulsory Purchase Powers the local authorities for Kirklees and Tameside have acquired the freehold and, where appropriate, rights for navigation through these sections. The intention is for title to be transferred back to British Waterways by the time the canal is operational.

Design work was complete by mid 1999. Construction work was soon under way throughout the length of the canal and remains on schedule for canal reopening at the end of April 2001.

Ensuring sustainability

Some lengths of the canal had been designated as national Sites of Special Scientific Interest (SSSI) and others have more local and regional importance on account of the aquatic species present. These include protected species such as white-clawed crayfish and floating water plantain. British Waterways and English Nature have signed an important Site Management Statement¹⁰ to protect the Tameside SSSI and allow for passage of boats. Detailed environmental management arrangements have been put in place by British Waterways’ ecologists to protect habitats and permit through navigation.

An Operation and Maintenance Agreement between British Waterways, Huddersfield Canal Company, Millennium Commission, Kirklees, Oldham and Tameside Councils has been signed to ensure maintenance to cruising standard for 125 years after reopening, clearly demonstrating the sustainability of the project. This involved the local authorities agreeing to provide a total of £150,000 each year for twenty years from 2001 for a sinking fund, which, together with British Waterways’ contribution from their income, would provide sufficient funds for British Waterways to operate and maintain the canal.

In 1996, the Civic Trust was commissioned by the Huddersfield Canal Society to undertake an Environmental Heritage Audit of the Huddersfield Narrow Canal.¹¹ This concluded that the canal was ‘an industrial and transportation heritage asset of local, regional and national importance’. Figure 9 shows the canal passing historic mills as it follows the Colne Valley near Linthwaite.

In 1998, the deliverability and sustainability of the project resulted in the Huddersfield Narrow Canal being identified as one of the three premier canal restoration schemes in Britain by the Inland Waterways Amenity Advisory Council’s report¹² commissioned by the Department of Environment Transport and the Regions.



Fig. 9. View of Huddersfield Narrow Canal following the Colne Valley near Linthwaite (Courtesy of R. Dewey, Huddersfield Canal Society)



Fig. 10. The British Waterways warehouse at Tunnel End Marsden before restoration. (Courtesy of Huddersfield Canal Society)

A Visitor Experience

An integral part of the 'Completing the Pennine Ring' business plan¹⁰ was the proposed Standedge Visitor Centre, which at the time was described as 'The Standedge Experience'. The concept had been developed over a number of years in successive reports produced by leisure business consultants^{5,13,14} and planned as a unique visitor attraction providing boat trips into the restored Standedge Tunnel. Based in a refurbished Grade II listed waterway warehouse building at Marsden, an exhibition would bring to life the history of transportation through the Pennines, the story of the building of the tunnels and the natural environment of the area. It would provide an educational resource as well as catering and shop facilities. Phase 1 of the attraction including refurbishment of the warehouse, ground floor interpretation and the trip boat into the tunnel is to be created as part of the Millennium project to open at the same time as the canal. Figure 10 shows the warehouse before restoration. Expansion of the attraction to use the available space on the upper floors for further interpretation and educational facilities will depend on additional funds.

Celebrating the Millennium through Art

The project has set aside one per cent of the budget for arts. A comprehensive programme has been developed to stimulate interest in the restored canal, involve community groups

as well as professional artists, and assist the Millennium celebrations.

Benefits of the project

Completion of the restoration of the Huddersfield Narrow Canal to through navigation will provide a second Trans-Pennine waterway link between the existing canal networks in Yorkshire and the North West, the Leeds & Liverpool being the only currently operating link. Significant progress is being made on the plans to restore the Rochdale Canal, which, together with the Huddersfield Narrow, will create a new South Pennine Ring.

Restoration will act as a catalyst for the rebirth and revitalisation of the valleys, towns and communities through which it passes and the regeneration of the wider canal corridor.

Figure 11 shows the canal-side Burdett Mill at Milnsbridge recently refurbished for flats in anticipation of the canal reopening and figure 12 shows an artist's impression of the new lock 6 which will be sited in Armentieres Square, Stalybridge and form a new environmental focus for the town.

Completing the restoration of the Huddersfield Narrow Canal is set to:

- Transform the environment and image of the canal corridor.
- Promote a vibrant and dynamic tourism industry.
- Stimulate investment in property and job creation.



Fig. 11. Flats in Burdett Mill at Navigation Rise, Milnsbridge (A. Stopher)

- Bring about redevelopment of brown field sites.
- Provide a safe, high quality environment for leisure and recreation.
- Provide an accessible education resource for the many school children along the corridor.
- Conserve and enhance the waterway and associated heritage for future generations.

English Partnerships' economists, KPMG have appraised the project¹⁵ and concluded that the direct regeneration outputs shown in Table 3 will result from their investment in the restoration.

The resurgence in the country's inland waterways and associated waterfronts has gained Government recognition and encouragement through the recently published report 'Waterways for Tomorrow'.¹⁶

Public Consultation

Recent public consultation exercises have confirmed the popularity of the restoration project. It has wide support from the communities through the canal corridor and many businesses are looking forward to the new opportunities presented by a restored and vibrant waterway. It is clear that the restoration of the historic Huddersfield Narrow Canal is recognised as the best thing that has happened in the Tame and Colne Valleys for many years and on its reopening, will provide a fitting celebration of the new Millennium.



Fig. 12. Artist's impression of Stalybridge (Courtesy of Tameside Metropolitan District Council)

Acknowledgements

The author is grateful for the assistance of officers of the partner organisations who provided information and figures and helped check the text.

Table 3 KPMG direct regeneration outputs resulting from English Partnerships investment in the restoration project¹⁵.

Regeneration Output	Figures
Derelict land reclaimed	31 hectares
Full time equivalent jobs (excl. construction)	398 jobs
Commercial floor space constructed	11,727m ²
Residential units	106 units

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Safe & Friendly Cruising - Part 1

SAFE AND FRIENDLY CRUISING

Some thoughts on boating etiquette for the experienced and less experienced boater
or

**Things you knew you needed to know
about boating but were afraid to ask!**

All that is the full title of a document I mentioned last time in "IWA News"! In an effort to drag us all into the world of boating, now that restoration is all but complete, we are printing this new guide in serial form. It is presented by a consortium of boating and waterway organisations but they welcome contributions from anybody for future editions. Details will be given at the end of the final chapter! Ken Wright.

Welcome to Britain's Inland Waterways

Most guide books and 'how to do it' publications about the waterways concentrate on technical aspects – how things work, how to operate locks and boats etc. They do not deal with the interaction between boaters. These notes are intended to encourage everyone to help each other enjoy cruising the waterways. They highlight some common situations where this might be appropriate, where aggravation could be

prevented by mutual help, thoughtfulness and understanding.

We hope to encourage the more experienced boater to offer advice and assistance in appropriate circumstances in a spirit of friendship; and the less experienced to seek advice or ideas and to evaluate advice given in good part. Not all hirers are novices; some private or shared ownership boaters are. Many hire boaters have several years' experience and some private boaters have very little! We are all people with a common interest in the waterways who have just not yet become friends. The organizations which have produced these notes hope they will help you do just that. The notes have been written mainly with canals in mind, but are just as relevant for river boating. Currents, weirs and changing water levels on rivers may bring extra hazards and lock procedures may be different.

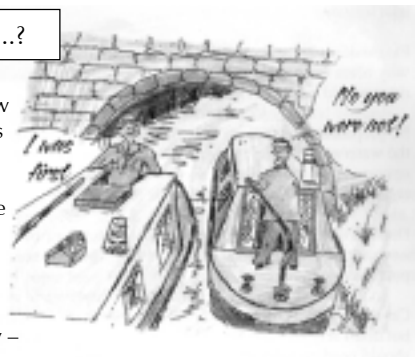
Be happy, polite and considerate

It has been a tradition since the days of the working boats to acknowledge each other with a cheery wave – join in! Don't be selective about whom you acknowledge and don't forget other waterway users – we are all trying to enjoy the same experience. There really is room for all lovers of the waterways whatever their interest.



This or This?

It costs nothing to be considerate and allow for the other person's inexperience. A disagreement or a frustrating experience can stay with you all day, make you less relaxed and more likely to make mistakes. Take it easy – there are no prizes for being first!



Speed

Boating is the fastest way to slow down – so try doing just that! If you are reading this on a boat then you are already well on your way to that well earned rest. Relax, take it easy, don't plan to do too much in a day. Allow some slack time in your schedule for holdups, because there will be some! Do not cause a breaking wash – this can easily happen in shallow water even at low speed – it erodes banks, reducing depth with the resulting silt, and eventually making boating more difficult for everyone.

Be aware that a boat draws water from ahead and the stern goes deeper into the water the faster the speed – reducing the available depth of water and increasing the likelihood of grounding, particularly near the bank. Slow down passing on-coming boats because there is less room available for each boat, so less room for error. The movement of water can cause one of the boats (if not both) to end up aground.

Slow to tick over (max 2mph) before you pass moored boats – otherwise you may cause the moored boat to rock significantly which is a safety hazard if someone on it is pouring boiling water or using a power tool, for instance. You might also pull out the moored boat's mooring pins and set it adrift.

It is rare for there to be a need, let alone a safe opportunity, to overtake a slower boat. Best to relax and enjoy the view. If you are consistently being caught by another boat and you don't wish to increase your own speed, find a suitable straight stretch and slow or stop to enable the other boat to pass safely. Indicate your willingness to be overtaken.

Legs and arms and other bits

Legs and arms are not designed to stop or fend off boats from other boats, bridges or other structures. Limbs will break first! Similarly, keep limbs within the boat when

cruising – don't sit astride the bow with legs dangling – you could lose them in an emergency. And watch out for bridges if you are on the roof!

The steerer of a 'trad' or 'semi trad' narrowboat should not stand on the edge of the rear deck. If the boat hits something you could get tipped into the water, and with the propeller turning

Don't be offended if a passing boater mentions these things; it could just prevent a nasty accident.



Mooring up

Use rings or bollards where you can, they will be firmer than spikes. Tie ropes fairly tightly to reduce movement caused by passing boats which can pull out spikes or break ropes. Drive mooring spikes deeply into the ground, to reduce the chance of them being pulled out by a passing boat. And tie the rope as close to the ground as you can. Tie the line to the spike, don't just pass it around – if the spike comes out at least it will stay attached to the rope! Where there are steel pilings, try placing the spike immediately behind a pile – it reduces the chance of it being pulled out and keeps the spike off the footpath. Where the spike is close to the towing path, attach some means of warning.



Are you fed up with having your mooring pins pulled out by boats going by too fast?

Fed up with being rocked? Try mooring like this – it is called setting spring lines. You take a mooring rope forward and behind the mooring cleat to reduce the potential for the boat to swing back and forth.



Mooring at waterpoints and lock landings

Don't moor in such a way as to prevent another boat arriving from using the facility

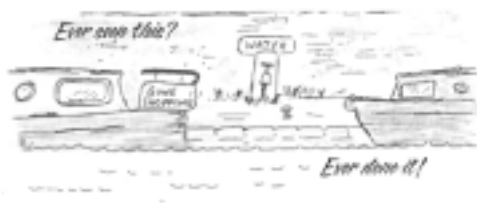
– leave all the space (70 feet if you can!) ahead or astern rather than a short bit at each end!

Please don't leave spaces between boats on popular moorings – very often the sum of the spaces left by not sharing bollards or rings would have enabled another boat to moor.

Be prepared to 'breast up' side by side at crowded moorings where the waterway is wide enough. Offer an incoming boat the opportunity to moor alongside you – it could be the start of an enduring friendship.

Don't block the towing path by tying to a fence or tree in the hedge – even temporarily. It can be dangerous as well as annoying to tow path users.

Centre ropes are useful for holding a boat in position temporarily but don't rely on them when mooring properly. A well moored boat should need no more than bow and stern lines.



Moor only to use the facility, and then move off. Don't stop there for a meal or – worse – leave the boat moored up with no one in attendance. If you don't have an alternative, at least leave your hose connected to offer to others wishing to fill with water, and invite them to come alongside. It takes the aggravation away!

Next time! Bridges and working locks.

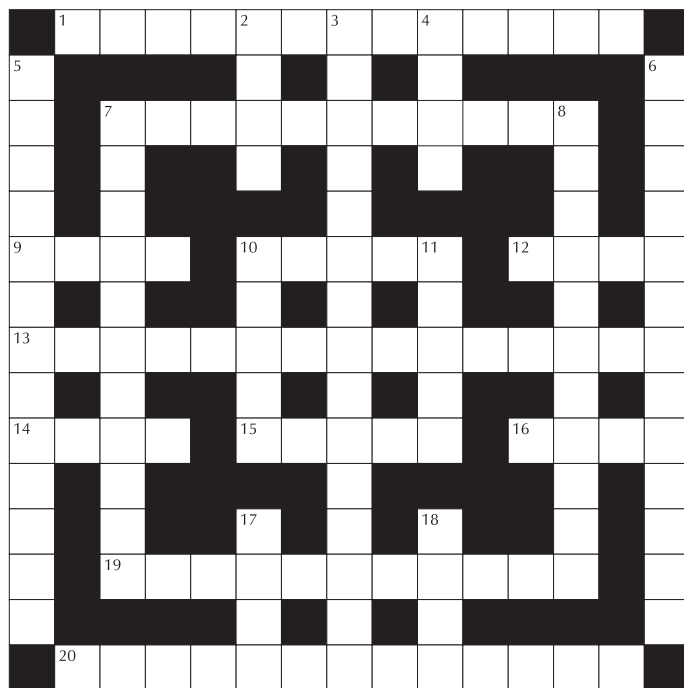
Photo Competition Presentation

Photo competition winner Anita Crosby is presented with the Challenge Shield and a pair of Minolta binoculars by Anthony Carter of Arcade Photo Services, Imperial Arcade, New Street, Huddersfield, who donated the

binoculars. Whilst taking the presentation photo near the newly restored canal in Slaithwaite, your Editor took the opportunity to capture *'The Oldest Comer-in'* (below); a glacial erratic mounted in a low wall near the Britannia Road bridge. Members might like to consult their osteopath before reading the adjacent, interpretative plaque. (Photos: K. Wright)



Canal Crossword - 33



19 Backbreaking stairway to heaven on the Grand Union (6,5).

20 Recipient of canal dues (4,9).

DOWN

2 Arachnid definitely seen at Nun Monkton on the River Ouse (4).

3 Early Devonian waterway (6,4,5).

4 That is very loud music for a small instrument bought at a jumble sale (4).

5 Look! HM charter boat available for a lift on the Sheffield and South Yorks navigation (9,4).

6 Where to get a rise in triplicate on the Llangollen (8,5).

ACROSS

1 Inferred begel would be served whilst cruising L & L summit locks (13).

7 Nestles closely together crossing shallow water at a junction on the Coventry canal (11).

9 Go east with the London, Midland & Scottish to find diseased trees (4).

10 Cruising after the third boat on a Scottish river we hear (5).

12 We edge closer to the hatch looking for unwanted rubbish (4).

13 Large 18thC residence in Fulham by the Thames, now the centre of the croquet world (10,5).

14 Myself and Miss Mowlam writing a note to the editor (4).

15 Spies looking for grooves in tyres (5).

16 Within Rossini's 'Barber of Seville' find the point of a fishing implememnt (4).

7 A good pounding given to an iron worker half way along the boat race course (11).

8 Ault degrees ordered by the captain as government interference reduces (11).

10 Detective sergeant has fun raising money for canal restoration (5).

11 Found quite often when crossing canal bridges! (5).

17 Oh for credit to enable me to afford an ear operation (4).

18 Lengthy talker with no subject found on the Severn and the Trent (4).

Solution at the foot of page 55

HCS Council News

20TH November, 2000

We reported briefly, in the last issue, on the presentation to Council by Mike Marshall from British Waterways on the plans for operating Standedge Tunnel.

Also, at the meeting, some other business matters arose. Alec Ramsden reminded Council that we no longer had a Press Officer. There has been confusion and duplication with HCC partners and others doing their own thing but the Society will be on its own again soon in forging its role in the working of the re-opened canal.

Any offers? A good job for a retired Journalist or anybody else of a nosey nature with the gift of the gab! A great opportunity to get seriously involved In the working of the Society.

Reported that the Alliance Charter was now in a position to be agreed and signed and a date had been set (29.11.00).

2001 Tameside Canals Festival would be the last in the present format. See Brian Minor's report on page 51.

The Society is to invite all members to a day visit to the canal with an informal evening meal. Several guest speakers to be invited. Could be 'grand opening' day or a weekend. Could be the transshipment shed or Huddersfield Town Hall (Joke!). But you members all know about this already, don't you?

Council members still looking for ideas for "works of art" to complement the restored canal.

24th January, 2001

A draft of the document for recruiting volunteers was discussed and you should all have had one by now. Please don't bin it, your contribution would be greatly rewarding.

Council agreed to subsidise signs, in Oldham, marking where the canal passes under public roads – so long as they mention the Society in some way!

An update on progress at the Standedge Visitor Centre was well received. Less well received was the news that the boat/s for the water taxi will not be ready in time. Big problems with deciding on a specification acceptable to boat inspectors. We will probably make do, temporarily, with a modified version of the "Oldham Otter". *(Since the Marsden car park is also unlikely to be finished in time there is perhaps no great problem! Ed.)*

A discussion took place on the possibility of the Society helping BW to fund sanitary stations along the canal. Under the right circumstances this could be a useful investment and BW are to be asked to supply some details.

It was suggested, and agreed, that a brass plaque be produced, to be purchased by boaters who traversed the full length of the canal (or perhaps just visited). Frank Smith to design.

The "grand opening" was discussed but, so far, very little is known, except that it will be in Marsden! District "mini-openings" are also being planned but only Tameside seems to have set a date (May 26/28 – Stalybridge "Renaissance"). *(Later, we heard that Oldham will have an event in Uppermill on May 18th. Ed.)*

Council heard about the forthcoming wedding of your able assistant editor/office administrator Bob Gough, on February 16th, and wished him and his future bride all the very best for the future.

Ken Wright

IWA News

The Inland Waterways Association has produced a plethora of Press Releases since I last wrote so I shall only comment on a selection of them.

At the National Conference for Waterway Societies (platform party speaker one David Sumner, HCS Chairman) IWA announced a new training award. A bi-annual prize of up to £750 which will be given to volunteers to assist with the cost of training in skills associated with inland waterway restoration.

IWA has appointed five new Vice Presidents, one of whom is Chris Coburn, of whom you have sometimes read in this magazine. Mainly to do with his exploits at sea in narrowboat "Progress" but also because THE WIFE and I seemed to keep bumping into him (not literally!) on our travels.

In September 2001 there is to be a Boat Gathering at Banbury to celebrate the completion of canal-side redevelopment – and not a single word in the press release about Tooley's Yard, the famous boatyard glorified in LTC Rolt's "Narrow Boat" which is being restored in all its ramshackle glory (the yard not the boat!) – or so I understand?

IWA is supporting British Waterways "take over" of Environment Agency navigations i.e. River Thames, Medway, Nene and Great Ouse and other bits. This would bring all the publicly owned inland waterways under one banner. Makes sense to me.

The IWA Manchester Branch Chairman's Newsletter (12 x A5 pages!) contains a strange statement – "Looking ahead into

the next two years seems a busy time for the North West. We should see the official openings of the Huddersfield Narrow Canal and the Anderton Lift, **although we will not be encouraged to use them**". Really? (My **bold**, Ed.)

A clean-up of the Ashton Canal was mooted but abandoned because "to our surprise, we found the state of the canal would not justify a national effort." Apparently the canal is in "fairly good shape" which must be good news for those preparing for the nearby Commonwealth Games in 2002.

Head Office Bulletins come monthly and my December one is just about readable. IWA definitely need to put more ink in their copier! Tales of severe flooding, two more Millennium Bridges (York and Gateshead) delayed – because of weather this time, not wobbles. Downstream Worcester nearly disappeared.

Freephone Canals

The new freephone number is **0800 47 999 47**, probably not free from mobiles and non-BT lines. Existing number 01384 215 785 will still be available for several months, until about the end of 2001.

How about this for a lovely piece of gobbledegook?

"These partnerships are multi-agency, multi-sectoral, umbrella partnerships that will be set up by local authorities to improve the quality of life and governance in particular localities. The 'partnerships' aim to bring together representatives from local government, the community, business and voluntary sectors to provide a

single overarching local co-ordination framework within which other, more specific local partnerships can operate".

I mean, I ask you! Find out more on DETR's website:
www.regeneration.detr.gov.uk/conindex.htm
(that is if you can get through – I reckon there are at least two errors in that address!)

IWA have lodged objections to proposals by Railtrack to close compulsorily parts of three canals more or less willy-nilly for bridge construction works. A public inquiry will take most of this year! Not surprisingly!

The public sector appeal for funds for the restoration of Anderton Lift fairly easily reached its target of £250,000. Unfortunately the similar appeal to the business sector has fallen short so the public sector one is being continued. *(As an individual supporter I must say I have been impressed by the paperwork issued so far – and I am looking forward to my free ride! Ed).*

According to figures calculated from the numbers of boats so far certified under the Boat Safety Scheme there are just over 40,000 boats currently in use on the main, connected non-tidal inland waterways (i.e. excludes The Broads and tidal rivers). Most of them will be trying to get up our canal soon!

The Heritage Lottery Fund is encouraging applications for grants under £1 million and seems to have a lot of dosh slopping about. IWA have lots of expertise to help applicants to put in realistic claims.

A full set of the notes from the 'National Conference for Waterway Societies' is available on the IWA website (www.waterways.org.uk). This site is

updated every few days and you can find all the Head Office Bulletins there. *(Why am I writing all this, then? Ed).*

The surplus from the 2000 Festival at Waltham Abbey is likely to be about £25,000. Excellent work.

Some interesting bits of the Countryside and Rights of Way Act came into force on 30th January. For instance powers to order the removal of obstructions on highways; requiring overhanging vegetation to be cut back *(As an ex-highways man I thought these two had been on the cards forever! Just shows. Ed)*; to begin mapping the four million acres (one ninth of the country) to be opened up to public access, etc. Don't forget the small print!

Lock gate design is to be rationalised, (but not standardised) to prevent boats getting "hung up" on gates with holes and ledges where they shouldn't be. But please, don't ban gate paddles!

IWA have responded to consultation on "Walking in towns and cities", citing the importance of canal towpaths as traffic-free havens. The final bullet point says "There's a need to address potential conflicts between cyclists and other users of towing paths. *(I'll say! Ed.)*

Nice progress report on HNC in February's HQ Bulletin. "Below Lock 23, the canal passes under the lock tail bridge that used to span grass". No, I don't understand it, either. And the canal will be open "by the beginning of May". HQ obviously better informed than the Manchester Chairman.

Ken Wright



What the Papers Say

I don't know about Tameside (I NEVER know about Tameside!) but the Oldham area has been a bit quiet again. This issue I rely a lot on the Kirklees news sent in by Keith Sykes. The tone of the articles is changing noticeably, too, with fringe issues creeping in amongst the purely restoration items.

13 Nov – Oldham Chronicle

A lot of the Rochdale Canal is in Oldham Borough and the Chron reported the launch of the restoration scheme – at long last – by Environment Minister Michael Meacher, who is also an Oldham MP.

17 Nov – Oldham Chronicle

Another Environment Minister, Chris Mullin, launches British Waterways Regeneration Task Force in Manchester. 30 professional staff will help to transform “the canals in and around Greater Manchester into a high-quality busy network, playing their full part in the sustainable improvements in all aspects of life in the city.”

17 Nov – Colne Valley Chronicle

“On Course for Breakthrough”. Article and two large colour pictures on Slaithwaite town centre work.

23 Nov – Oldham Chronicle

Contract of £150,000 for Standedge Visitor Centre awarded to Headland Design Associates, Chester. They will produce the interactive exhibition with canal-themed fun displays and state-of-the-art attractions – and a “daring boat-trip experience venturing into the Standedge tunnel”.

27 Nov – Huddersfield Daily Examiner

Similar article but mentioning the reopening of the canal arm in to the warehouse and low level features in “a trail for under-fives”. Hopefully opening on April 12th.

30 Nov – Oldham Chronicle

The David Ford art group exhibition in the transhipment shed gets an airing, with picture of group members.

30 Nov – Oldham Chronicle

Nearly full page article (with picture including yours truly) telling of the signing of the historic Alliance charter between British Waterways and the Society.

1 Dec – Colne Valley Chronicle

Article and picture on the opening ceremony for the three Kirklees bridges near Milnsbridge.

6 Dec – Examiner

British Waterways advert. For tunnel Guides/ Pilots at Marsden. Full or part-time. About £6.00 per hour. (*Apparently BW have been inundated with applications. Ed.*)

7 Dec – Examiner

A letter from ex-HCS Council member Dave Finnis, now the National Trust's highly successful manager of Marsden Moor, about canals in winter. (See Letters to the Editor, where I have reproduced this letter in full. Ed.)

8 Dec – Colne Valley Chronicle

Burying a time capsule in Slaithwaite and a picture of 93 year-old May Cowgill and 5 year-old Elise Skelly, who performed the ceremony.

14 Dec – Examiner

Article and two pictures showing the presentation of the Society's cheque for £250,000 to British Waterways, as our contribution to Standedge Visitor Centre.

14 Dec – Oldham Chronicle

Article on the increasing likelihood of a railway station, canalside almost, at Diggle – and a lovely photograph of the old Diggle station in 1956.

14 Dec – New Civil Engineer

Contractor Gleeson has won the £6 million British Waterways contract for construction, maintenance and operation of the Millennium Ribble Link canal, which will connect the Lancaster Canal at Preston with the country's canal system by way of a bit of the River Ribble. Just part of all the exciting things happening to canals in the North West.

15 Dec – Oldham Chronicle

Visitor centre cheque presentation. Large headline "Centre to be jewel in the crown". Excellent article and three large pictures.

20 Dec – Oldham Chronicle

First details of proposed large redevelopment canal-side at Frenches, Greenfield. Planned are a small supermarket, 96 homes, a pub/restaurant with some bedrooms, a marina canal basin, a few canal-related shops.

22 Dec – Colne Valley Chronicle

Barry Sheerman, MP for Huddersfield praises the high quality of the work in Slaithwaite. "This is not just a canal project, which justifies the vision and faith of canal enthusiasts who never lost faith, it is also a project which will regenerate the whole of the Huddersfield and Lancashire link."

5 Jan – Examiner

Progress report on Standedge Visitor Centre. Three tugs and two passenger boats are being built in Bristol.

5 Jan – Colne Valley Chronicle

Launch of brochure encouraging tourism "Kirklees Visitor Strategy" and a canalside picture showing representatives in promoting tourism.

8 Jan – Examiner

What a headline – "Waterway restoration nears completion". We've waited 27 years for that! And an excellent photograph of the unique "strutted" channel downstream of Queen Street South bridge in Huddersfield.

12 Jan – Colne Valley Chronicle

A rather belated article about the December cheque presentation but reminding us that Standedge Tunnel is in the Guinness Book of Records as the longest, highest, deepest canal tunnel in Britain.

12 Jan – Colne Valley Chronicle

"Celebrations in valley over ambitious restoration project." Progress report on completion at Slaithwaite and ongoing work at Standedge Visitor Centre.

23 Jan – Oldham Chronicle

Royal Opening for canal reported to Saddleworth Parish Council meeting. "It was thought a minor royal might be opening the 20-mile long canal". Do they know something nobody else does?

23 Jan – Oldham Chronicle

Article about a new restaurant near the canal at Diggle and called "Leggers". The owner "hopes that Leggers will benefit from the surge of tourism that is expected to follow (*the opening of Standedge Tunnel*)".

27 Jan – Oldham Chronicle

Notice of public meeting to discuss the proposed redevelopment at Frenches, Greenfield.

29 Jan – Oldham Chronicle

Progress report on work at Wade Lock, High St. Uppermill and unavoidable delays caused by the atrocious weather before Christmas.

31 Jan – Examiner

‘Leaked’ report on the ‘re-watering’ of Slaithwaite (1 Feb) which had the effect of drawing the crowds for the actual event. Excellent photograph.

2 Feb – Examiner

More of the same and some nice supportive quotes from the locals. Another brilliant photo of a group of local folk lined up on a lock bridge.

2 Feb – Colne Valley Chronicle

“Flood Gates Open”. More about Slaithwaites ‘new look’.

6 Feb – Oldham Chronicle

Shock! Horror! “NEW CANAL TOO NARROW TO USE” What a headline to splash on the front page! Closer reading shows that it is the poor old Rochdale Canal in trouble again. A bit of the new canal channel, where it passes under the new M60 Motorway in Chadderton, has not been constructed wide enough to accommodate 72’-0” long wide-beam barges. *(And there aren’t a lot of them about! Ed.)* Millennium Commission is insisting that the error be rectified – at some considerable cost. Hope they’re picking up the bill!

Ken Wright

Letters to the Editor

Well, for the first time ever, there are none! I can only assume you have all run out of steam in the warm glow of knowing that our quest is nearing its goal. Or is it that there is nothing to talk about now the tunnel correspondence is closed? Anyway, as I said in the editorial, I have cobbled something together out of two letters, written by members to other bodies, but well worth repeating.

The first is from Keith Noble to The Independent, following one of the Indi's on 7 December, 2000.

"Today you reported that work has at last started on the Ribble Link which will connect the Lancaster Canal to the main network of English navigable rivers and canals. You also mentioned the Forth & Clyde Canal which is due to be restored by next Summer. All this is good news.

Your readers will also be interested to know that the Huddersfield Narrow Canal, nearly 20 miles long and closed in 1944, will reopen following restoration on 30th April next year (2001). Work on completing restoration of the Rochdale Canal is also about to begin, being due for completion the following year. Both these canals straddle the Pennines and when reopened will form a ring of canals, the Ring of Roses, bringing economic benefits to towns and cities in West Yorkshire and Greater Manchester.

Restoration of both canals bears testimony to the faith of volunteers who struggled for a quarter of a century or more to transform official discouragement and scepticism into political enthusiasm.

Keith Noble, Triangle."

The second is a beauty from Dave Finnis, who signs himself "canal enthusiast" but

who also has a day job with the National Trust on Marsden Moor! His letter was written in response to some comments made by British Waterways Regional Director Derek Cochrane about closing canals for maintenance work in winter.

Canals in winter can be great

It was very interesting to read the above article in the *Examiner* and I am full of praise for the local authorities and Huddersfield Canal Society for their admirable work in restoring Huddersfield Narrow Canal.

However, I really must take exception to the comments made by Derek Cochrane, the regional director from British Waterways, "that no-one wants to go out on narrowboats in the winter"!

It is becoming increasingly difficult to go boating in winter with the extended stoppages imposed by British Waterways but, on the occasions it is possible to find a length of canal open, winter cruising can actually be superb.

Just imagine, a frosty morning with 12-18in of mist on the water, the sunlight just breaking through the trees at dawn, the stove burning in the back cabin on the boat, snowflakes gently fluttering to the ground, it is really a magnificent and memorable feeling. Obviously, there are down sides to winter boating as well, but they are soon forgotten after days like I have just mentioned.

It is a real shame that Derek Cochrane has made these comments, as it tends to give credence to those who wish to see a boating season – April to October – and a stoppage season the rest of the year. Winter is great!

**David L. Finnis,
Canal enthusiast, Marsden"**

Canal Festivals in 2001

The Festival scene this year will be somewhat abbreviated. Only the Tameside (Ashton) Canals Festival is scheduled. The Uppermill Festival was suspended a couple of years ago mainly because it was felt that the work on restoring the two bridges at each end of the village and the resultant traffic dislocation was likely to be a PR disaster for the Festival! The Huddersfield Rally was put into abeyance for the practical problem of not enough volunteers to do all the necessary jobs.

With the canal due to reopen this year, council member Alwyn Ogborn had tried to organise a celebratory event in Stalybridge, but British Waterways couldn't guarantee the necessary supply of water to enable boats to come 'over the hill' and so this has been put back until the canal is actually back in operation.

The Local Authorities and B.W. are planning to have a series of small events along the canal as it opens, and perhaps, even a Royal Personage to finally declare the job done. We have offered the services of our well experienced volunteers to assist in this, but to date have had no response from B.W.

Tameside will be at its usual site on the second weekend in July, but this will be for the last time. The situation with the main festival area cut off by Canal and River and the towpath effectively blocked by the low arch of the railway bridge means that everything has to be carried in by hand. Although we have found a small tractor and trailer that can get under the arch. This obviously badly affects the traders, who have to work out what percentage of their goods are readily transportable, and means that we are losing many of the ones who have supported us over the past twenty years. Artists coming on site have to carry their instruments quite long distances sometimes as car parking is not easy. Also due to Health and Safety regulations (All hail to Brussels!)

we need water and lighting all over the site. Wiring needs to provide for lights at 110 volts and power for musicians and bar at a domestic 240 volts. Most of the power is from a generator, but it needs back up and constant monitoring. One year we even had one stolen! We need sufficient water pressure to get a decent supply in the bar for washing purposes. The erection of cables and pipes takes a dozen people the best part of three days to fit together and unfortunately we have lost a couple of the committee members with the relevant expertise for this task. We also need to build the swing footbridge over the 'narrow', this is in itself an interesting engineering problem. And of course the nearest foul water drain is near the lift bridge, nearly a quarter of a mile from the main site. Someone worked out that a commercial company contracting for the job we do in a few days, would want at least four weeks, and charge about £50K!

We have been short-handed through the last couple of festivals as we have been running the bar ourselves since CAMRA decided that there was not sufficient profit in it. Those of you who have had the odd pint will have realised just how many bodies are needed to run this part of the festivities and don't forget everyone is a volunteer doing the job for fun!

Although the Ladies on the Committee are emulating Dorian Gray and have this portrait in the attic - they all seem to look younger each year - those of us poor males are realising that Anno Domini does mean something. So we are looking at places further along the canal where we can get vehicles on site to deliver, put items at the place they should be to save all the handling currently necessary and have water, power and drainage more readily available.

Brian Minor, Festivals Officer

Harwood's Corinth

As my canal interest has always centred around the canals of this country, especially the narrow ones, it has come as some surprise to me in researching these articles on world canals to find how far back the history of waterways goes. We have already had dealings with the Pharaohs and the Vikings and now we meet the ancient Greeks (and that is not a legend).

An article on the Internet surprisingly informs us that the Corinthians were the first to have the idea of a waterway through the Isthmus of Corinth! This however, never came to anything more than a paved slipway (the diolkos) over which boats could be hauled. Well the isthmus is only six kilometres wide, which is a sight less than the Vikings were hauling last time.

In 67BC Nero got as far as digging a big trench but this project lapsed with his death and it was not until some time later, in 1890, that the canal we see today was started, being completed in 1893.

Whilst some canals like the Panama are judged by the scale of their engineering the most striking feature of the Corinth canal is that it is cut through a solid rock outcrop and for some of its length has near vertical sides up to 70 degrees, and up to 250 feet high. The canal, which links the Ionian and Aegean seas, is completely tidal (although, of course, the tidal range of the Mediterranean is somewhat limited) and can save 200 miles on the trip around southern Greece.

There is water depth of 26 feet (8m), and the width varies from 69 feet at the bottom to 82 feet at the surface which means there is probably a one-way system in operation – for large ships anyway.

Detailed information about this canal seems to be hard to come by, even at Britannica level and I have been unable therefore to get any details of engineers or the actual building.

John Harwood



*The original (French) Corinth Canal company at work. Cutting is being done in a series of levels, spoil being loaded into small tipping wagons which are run by inclined plane to the lowest level, 5ft above the sea. There they are pushed by locomotive to a heavy steam dredger and lines of barges. These last, when loaded, are taken out to sea to be emptied.
(Hadfield, C., 1986, World Canals, David and Charles)*

Reviews

BENJAMIN OUTRAM

by Prof. R B Schofield

Review by Keith Noble

At IWA's Canal Societies' Conference in November, someone said to me, in discussing the Huddersfield Narrow, "It's a pity there's no biography of Benjamin Outram". I agreed, forgetting that some months before I'd ordered a copy of Professor R.B. Schofield's recently published volume. It dropped on my doormat the very next morning.

As the author regrets in his introduction, little is known of Outram's private life, which explains the title and sub-title:-

BENJAMIN OUTRAM

1764 – 1805

An Engineering Biography

Fortunately whatever lack there may be of personal details is made up for by rich sources of material covering Outram's professional career. Rather more than half the book is devoted to his canal works, notably on the Ashton, Peak Forest, Cromford and Ashby Canals in addition to the Huddersfield Narrow.

However, Outram was, as they say "a man ahead of his time". He saw tramroads, railways and plateways, not just as feeders to canals but also as having an independent existence. His father in law, as early as 1803, had written a treatise

envisaging a network of railways serving the whole of mainland Britain. Incidentally, Professor Schofield dismisses the myth that the word 'tram' derives from Benjamin Outram.

Despite the lack of personal sources, Outram comes across as a competent engineer who took on too many commissions during the canal mania, when good assistants were hard to recruit and he was ill-served by those he had to employ. That may to some extent explain the problems he encountered in completing the Huddersfield Narrow but he died before it was finished.

Whilst building the Cromford Canal, Outram spotted an opportunity to establish an ironworks at Butterley. His enthusiasm for railways may have been not a little influenced by the prospect of Benjamin Outram & Co. supplying materials but there is no suggestion that is distorted his engineering judgement. After his death the firm was renamed The Butterley Company and, as a young



"Benjamin Outram lives on at Buckley Mill development in Uppermill" (Ken Wright)

engineer with British Railways, I had the privilege of working with them in the early 1960s rebuilding a bridge over the tidal Trent. Before being taken over themselves, Butterleys bought and operated brickworks in Elland.

Outram was not alone among the early engineers in making less money from his many operations than would have been expected. He died intestate and the administrators had trouble disentangling his personal affairs from those of the company. They eventually established that

he was in debt to his partners in Benjamin Outram & Co. This led to litigation and as a result the book ends on a rather sour note.

Nevertheless, Outram still deserves to be seen as one of the greats among the early civil engineers, though perhaps not in the first rank, and this book will serve to secure his place with them.

Benjamin Outram by R.B. Schofield (ISBN 1 898937 42 7) is published by Merton Priory Press with a cover price of £24.95.

The next review, by Ken Wright, is of a CD-ROM and in it we learn that Benjamin Outram was named after Benjamin Franklin. Thought you ought to know!

CANAL TUNNELS OF ENGLAND AND WALES

I'm sure you all noticed a new advertisement in the last issue of Plink. On Page 49 we carried a small ad. for "Canal Tunnels of England and Wales", available on interactive CD-ROM from Click Click Interactive Limited.

We now have a copy of the CD in the office and a very interesting and satisfying document it is. Not only for the enthusiast but for anybody with a passing interest in our industrial and engineering heritage. Over 100 tunnels are included and they are simple to find under several separate

headings. (Even for a relative novice, like me! Ed.)

For each tunnel one can investigate the history, restoration possibilities or action, technical talk, several photographs and location maps. Excellent cross-referencing highlights personalities, biographies, etc. Additionally, there are sections on tunneling in general; the who, the how and the why of tunneling and a canal glossary (*Which is a bit limited compared to John Harwood's efforts in earlier Plinks! Ed.*) This is an example of some first-class research and makes a most refreshing "browse" away from the usual humdrum crop of "educational" CD-ROMs.

Available only by mail order, but very good value for the money.

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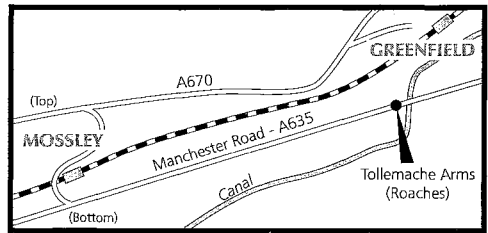
The Back Page

THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

2604	Mr Wainwright,	[REDACTED]
2605	Mr Mortimer,	[REDACTED]
2606	Mr Reed,	[REDACTED]
2607	Mr Hamilton,	[REDACTED]
2608	Dr Smith,	[REDACTED]
2609	Ms Howarth,	[REDACTED]
2610	Mr & Mrs McDermott,	[REDACTED]
2611	Mr & Mrs Hewitt,	[REDACTED]
2612	Mr & Mrs Weatherley,	[REDACTED]
2613	Mr & Mrs Roberts,	[REDACTED]
2614	Mr Hambleton,	[REDACTED]
2615	Mr & Mrs Thomas,	[REDACTED]
2616	Mr Amende,	[REDACTED]
2617	Mr Lane,	[REDACTED]
2618	Mr Moss,	[REDACTED]
2619	Mr & Mrs Bradford,	[REDACTED]

WEST SIDE SOCIAL MEETINGS:

As usual, the venue is the Tollemache Arms, Manchester Road, Mossley (Roaches) on the second Wednesday of the month commencing at 8.00pm. Forthcoming meetings are: 11th April, 9th May & 13th June



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 (44p) or A4 sized envelope (76p) for joint issue 81/82.

24, 25, 38, 47, 54, 56, 58, 59, 64 to 66, 74, 75, 77, 79, 80 to 83, 85 to 89, 92 to 97, 99, 101, 103, 104, 117 to 119, 121 to 135.

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

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