

Pennine Link

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HUDDERSFIELD
CANAL
SOCIETY

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'Through Heathered Hills', an installation at Ward Lane, Diggle



Ken Wright

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Editorial

One of the dominant themes in the press cuttings this quarter has been the £15m figure bandied about as the probable cost of

restoring the canal to the dimensions of 1919. One wonders where this figure has originated. It bears little resemblance to reality when the alterations are considered in detail.

First of all are the locks. The ones restored by HCS and HCS Restoration are capable of taking any narrow boat currently on the waterways. This is proved by the fact that the lock causing Tysley problems was in Uppermill. Mike Lucas's boat had gone through all the locks from Ashton - restored by HCS Restoration - up to that point.

There is a certain amount of dissension as to the measurements given to the contractors of the subsequent locks. If they are found not to meet the specifications, BW should be able to require them to return and undertake remedial work. If they are to the correct specs - and some translation from imperial to metric measurements might well have caused the narrowing - then the actual problem in each lock needs to be identified. In every case the gates are correct, it is where lock walls have contracted due to a multitude of reasons that is causing the problems. Taking down and totally rebuilding the side of a lock will cost in the region of £30,000. Multiply by the six suspect locks gives us £180,000, a large sum but somewhat short of the money quoted.

Then there is Standedge Tunnel with a possible profile problem. I do not know how many 'high' spots in the tunnel will need chiselling away, but frankly the change from £15m after paying for the lock repairs

would be almost enough to dig a new tunnel!! At the moment BW have enough on their plate with finite resources in opening the Rochdale Canal on time and I think that this figure is a 'ball park' one until proper costings can be made.

Keith Gibson has written a well-balanced article on the way he thinks the future of the society and its efforts ought to go. Whilst this is a personal view, I would agree with him on nearly every point.

We had intended to have an article on the progress on the Rochdale Canal in this issue, but progress is so rapid at present that this will appear in the next Plink - probably as a congratulatory note on the reopening.

The Commonwealth games in July/August will bring the eyes of half of the world to the Greater Manchester area. The article by HCS Treasurer John Sully about the work being done to revitalize the canal system up to Sports City shows how much effort is being put in by BW to bring about a positive reaction from the million or so visitors expected. I am a Volunteer for the Games and am spending a day a week at present ferrying VIP's to the various sites and I am seriously impressed by the new Stadium, the Velodrome and the Aquatic Centre. There is an enormous amount of goodwill and sheer hard work being put in to make sure that the event will be a resounding success. Tickets are already sold out for the Rugby Finals and the opening and closing ceremonies.

On a personal note, my wife, Ann, and I had a weekend in Paris at the end of February. The idea was to have four days on a cruise boat on the Seine - however, man proposes etc - the river was four feet higher than normal as France has had the sort of weather we have been enjoying. As a result the boat was unable to go under any of the



Chairman's Remarks

In December 2001, IWAAC published A Good Practice Guide entitled "Planning a Future for the Inland Waterways".

This followed a review of waterway restoration and development priorities entitled "A Second Waterway Age" and was published in June 2001.

The June Report reviews the state of play on 104 restoration schemes including the Huddersfield Narrow Canal and six other projects nearing completion or completed.

It makes recommendations under eight headings: Project benefits; partnership and professionalism; the role of key funding bodies; the role of the navigation authorities; the role of local authorities; restoration and water supplies; conserving the historic environment; conserving the natural environment and long term sustainability.

It is a bible for all players in the field and reading the recommendations is like following the history of the restoration of our Canal.

The December Report has specific objectives.

1. Foster a more creative relationship between the waterways and the planning system, so that the latter is more effective in

protecting waterways and restoration corridors, as well as in supporting their regeneration and renewal.

2. Demonstrate the opportunities offered by the waterways to national policy agendas for regeneration, sustainability and quality of life.

3. Raise the profile of the waterways by demonstrating their value in planning and regeneration policy, thereby increasing investment in the system.

4. Increase the use and value of the waterways in order to secure their sustainable future and quality of life for future generations.

Chapter 5 considers the processes involved in implementing waterway projects, and presents step by step advice on good practice in project delivery.

The Report states that "the restoration of the Huddersfield Narrow Canal is an outstanding example of the voluntary sector acting as project champion and succeeding in engaging other partners in a restoration process that lasted over 20 years".

There are case studies in the Appendices which include the Huddersfield Narrow. That describing the Kennet and Avon Canal looks forward and best fits my aspirations for our Canal.

* To secure the structure of the canal in good working order.

cont'd ...

bridges so we stayed moored to the bank for the whole time. Mind you as the mooring is about 200 yards from the Eiffel Tower and central for the whole city, it beats being stuck halfway up the Diggle flight! The commercial traffic, with miniscule freeboard, battered up and down and a few of the smaller trip boats were out on the last day as the river started to fall somewhat.

There does appear to be no speed limit for these craft and they were positively welting down with the current. Even without going anywhere, it was a fascinating few days and as the boat also had a gourmet chef I ended up half a stone heavier!

Brian Minor

* To raise the level of economic activity on the waterway to the point of financial sustainability.

* To provide interpretation of the canal's history and environment.

* To sustain harmony between environmental, heritage and leisure use.

* To achieve high levels of public accessibility for all (including the less able bodied) to the canal heritage and environment.

These objectives are implied in the HCS/ BW Alliance Charter and I am pleased that at a recent HCS Council meeting, all present stated their desire to see the above embodied in the future plans. We are now to look to the future and reorganise the Society into a body to react to these challenges. There will be a recruitment drive to bring in fresh blood to achieve these aims.

I mentioned the IWA National at Huddersfield in the last issue. I am pleased to report excellent progress in its planning. Last month the Festival was launched at Huddersfield Town Hall attended by many Kirklees officers and members. The IWA Rally Committee were delighted with the launch and the enthusiasm shown by all the Kirklees Council personnel who attended. "Best ever launch" quoted Brian Saunders.

I am pleased to announce that through the good offices of Ken Wright, Mrs Timothy West - Prunella Scales - will open the Festival and will be joined by Timothy West on the Saturday. During the Festival weekend both have expressed their wish to "do the tunnel trip".

Already over a hundred boats are booked in. The Huddersfield Broad has been dredged and BW are busy on the Narrow. We shall play our part. If any members can offer help before or during the August Bank Holiday weekend, please let me know.

The debate about canal width rumbles on. Whilst I sympathise with boat owners with boats over 6'10" being unable to navigate some locks and Standedge Tunnel, the canal is open. There will be a statement by BW about the Canal this Spring. Boats over 6'10" will not be able to navigate the whole canal. How many boats are over 6'10" wide? I am sure that through the pages of our journal we will read more about this.

To conclude on a positive note. John Lower's article in the March issue of Waterways World implores everyone to ignore the bad rumours and cruise the Canal. "Seldom have I thought £35 well spent or such good value" John states about the tunnel trip. He does not need reminding, but many do, that this Canal has been restored over 20 years at a cost of over £40 million. The canal was written off before the Society started. Now with improvements to come, and they will, this Canal is an example of what IWAAC sees as a "remarkable example of major restoration engineering by British Waterways, particularly the re-opening of the Standedge Tunnel and the effectiveness of restoration work in acting as a catalyst for wider regeneration."

David Sumner
Chairman

Life hangs
on a very thin thread
and the cancer of time
is complacency.
If you are going to
do something,
do it now.
Tomorrow is too late.

Pete Goss



The State of Play

After all the bad press what a delight it was to read John Lower's article in *Waterways World* about his trip along the canal. As I have said before the

canal is far from perfect and anyone expecting perfection did not live in the real world. That does not diminish the achievement of having a restored canal open again for boats between Ashton and Huddersfield. Most of the owners or hirers of the 400 or so boats that visited the canal last year managed the canal with few real difficulties, apart from the sheer hard work of operating some of our paddle gear, and, despite the well publicised damage to boats, most owners or hirers of the 250 boats towed in convoy through Standedge Tunnel saw only a smooth operation.

It might be useful if at the start of this, the second year of the canal's modern era, I reflect on the issues that have caused problems, and what now has to be done. In this I am helped by a reports given by BW's Mike Marshall to HCS Council, and Peter Bentham to the Board of the Huddersfield Canal Company, although my intention is to reflect an HCS (or at least my own) view rather than necessarily a BW viewpoint.

1. WATER SUPPLY

Newspapers have taken great delight in publishing photos of boats stranded on the bottom of a dry canal, with suitably lurid headlines. In the canal's working days water supply was inadequate in dry periods with, for instance, a closure of 35 days in 1852 or 70 days in 1869. Nothing that has happened since then has improved that

situation. Tunnel End Reservoir is silted up, and unlikely to be used for water supply again. Most of the canal supply reservoirs on Standedge now feed the public water supply with water piped from the Colne Valley to Scammonden Reservoir. Water pumped back from Scammonden to feed the summit pound at Marsden provides the basic supply to the canal which is topped up, for instance, by water from Slaithwaite Reservoir. There should be a little extra water this year. Water from Diggle and Brun Clough Reservoirs does not feed the Scammonden system, but was not available to the canal last year. The feeder channel from Diggle is being reinstated, and BW are investigating what is required to reinstate the feeder from Brun Clough.

Although all of the water allowed for in the agreement to return water to the canal was taken last year, the big problem was not an actual shortage of water, but difficulties in controlling the flow of the water that was available. Too much flowed out of the canal at Locks 1W and 1E without full use having been made of it by boaters, and water was lost through leakage from the canal. Boaters failing to close paddles properly, and, in the early months, paddles deliberately opened by vandals in the Milnsbridge area led to boats being aground in dry pounds. BW will hopefully have repaired several leaks before the boating season this year, and will have gained experience of how water flows down the canal so as to be better able to control that flow. Flow measuring devices may be installed along the canal, so that the total situation can be seen at a glance. Provided the constant fire-fighting situation of last year where staff were constantly diverted from one issue to another can be avoided, it should be possible for there to be a better BW staff presence on site to help boaters and control water flows.

That is especially important on this canal with so many locks. Water levels in short pounds can drop dramatically as locks below are filled, and these short pounds provide a barely adequate reservoir to feed the pounds at lower levels if boats close up on each other at certain locks. If a boat is aground the traditional boater's practice of letting water in by opening paddles at the lock above may cause the pound above that to be low too if it is only short, so that (assuming the boat is going uphill) it will be aground again when it leaves that lock. Where there are only short pounds between locks, boaters might be better advised to simply wait for the level to come up at its own speed.

2. THE LOCKS

There were problems at locks last year, particularly in the Colne Valley at the locks restored in the early years of the job creation and training schemes. At that time it was frustrating that work in the Tame Valley was delayed, and HCS Restoration (or Tameside Canals, as our restoration company was first named) could not begin lock restoration immediately. Perhaps we should now see that as a blessing in disguise. The early lockgates were constructed of smaller section timber than that used later, and the gate paddles have proved inadequate. New and stronger paddles and supporting frames have been installed at about two-thirds of these locks, which should help the situation.

A particular problem throughout the canal proved to be that silt and loose material prevented boaters from closing paddles completely. BW are considering how this can be resolved by modification to the design of paddle gear or fitting protective guards, so it is a problem that will have to remain for some time, although a greater staff presence will reduce its impact. I don't know whether this is a result of some oddity

of the canal's paddle mechanisms and culverts, or whether it was the result an unusual amount of material in suspension in the water caused by new water flows.

Boaters had particular problems with the ground paddles on the Diggle flight of locks which proved very stiff to operate. I'm not sure of the ultimate solution to this. Trevor Ellis, who knows much more than I do about this subject, considers that the introduction of a joint to allow some flexibility in the operating rod may be the solution. The design of the operating gear requires a very precise alignment of these rods to allow easy operation without undue friction in the mechanism. In the short term BW will assist boaters up the flight.

Most locks throughout the canal system allow a small quantity of water to leak through the walls of the structure - hence the little dribbles that always seem to hit an open window, or the back of the steerer's neck as a boat rises in a lock. That leakage through the chamber walls becomes a serious problem if water flows are sufficient to wash out material behind the lock walls. The depression that formed alongside Lock 12E last year, closing the canal for a few days whilst it was repaired, was the result of such water flows. In the worst case voids formed behind a lock wall can cause the wall to become unstable. Flooding after exceptionally heavy rainfall caused a similar collapse of the offside wall of Lock 24E at Slaithwaite whilst HCS Restoration was working at the site. That remarkably lucky timing, when we were actually carrying out grant-aided work at the site and with the collapse being in no way caused by that work, meant that an additional grant was paid to rebuild the wall. That won't happen again, so BW need to be particularly vigilant in checking leakage through lock walls. They have partially re-pointed some locks already, and other locks have been identified for remedial work - pointing, or

pressure grouting, or even some minor rebuilding to ensure there are no voids behind the structure. I am not clear when this work will be carried out, but not surprised it should be necessary. I recall that when HCS Restoration restored locks the issue of whether pressure grouting was needed arose on at least one occasion, and was dismissed as being way beyond the possible budget.

3. STANDEGE TUNNEL

Complaints from boaters that they are not allowed to steer their own boats through the tunnel and have to pay to be towed in convoy, seem to be less now that more people have seen just how awkward the tunnel is to navigate. Not only is it very narrow in places, but there are several marked kinks and changes of direction, and some treacherous looking bare rock walls. I cannot see any possibility of the convoy system being abandoned, particularly as the research on air flows in the tunnel carried out by internationally-renowned consultants Ove Arup & Partners in 1993 showed that exhaust fumes would tend to drift at the same speed as a boat, surrounding it with increasingly poisonous air.

There were well-publicised problems with the convoy system at first, but the damage suffered by boats from clashes with the tunnel sides reduced as the crews gained experience, as they learned where to be particularly vigilant with the speed of the convoy or with fending off the sides, and as they gained a better understanding of the complex control possible of the tugs and passenger modules. The introduction of rubber mats to cover cabin tops seems to have prevented scratches where the squarer sections of modern boats conflict with the sharp tumble home of parts of the tunnel, which was, of course, built for working boats of a rather different profile.

The tunnel convoy is a labour intensive operation, with seven people to take three boats through the tunnel. That is a major operational cost, far from covered by the £35 charge to boaters, and rather more than had been anticipated, or is planned for in the total BW staff for the Pennine canals. I don't know the ultimate solution, but I suspect we will see a greater use of seasonal staff (if they can be found), and, perhaps, the introduction of further technology (cameras etc.) to help a smaller crew.

4. THE 'GAUGE' OF THE CANAL

Headlines were made when a small number of traditional working boats jammed in locks, unable to proceed further along the canal. I was particularly saddened when Mike Lucas could not get *Tyseley* home to Marsden, being unable to get through Wade Lock in Uppermill. The sad fact is that, like people, old locks and boats sag. Unfortunately locks tend to sag inwards and boats outwards. BW insist that the limiting beam on the canal is 6' 10" - a figure that they also use on the Llangollen Canal; indeed my guess is that, if your boat can reach Llangollen, it will fit through the Huddersfield locks. There has been a suggestion that this figure was agreed by HCS as the width to aim for in restoration back in the 1970's. So far as I know the Society never agreed any such thing; indeed, it seems unlikely that any such consideration should have been before BW and the local authorities were officially persuaded of the benefits of restoration. There has also been talk of it costing millions to gain the extra width at the problem locks. I have to say that I don't believe that, either. What I do believe, however, is that this problem is far from straightforward, and will not be solved quickly.

When locks were restored there was a degree of demolition and rebuilding of unstable walls, or where the lock walls had obviously moved. I can only speak for those locks restored by HCS Restoration, but I assume that the same principles applied throughout. As work progressed the distance between the walls of the chamber was measured to ensure that the walls remained more than 7' apart. So, in theory, it should be possible to take a 7' wide boat through any lock that HCS Restoration rebuilt. The difficulty comes in if, by chance, a minor high spot on a wall was not measured, or if the boat or the lock chamber is slightly banana shaped (and that need only be by an inch or two - which would be difficult to actually see over the length of a lock chamber). To avoid that we would have needed much more sophisticated surveying equipment, and a much larger budget to finance the possibility of an almost complete rebuilding being required. The suspect locks appear to be the three in Uppermill, the top two of the Marsden flight, and Sparth Lock (33E). Originally all of these would have accommodated a 7' boat, but ground pressure over a period of two hundred years, especially in the period of the canal's closure, and especially where there is the weight of modern traffic near to the canal, appears to have taken its toll. The solutions may be to simply remove one or two high spots on the walls, or may require much more radical rebuilding. BW are unwilling to put a great deal of time into finding solutions to allow a very small (although historically important) minority of boats through these locks until the canal is in a better condition for the majority of boats. That, I think, has to be seen as a sensible view. It would be foolish to divert resources, and money to this problem until the issues affecting all boats are resolved.

This is complicated, too, by the crucial question of the maximum beam of boat that can be safely towed through the tunnel. Parts of the tunnel have always been a tight fit. When *Ailsa Craig* went through more than fifty years ago, Aickman and Rolt had a fright when the boat jammed, and they were only able to proceed by prising rubbing strips off the wooden boat. To accommodate the squarer section of modern boats it has been necessary to lower the water level by several inches (although when I looked at the earlier level at Tunnel End, and how near it was to the top of the copings, I wondered if that level was higher than originally built). Parts of the tunnel were stone-lined when it was first built where the rock seemed at all unstable, or likely to flake-off. That lining is of an oval shape (only very approximately oval in places as the lining follows the area excavated). Lowering the water level necessarily results in boats being closer to the narrower parts of the oval. BW believe that a boat more than 6' 10" wide may not be able to squeeze through some of these lengths of the tunnel. Even though there were very extensive detailed surveys before work was carried out, I get the impression that they would like to actually physically measure certain areas again before there is any consideration of wider boats being admitted to the tunnel. I don't know how much that measurement would cost, how long it would take, or even whether it would require the tunnel to be first de-watered, but clearly it must be done, before any serious thought is given to resolving issues at locks.

Keith Gibson

Gates & Gearing on the HNC

Following on from the last edition, we continue with more detail on the various mechanisms fitted to HNC locks. At one point it was very easy to identify the few locks which did not have hydraulic gearing. However, over the last few years, a number of hydraulic units have been replaced with traditional due to either vandalism, shortage of spares or upgrading. In addition, all the locks built during the final phase of restoration, for example in Stalybridge and Huddersfield, have been fitted with traditional gearing. Perhaps later this year, and for general interest, HCS will list the types of gearing on all 74 locks. What is easy to identify are the number of tail gates which were modified to operate mechanically.



Whilst the canal was abandoned, a number of bridges adjacent to the tail end of locks were widened, mostly to enable larger trucks access to factories. On certain locks these modifications later prevented the installation of traditional gates and gearing as there was insufficient space for balance beams. The cost to either modify the bridge or lock was too high, therefore, alternative methods were found.



In Ashton, Locks 1 & 2W were affected. The result being that in addition to the two pedestal gears operating the ground paddles at the head of the lock, there are a further three hydraulic units to operate the tail gates. One unit, fitted inside a steel or brick housing opens both gates, but not simultaneously - the other two units operate the paddles on each gate. At first glance to a novice boater, they may appear not to be associated with the locks at all. White indicator discs are fitted to the gate units to show the position of paddles. Yes, it could be argued that cranked balance beams or similar could have been used, however, this was the decision made at the time.



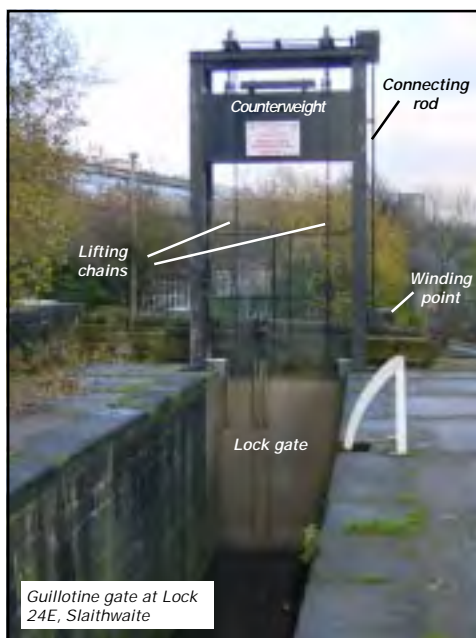


At Wade Lock (21W) in Uppermill, it was not possible to fit a full size balance beam to one of the tail gates as it would have obstructed traffic on High Street. The solution was to install a hand-operated mechanical crank to open and close the gate. The paddle gear is Trent & Mersey pattern. Boaters using Wade Lock always tend to draw a crowd which sometimes makes walking on the footpath rather dangerous at times.

Members may have noticed that many of the locks completed in 2001 were bereft of paint and grease. B.W. rectified the initial greasing last year, and are currently catching up with the painting. It is hoped that HCS volunteers will be able to help with the painting and greasing, to ensure that all those using the HNC this year will find it easier, enjoyable and show that HCS is still actively involved.



The place of resistance is Lock 24E at Slaithwaite. Due to the way the adjacent bridge had been widened, there was insufficient room to fit normal tail gates



without reducing the length of the lock chamber - this was not an option. A vertical or guillotine gate similar to one on the River Nene was installed. It was suggested that the bottom of the gate should be sharpened to a point, so that in the unlikely event of failure in the gearing whilst boats were going through, it would be better to have a boat cut clean in half rather than being bent like a banana (only joking). The gate itself takes quite a few turns to raise and lower, whereas the gate paddle is relatively easy.

Frank Smith

Photos: Martin Clark



Manchester's Canals Bonanza

Society Treasurer, John Sully, gives a round-up of the exciting developments planned for Manchester's canals.

The Commonwealth Games and the opening of the Rochdale Canal are making 2002 the year of the canals for Manchester. The city is no longer turning its back on the rich heritage of canals and rivers.

Millions of pounds are currently being spent on improvements to the Ashton and Rochdale Canals to make them attractive places to live, work and play. Derelict warehouses are being converted into designer apartments and office blocks. New businesses are springing up along their routes. Waterway improvements are acting as a catalyst for urban regeneration.

As traffic chokes the streets, more and more cyclists and walkers are returning to the towpaths. Extra security features, such as CCTV cameras, lighting and better access, make the waterways a safer place to enjoy and an attractive commuter route to work.

In July and August the main traffic-free thoroughfare from the city centre to the Commonwealth Games Stadium will be a 25 minute walk along the Ashton Canal. Hundreds of narrow boats from all over the country will be congregating in Manchester this summer to join in the festivities for one of the greatest parties ever.

Improvements to the Ashton and Rochdale Canals

A British Waterways taskforce, based at the South Pennine Ring office in Castlefield, Manchester, is working hard to transform the city centre's two high profile canals – the Ashton and the Rochdale.

Consisting of skilled engineers, surveyors and landscape architects, the team is effectively waving a magic wand to transform the canals from forgotten backwaters into thriving, well-kept waterways – a peaceful, attractive haven within bustling, urban Manchester.

South Pennine Ring Waterway Manager Tom Rowe said: *"Working with partners, we are delivering a number of schemes with the intention of creating a vibrant and safe canal network in East Manchester, as well as the city centre. We want to bring boats back to Manchester and make the canals attractive to visitors as well as an important asset for local communities."*



Canalside improvements - The Ashton Canal at Store St. looking towards the City Centre with extra lighting, quality surfacing and des. res.

"The towpath improvements, CCTV cameras, extra lighting, landscaping and improved access should all make the canals a safer and pleasanter place to visit. A city centre warden scheme is being proposed to cover the towpaths and we are working closely with developers to design people-friendly apartments, bars and office blocks that embrace the water, not turn their backs on it. Property values can increase by up to 20 % with a water-side frontage. People want to live, work and play by water, and the tide is now turning in Manchester.

"We want Manchester to become the Venice of the North and for the canals and rivers to become an integral part of Manchester City life.

"Since taking over responsibility for the Rochdale Canal 18 months ago, British Waterways has tried to improve and promote this strategic route through Manchester. In the city centre, apart from Canal Street, much of the waterway is tucked away behind buildings. We want people to know it is there and to use it."

In the future there are many plans in the pipeline, including an innovative proposal to link the Rochdale and Ashton Canals with a new canal arm through the new Manchester Millennium Village in Ancoats. Working with partners Manchester City Council and the regeneration company New East Manchester; it could involve the creation of a new village centre around an attractive central mooring basin.

Restoration of canals can be a catalyst for major urban regeneration. The formula has been hugely successful with the Huddersfield Narrow Canal, which has

been dubbed "the river of gold", since re-opening in May 2001.

Restoration of the Rochdale Canal, similarly promises hundreds of new jobs and an attractive re-design of Failsworth town centre. And for the future - proposals for restoration of the Manchester, Bolton and Bury Canal are at an early stage and British Waterways has also had preliminary discussions over the feasibility of restoring the Stockport Canal Branch of the Ashton Canal.

But canals are not just about environment; they are about people too. Encouraging people to respect and enjoy the waterways safely, is an important part of British Waterways' job.

Since March 2001 we have given education talks to 76 schools close to either the Rochdale or Huddersfield Narrow Canal, reaching more than 15,400 children with the important "Be safe By Water" message.

And last summer, British Waterways received funding from the Sports Action Zone and the Manchester Aquatics Centre to launch the Aktiv Youth programme which involved more than 100 East Manchester youngsters taking part in a boating and swimming education activities.

Tom Rowe added: *"We are at the centre of a waterway revolution. We know there is still a great deal to be achieved to bring the waterways up to the standard we would all like to see. But over the last three years we have taken significant steps forward and there are now many success stories for all to see."*

Manchester – A boating MECCA for Summer 2002

More than 600 narrow boats are expected to converge on Manchester this summer to enjoy the Commonwealth Games and Aquafest, a festival of events by the water.

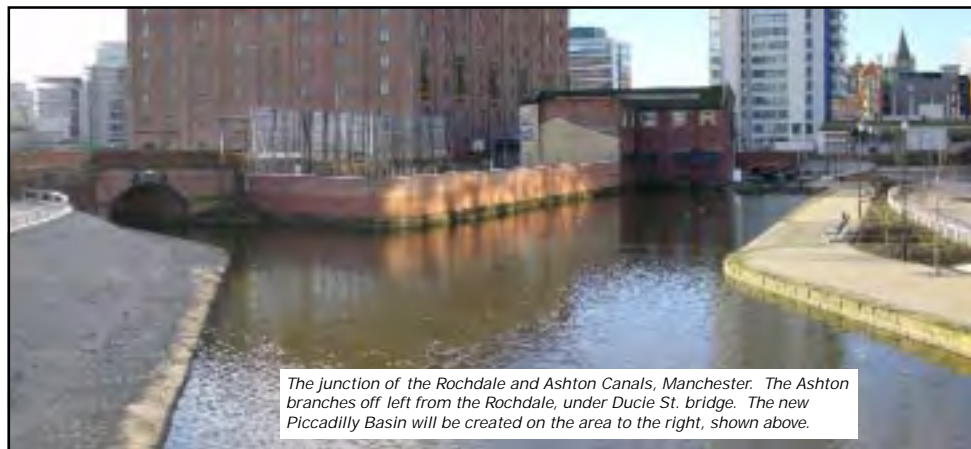
With so many boats, moorings will have to be carefully managed. So British Waterways is working with Manchester Ship Canal Company and Salford City to promote three main mooring sites. These will be at Salford Quays, Castlefield and Piccadilly Basin. (Piccadilly Basin is the name of the basin at the junction of the Rochdale and Ashton Canals.) They are all linked by water, but also boast excellent public transport links, making all the main visitor attractions accessible to boaters.



Moorings bollards at Salford Quays



The site of the new Piccadilly Basin, part of the ongoing canalside developments to improve facilities ready for Summer 2002's events.



The junction of the Rochdale and Ashton Canals, Manchester. The Ashton branches off left from the Rochdale, under Ducie St. bridge. The new Piccadilly Basin will be created on the area to the right, shown above.

These sites will be promoted together, giving the customer options on a variety of moorings tailored to their length of stay and visit plans. Total capacity for summer 2002 will be around 1500 berths, subject to police safety approval. All these sites will offer the full range of boating facilities needed to sustain a large number of boats.

A boaters pack will soon be available giving advice and information on boating facilities and the many visitor attractions on offer in Greater Manchester over the Summer. Advice and help will also be accessible on-line at www.aquafest.co.uk

In late January/early February a booking form will be available for customers to reserve their berth for the Summer. The form will also include a general outline of the various visitor attractions on offer, including the Commonwealth Games, a map of the sites and how they link with the attractions and events.

Work to create the infrastructure for this boating extravaganza will begin early Spring at Piccadilly Basin to provide pontoons, mooring rings, service stations and interpretation.

Most facilities will be provided free of charge, with only a small administration fee payable at the time of booking.

Terry Horan, British Waterways Aquafest organiser, said: *"This is a once in a lifetime opportunity to come and enjoy one of the nation's big parties. This Summer all eyes will be on Manchester, not only for the Commonwealth Games but also for all the exciting events and celebrations that will be taking place as part of the Spirit of Friendship Festival, Culture Shock and Aquafest."*

"Boaters will be able to make a huge contribution to the atmosphere of the city by just being here and I guarantee there will be plenty to keep them occupied. This year Manchester promises a Summer to remember."

Commonwealth Games site and the Ashton Canal

The Ashton Canal runs through Sportcity the main site for the Games with new facilities on both sides. On the south side of the canal is the warm up track, the new squash centre and the City of Manchester Stadium seating 38,000. The Stadium will be used for the Opening and Closing Ceremonies and after the Games are over will become the home for Manchester City Football Club for the 2003/3 season and beyond.

Above lock 5 a new footbridge has been constructed. This is wide as the car parks are on the north side of the canal and visitors to the Games will cross this bridge to reach the Stadium. Below Sportcity a new ramped pedestrian bridge will be constructed over the canal. The bridge structure will act as a gateway to the Games Stadium. The new footbridge opens up spectacular views of the point where the road, rail, river and canal cross each other and dramatic views of the Games Stadium. Also on the North side of the canal under construction is the new Indoor Tennis Centre.

Ashton Canal Improvements

BW has awarded £0.5m for the completion of the improvement of the towpath between Piccadilly Basin and Sports City. Work was halted last year after a building collapsed into the canal. The improvements include high quality finishes to the towpath, improved security including new

lighting and fencing and the formation of new accesses.

A former canal arm is to be restored on the site of the former Ancoats Hospital. Historical records indicate the presence of a canal arm within this site and BW proposes to restore this in-filled canal arm, which will leave the canal above lock 2. The canal arm runs parallel with Vesta Street and on the line of the existing access road into the hospital. The hospital is now closed and due to be converted into residential flats. A new landmark footbridge will be constructed across the canal to connect these residential flats with the proposed Metrolink stop. (Metrolink to Ashton is due to open in 2006.)

A new Piercy Street Canal basin with moorings for up to 10 narrow boats will be constructed above Lock 3 on council land. The mooring basin will be constructed in time for the Games and will play a role in attracting visitors to

Aquafest. Beside Sportcity the towpath is being refurbished. It will include a high quality finish with adjacent landscaping areas, seating and lighting. In addition, a new set of steps and a ramp will provide access from the towpath to the stadium footbridge. CCTV will be installed along the whole length of the canal from Piccadilly Basin to Sportcity.

Information

For more information about Aquafest and developments, the website is at www.aquafest.co.uk or contact Terry Horan or Jenny Carter at British Waterways on 0161 819 5847 for more information and booking details.

John Sully

All photos - Martin Clark

Lock 2 on the Ashton Canal looking towards the City centre. A quality towpath and attractive landscape are essential for this canalside route from the City to the Commonwealth Games site.



Canals Quiz Nights

A quiz about canals intermingled with general knowledge is a good opportunity for people to expand their knowledge of the waterways and perhaps find out things they didn't know about their own canal, but more importantly, they are a great venue for socialising - it's not the winning, it's the taking part, as they say.

Various canal societies over the years, including HCS, have run a number of quizzes to enlighten and entertain their members and associates. Over the next few months there are two such events coming up in which HCS have been invited to participate by sending one or more teams.

One problem with a society the size of ours is that we are so spread out, not only in the region but throughout the country. This makes it difficult to arrange 'local socials', without a lot of ground work, and we do not necessarily have the number immediately on tap to automatically submit teams for these quizzes. However, just because it may be difficult should not stop us from trying. It was this type of attitude which helped to get the Huddersfield Narrow restored.

In many cases, quiz teams are formed from people who socialise or take part in quizzes on a regular basis - this shouldn't put the individual off as, for example, four individuals can actually make up a team on the night.

QUIZ No. 1

South Pennine Canals Quiz

This quiz is being organised by the Calder Navigation Society. It is being held at the

Barge and Barrel pub, Park Road, Elland, on Thursday 21st March commencing at 8.00pm. Team size - up to four.

QUIZ No. 2

Pennine Inter Canal Society Quiz

The host for this quiz is the Manchester, Bolton & Bury Canal Society. It is being held at the upstairs function room at the Lord Clive Inn, Mersey Drive, Whitefield, on Friday 19th April commencing at 7.30pm. Team size - six maximum and up to two teams per society. As with most quizzes, supporters are more than welcome and there is no charge.

During the interval there will be a Hot Pot or vegetarian Quiche with chips and vegetables which will need to be pre-booked by 4th April, cost, £3.00 per person.

In an effort to help the quiz organisers, and to encourage HCS members to take part, HCS office in Ashton will try to act as facilitator. If you can form a team yourself for either of the events, great, just let us know. If you are an individual and would like to take part or just show up as a supporter, we will try to integrate you into a team. Any other instructions will be given out to those entering. As suggested above, these quizzes are quite informal and are designed to be an enjoyable evening out.

Frank Smith

? ???? ? ???? ??

The Horseboating Society

CREW INVITED AND MUCH NEEDED!

The Horseboating Society hopes to attempt the South Pennine Ring in the Summer of 2002, and crew will be much needed.

A horseboat nowadays requires a minimum of 3 or 4 crew at all times, so this could be your opportunity to get involved for a day, or preferably several days or weeks.

The canals making up the South Pennine Ring are the Huddersfield Narrow, the Huddersfield Broad, the Calder and Hebble Navigation, the Rochdale, and the Ashton Canal.

Problems will abound for a horsedrawn boat - overgrown vegetation and trees on the towpath edge, motorbike barriers, and sections of the Calder and Hebble with no towpath at all. Other parts might be pleasant, peaceful journeying!

The boat involved will be *Elland*, built about 1839, of rivetted iron. It is believed she may have come off the Barnsley Canal or have been a 'lighter', taking small cargoes (15 tons) off the Yorkshire Keels to enable them to travel the shallower waters of the Calder & Hebble Navigation.

It is also hoped to take *Elland* (60') and *Maria* (70') to the IWA National Waterways Festival at Huddersfield (August 23rd - 26th).

Crew will be very welcome in all the months from June until September. Previous familiarity with horseboating

is not required as this can be taught en route. Crew of previous projects have ranged from 10 - 73! It should be realised though that horseboating requires the crew to be more physically active than motorboating.

If you would like to be involved in any capacity - eg crew or photographer - please contact either:

Sue Day (Chairperson) 01457-834863
Ray Butler (Membership Secretary) 0161-221-3062

PLEASE KEEP HORSEBOATING ALIVE.

This is likely to be the only long distance journey in Britain in 2002.

Sue Day
Chairperson



'Lilith' on the Huddersfield Narrow

June 4-13, 2001

Lilith, owned by the Wooden Canal Boat Society (WCBS), celebrated her centenary last year, and the idea was to work her as in 1901. Therefore she would be horsedrawn, and used to carry metal and coal. She is a wooden joey boat, known originally as No. 9 in the Coombeswood Ironworks fleet. She was owned by the ironworks for about 70 years on the Dudley No. 2 Canal, delivering finished iron to factories near the Birmingham Canal Navigations and to 'station basins' for transhipment on to railway trucks for delivery further afield. She would then bring coal from pits to fuel the Coomeswood furnaces.

Lilith was loaded for last year's journey on the Huddersfield Narrow Canal (HNC) with a bulk cargo of scrap metal, taking up much space, but not weighing much over 3 tons. She was also ballasted with stone. The scrap metal had been collected on the monthly recycling trips organised by the WCBS. Usually *Lilith*

was towed by a motorboat but in April and May, boathorses Queenie, then Bonny, helped with the collections. The intention was then to deliver the scrap iron to a canalside scrap merchant near Huddersfield. The return journey would bring back coal from Huddersfield as was a traditional cargo on the HNC bringing Yorkshire coal into Lancashire. To add to the centenary celebrations, barrels of beer were to be loaded by two local breweries for passage through the Standedge Tunnel, over the summit, also going from Yorkshire into Lancashire.

The WCBS also had a further ambition - for *Lilith* to carry the first cargo over the summit, through the Tunnel, since 1921.

Dressing to recreate the 1901 period, I wore a black bonnet instead of my familiar white bonnet with Maria. The black bonnet was made by Caroline Jones, a horseboating society member. In 1901, Queen Victoria died, and people wore black in respect as a sign of mourning. I also wore a dark apron. To complete the scene, I had

my black dog, Jet, and my black horse, Queenie.

Perhaps displaying all this black courted disaster?! We achieved our goal of first cargoes over the summit in the last 80 years. However, *Lilith* stuck fast in some of the locks as have some other 7' wide boats. We were unable to



Jet, Sue Day & Queenie with *Lilith* in Audenshaw on the Ashton Canal.
Recycling trip 1st April 2001.

Chris Leah

proceed beyond West Slaithwaite, Lock 32E, and had to trans-ship the metal scrap cargo into my horsebox for road delivery! All the project had been closely followed by TV, and the TV producer was very sad, like us, that we were unable to make our canalside delivery and get as far as Huddersfield.

Anyhow, we were loaded with coal and beer for the return journey and successfully made the summit and tunnel passage once more. As we descended the Diggle flight of locks on the west side, I slipped while laying out the towline and broke my leg. The missing element - a black cat for good luck? The date of the accident? - the 13th of course (June 2001).

Whilst awaiting the ambulance staff, I gave detailed instructions on how to unharness Queenie to the other boaters then



Tony Oldfield

Queenie enters Scout Tunnel, with Lilith.

watched her being led away. Jet jumped into the ambulance to be with me, but he had to be led away too.

Lilith safely returned home and delivered her cargoes, being bowhauled then towed by WCBS wooden motorboat *Forget Me Not*, formerly a horseboat, but motorised in the 1940s by her No 1 owner Henry Grantham.

Sue Day

We are pleased to report that nine months later, Sue is back to fighting fitness and planning an ambitious tour of the eagerly awaited South Pennine Ring, once the Rochdale Canal restoration is completed this Summer. Ed.



Chris Leah

Queenie hauls Lilith out of a lock near Greenfield.

Passing Through Standedge Tunnel

The following is part of the information British Waterways provides for boaters wishing to book a passage through Standedge Tunnel. Not included in this article are the relevant Terms and Conditions for using the tunnel - these are normally issued along with the booking form. As with last year, British Waterways intend to post the same details at key sites along the canal so that potential tunnel users can double check mooring positions, tunnel specifications and boat dimensions.

**TO BOOK A BOAT PASSAGE THROUGH STANDEDGE TUNNEL
CONTACT STANDEDGE VISITORS CENTRE ON 01484 844298
BOOKING MUST BE MADE AT LEAST 3 DAYS BEFORE PASSAGE**

**TIMES OF
PASSAGE:**

Example:

8am for 9.30am CONVOY MARSDEN TO DIGGLE

12 noon for 1.30pm CONVOY DIGGLE TO MARSDEN

Please be at the mooring point indicated below at least one 1 hour before your passage time for your Boat to be checked and made ready

MOORING POINT:

Example:

PLEASE SEE LOCATION PLANS ATTACHED

**NUMBER OF
PASSENGERS:**

Example:

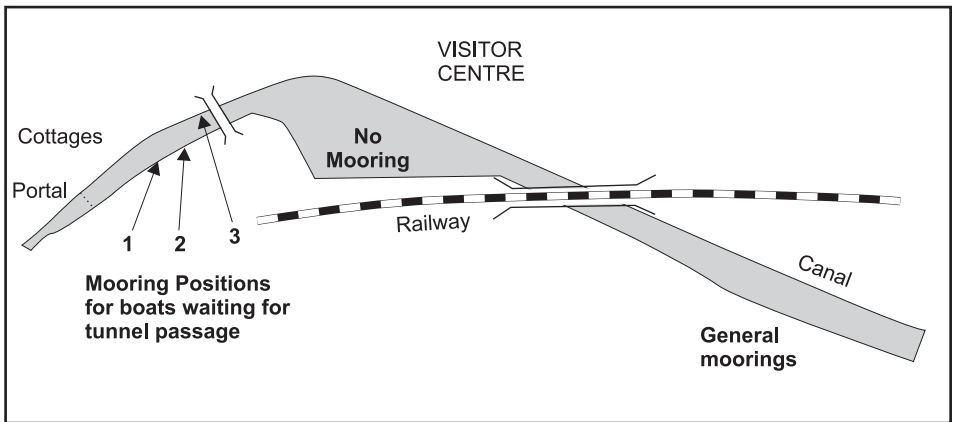
FOUR included in booking, xxx additional

NO SPECIAL REQUIREMENTS

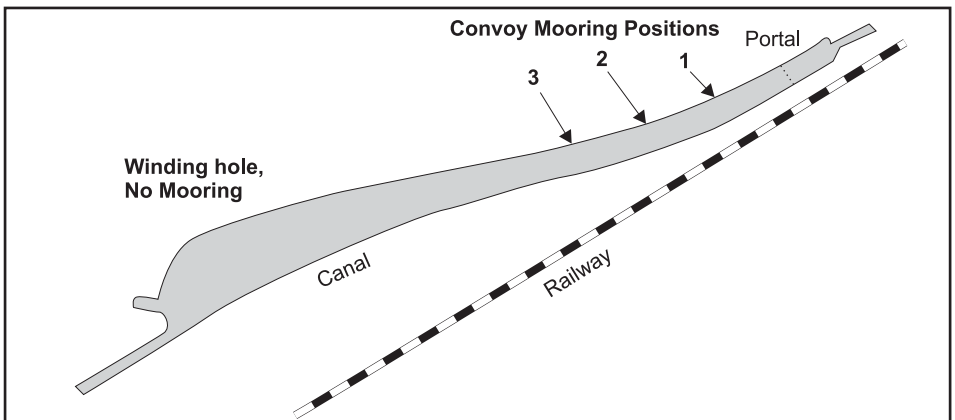
Please see the attached Terms and Conditions, Notes on Passage and Limiting Dimensions which explain any limitations on the Tunnel Operation.

It is your responsibility to ensure that your Boat fits within the maximum dimensions and fulfils other conditions, we reserve the right to refuse passage to any Boat which, in our opinion, does not.

Marsden Portal arrangements - Standedge Visitor Centre and Tunnel Convoy Moorings



Diggle Portal arrangements and Tunnel Convoy Moorings



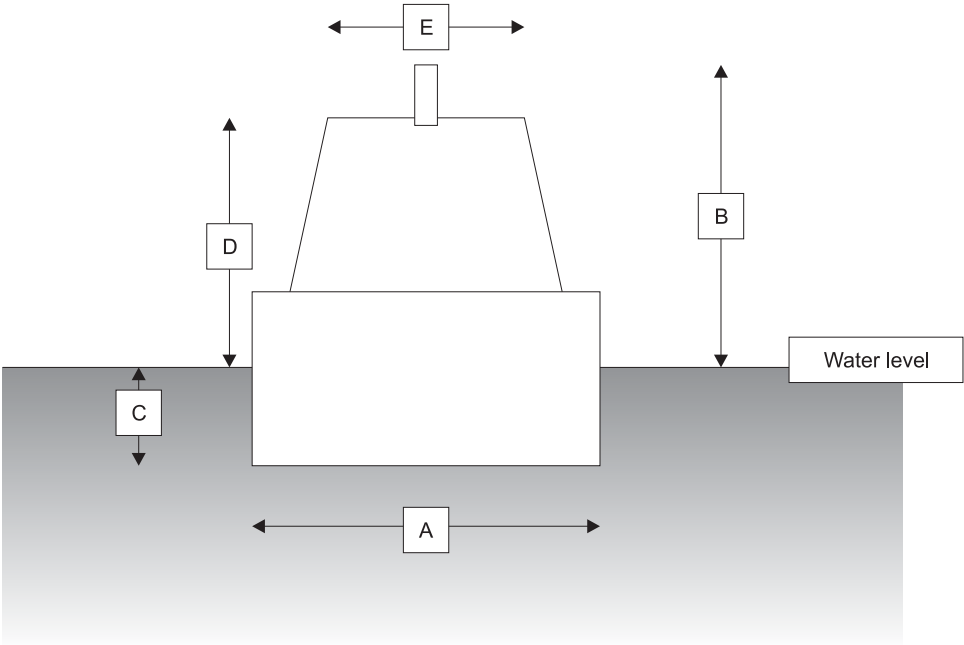
Preparation of the Boat for passage:

- Ensure the Boat fits within the maximum dimensions stated
- Remove all fenders, fittings etc., that project outside the outline of the boat and may catch on Tunnel surfaces (for instance navigation lights, step-up plates).
- Remove any forward cratch covers
- Turn off and secure all electricity and gas supplies on the craft
- Extinguish all fires
- Remove all loose items from the roof and deck of the craft
- Secure all loose items within Boat
- Leave Boat unlocked once connected to other craft ready for convoy

STANEDGE TUNNEL LIMITING DIMENSIONS

(Boats that exceed these dimensions when measured at the Tunnel portal may be refused passage)

The limiting dimensions are shown on the drawing and table following:



	Maximum Length	70' (21.34m)
(A)	Maximum Width	6' 10" (2.07m)
(B)	Max. Height above water	6' 2" (1.88m)
(C)	Max. Draught below water	3' 3" (0.99m)

Maximum height to corners of cabin (D), in relation to width across cabin (E)

Where height of cabin corners above water level (D) is:	Then width of cabin top (E) must be less than:
Less than 4'10"	6'10"
4'10"	6'10"
4'11"	6'8"
5'0"	6'6"
5'1"	6'4"
5'2"	6'2"
5'3"	6'0"
5'4"	5'8"
5'5"	5'6"
5'6"	5'4"
5'7"	5'2"
5'8"	5'0"
5'9"	4'8"
5'10"	4'6"
5'11"	4'4"
6'0"	4'2"
6'1"	4'0"
6'2"	4'0"

6'2" is maximum height within tunnel

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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The Huddersfield Narrow Canal



F Approaching L21W



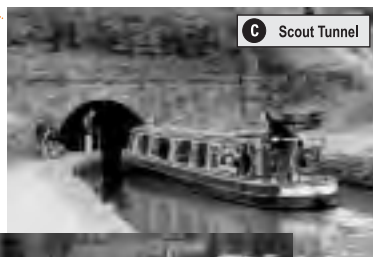
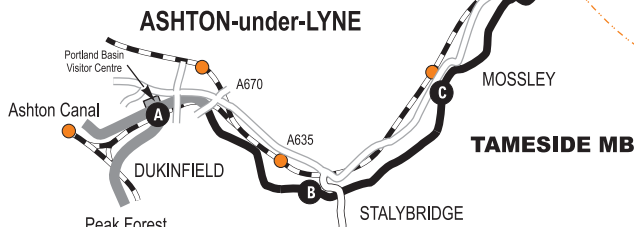
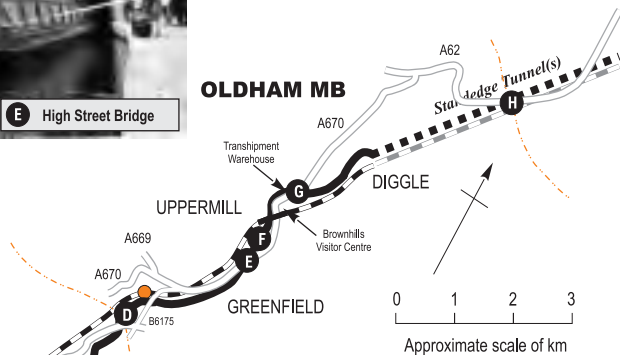
G Wool Road Bridge



E High Street Bridge



D Division Bridge Aqueduct



C Scout Tunnel



A Portland Basin Museum



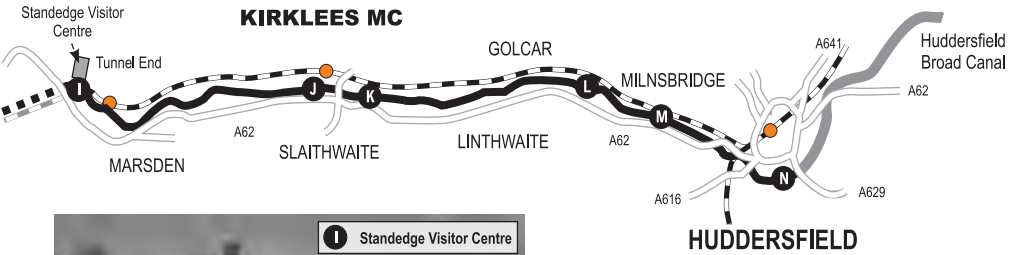
B Stalybridge Town Centre



H Standedge Tunnel



N Approach to Bates tunnel



I Standedge Visitor Centre



L Golcar Aqueduct



J Guillotine gate, L24E



K Slaithwaite Town Centre



M Mark Bottoms Bridge



Health & Hygiene Certificate and Heartbeat Award

BED & BREAKFAST at NEWBARN

A warm welcome awaits tourists & business people from a local couple at this modern farmhouse on a working sheep farm. Lovely views over the village and just 5 minutes from Standedge Tunnel. Parking for any size of vehicle.
OS Pathfinder Map 714 (GR 010090).

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The Falkirk Wheel

There was a particularly quick response to my call for an account of the first member to visit the Falkirk Wheel; and even though I had in mind a 'boating experience', my fault for not being specific, we cannot deny the Fletchers their coup. Ed.

In the last edition of Pennine Link your Editor said "Indeed the first Society member to visit [The Falkirk Wheel] is certain of publication in Pennine Link." Many of you will have read in the national waterways press that the first turn of the Falkirk Wheel occurred on 11 December 2001. Those familiar with waterway openings will also be aware that you don't do things for the first time with everybody from the press waiting for something to go wrong, and also that those nice media people at British Waterways are skilful at the presentation of their news stories.

Now it just so happens that The Waterways Trust had me travelling up to Kendal in connection with the Northern Reaches of the Lancaster Canal on 3 December, staying overnight at Edinburgh Airport that evening so that those coming from deepest south could make a timely arrival for a Board Meeting on 4 December, and then that afternoon having a coach trip up to the Falkirk Wheel, where

we went on site. The Wheel turned that day, and unlike the national press I will not feed you with the line that it was the first turn, because it had moved before that - but it was sufficiently early in the process for many of the on-site staff not to have seen it rotate before!

It was awesome! I am not known for being lost for words, but I was! I have great affection for and have been heavily committed in the final fund-raising for Anderton Lift - but Falkirk Wheel sends out an entirely different message from the familiar one of Anderton. Most of us have become accustomed to the computer generated images of what it will look like. They do not overstate the impact; they understate it.



The 'classic' Wheel shot which goes to show, you can't beat the real thing.

John & Margaret Fletcher

Because the lower basin is not complete, and was therefore not full of water we were deprived of the reflection of the structure in the water below. But whether viewed from the A803 some distance below, viewed from the Forth and Clyde Canal immediately below, viewed through the sloping glass roof of the visitor centre with the massive structure descending from more than 150 feet above on top of you; watching from the embankment as you ascend to the tunnel under the Antonine Wall; or walk out to the end of the aqueduct to look down on the massive spindle on which the structure rotates; it is stunning.



John & Margaret Fletcher

A real stunner when viewed from the Visitor Centre, (above) and the full scale of the site is appreciated in this fine view of this 21st century project.



John & Margaret Fletcher

“Stunning” is British Waterways’ Chief Executive’s favourite word for anything big new and/or innovative (Dave Fletcher used it after his first trip through Standedge Tunnel), but never was it more appropriately applied than to the Falkirk Wheel.

If you have enjoyed trips in ex-army DUKW amphibious craft - when they were first demobbed, on the beach at Southport, or more recently in the streets and docks of Liverpool or the streets and canals of Dublin, then the purpose built amphibious craft for Falkirk Wheel visitors will take you into a new age.

I don’t promise to be the first to report such a ride, but I do promise to try to be!

If you wonder about the photo credits, then I earned myself lots of domestic brownie points for getting an opportunity for Margaret to accompany me (at her own expense of course), and guess what - the “other” Mrs Fletcher, Mary wife of Dr Dave, also took a similar opportunity. Four Fletchers in a row saying “Stunning”.

John C Fletcher

Member HCS

Trustee The Waterways Trust

Deputy National Chairman IWA



John & Margaret Fletcher



John & Margaret Fletcher



John & Margaret Fletcher

Festive Boat Trips

Although now out of season, the three trip boats, festooned with lights and Christmas decorations, were busy every weekend in December last year ferrying excited children to and from Santa's Grotto in the Tunnel End Visitor Centre and at Portland Basin Museum. At Ashton there was the added attraction of children's entertainers, craft stalls, carol singers and brass bands playing festive music. With the recent opening of the Café on the Wharf, one large family had their Christmas dinner there followed by a boat trip on Standedge Pioneer.

Our thanks go to the crews at both venues for decorating and crewing the boats on these very rewarding trips. On the weekend before Christmas, when the big freeze set in, the crew at Ashton spent one and a half hours breaking the ice



Santa keeps his Claus on the sweets!

Allan Knott



Santa's helper, Pam, with festive reindog!

Allan Knott

before the trip boat could commence sailing; but I'm sure the many children who came to see Father Christmas will also have treasured memories of possibly their first canal experience aboard the Santa Specials!

Allan Knott
Crew Co-ordinator

Is This a Record?

I have just done the Huddersfield Narrow Canal in 20 minutes!

No, I must admit, not by boat, but by helicopter. This was a birthday present from my son & daughter who booked an hour's flight from Leeds/Bradford.

The helicopter seated five. I had the privilege of the front seat next to the pilot and my son, daughter and grand-daughter sat behind.

The first attempt had to be postponed due to bad weather. Eventually we did take off on Sunday the 15th December. We flew over Bradford, Dewsbury and Mirfield and got our first sight of the canal at Cooper Bridge. I lost sight of the canal until we picked it up again somewhere near Milnsbridge.

I found it very difficult to get my bearings as, for a start, we were travelling at about 60 mph, a lot higher than I would have liked for a good view and it is surprising how much of the canal is hidden by trees. Very nice when you are cruising but not so good when you are trying to view it from the air.

Our next good view was of Tunnel End which we asked the pilot to circle so we could get a good look and take photos. And then up over Standedge and a good look at the ventilation shafts. At this point we changed over from Leeds/Bradford controller to Manchester.

Down the other side to Ashton with a few glimpses of the canal through the trees. I found it difficult to distinguish roads from the canal sometimes; but canals do not have cars doing 50 to 60 mph on them!

Coming back we got a good view of the Diggle Flight and we were soon back to Cooper Bridge. We then followed the Calder and Hebble back through Mirfield and Dewsbury. The floating orange booms across the weir approaches were very prominent.

On our final approach to the heliport we made a low-level flight down the Leeds/Bradford main runway.

J K Maynard

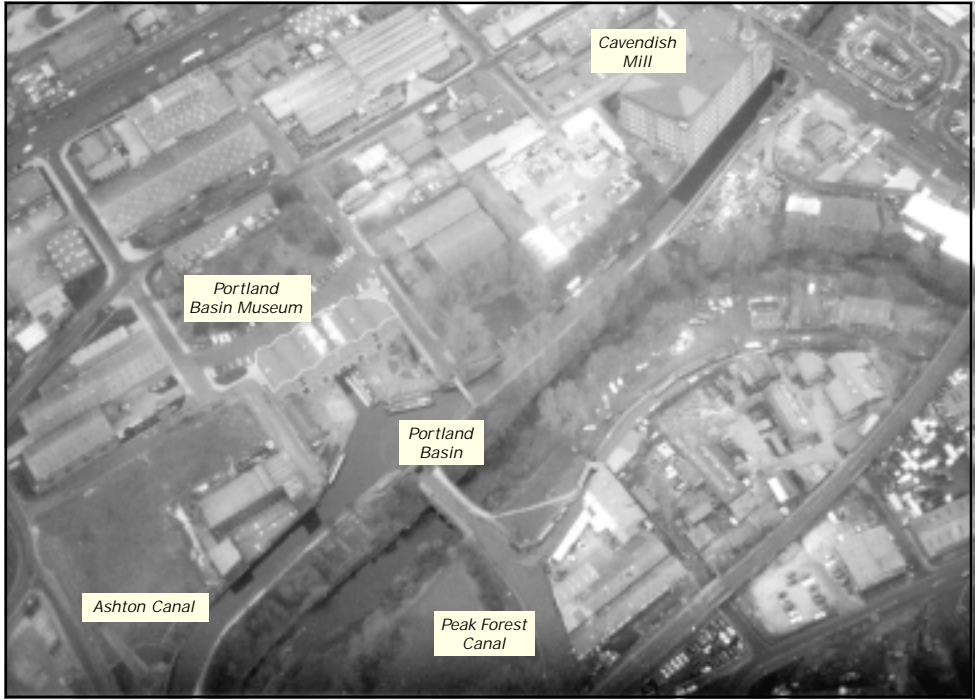


Editor's Note:

Though we have a distinctly factual caption to the photo shown left, I cannot resist the temptation to offer this as a 'Caption Competition'. Your entries, I suspect in a plain brown envelope, should be sent to the Ashton office. A selection of the most witty will be published in the next Issue.

A Maynard

Left to right: Grand-daughter, Pilot and guest of honour, John Maynard.



A Maynard



A Maynard

Harwood's Gota Canal

In these days of instant electronic communication perhaps we ought to ponder on the problems of the past once in a while. In 1808 a letter which had been chasing Thomas Telford around the country (every time it was forwarded he had already left by the time it arrived), eventually found him at Clachnaharry in Scotland. This turned out to be no less than a royal request from King Gustav Adolf of Sweden asking that he consider offering his assistance in the construction of a canal across Sweden between the North and Baltic Seas.

Although the line as built was 347 miles the fact that the canal was more a link between lakes than a through line meant that the construction (although significant in itself) was not the major work it might otherwise have been. The canal saves nearly 250 miles compared to the sea route not to mention the advantage of escaping some of the Baltic weather. Furthermore as Denmark levied significant tolls on all ships passing through it's waters into the Baltic at the time, there were clearly other benefits available.

Fired by the success of completion of part of the route (the Trollhatte canal) a director of the company, Admiral Count Baltzar Bogislaus von Platen had been pressing for outside help to move the



project forward and Telford was his chosen man. He set sail on his first ever sea voyage from Leith with two assistants taking with them more than sufficient rations for the journey – three hams (each weighing 48lbs), 1 cwt of biscuits and 31 lb of sugar. In case of thirst two dozen each of Madeira and port, half a dozen each of gin and brandy and six dozen of porter (unfortunately the description of what the dozens constituted is not available now). As the journey only took six days one tends to wonder whether a good time was had by all (we digress!).

Telford and von Platen first met on the 8th August and went straight into six weeks of non stop surveying. He was only just finishing his report when he sailed for Harwich on the 1st October. He recommended the canal be built to a depth of 10 foot, with a bottom/top width of 42/82 foot respectively. Locks were to be built to pass vessels of 105 foot in length by 23 feet in beam.



The pleasure steamer Diana cruising the Gota

The masterpiece of the whole canal is the fall down into Lake Roxen at Berg where Telford proposed a flight of fifteen locks consisting of four double locks and a staircase of seven. At the height of construction 60,000 soldiers and others were employed in the building but being Swedish by definition they all had no experience of canal building. Accordingly von Platen arranged for a number of English advisers to visit and help and the fact that Telford's drawings for the canal included a copy of the plans for the canal office building at Ellesmere on the Llangollen – is there a copied building out there in Sweden?

By the autumn of 1819 iron lock gates weighing 48 tons each were being cast at Broseley in Shropshire along with other iron fittings and were transported via Bristol to Sweden.

Finally in September 1832 after any number of difficulties had been overcome and 100 million man hours spent on construction the canal was opened. By now Telford was seventy five and von Platen had already been buried beside his masterpiece unaware that the advent of large steamships and Denmark's cessation of claiming duties on shipping had removed a lot of the purpose in the original building. Today however the canal remains open and (as here) used largely for pleasure. Indeed quite a few pleasure steamers offer cruises with opportunities to view from the Captain's bridge and for visitors to study the great lock flights - see www.scantours.com/16 for example.

John Harwood



DAY HIRE BOAT "OTTER"

Self-steer, for up to twelve people.

HAVE A SPECIAL DAY OUT ON THE HUDDERSFIELD NARROW!

Thorough tuition in boat handling and lock working included.

Huge table, ample seating, kitchen & toilet.

*Ring Ed 0161-303-7635
or Dick 01457-831038
(HCS Members)*

Saddleworth Museum & Art Gallery

This is the second of our series giving you the details of some of the places worth a visit on or near the canal.

The Saddleworth Museum is housed in an old textile mill, with the Art Gallery literally overhanging the winding hole on the canal for the trip boat, Pennine Moonraker.

It is operated by an independently run charity, with much volunteer input. Charges are modest, at the time of writing they are £2.00 per adult and £1.00 for concessions. There is also a family ticket for £4.00 which allows the entrance of 2 adults and up to 5 children.

The art gallery houses work by students and local artists and includes photographs and textiles as well as paintings and the



The Museum and Art Gallery from across the Canal

Saddleworth Museum

exhibition changes regularly. The current one is by art students and many of the exhibits are a little sombre for my taste, but the layout and lighting is good and with the view of the canal from the full length windows, it is a pleasant spot to study the pictures.



Victorian parlour

The Victorian parlour

Saddleworth Museum

The museum is nearly all local history and starts with a piece of prehistoric wood dug up from Saddleworth Moor - and you can't get much earlier than that! There are many of the local products and artefacts including the unique bakestone made from local stone that was put on the top of an open fire to make the forerunner of the modern griddle. There are a series of Victorian rooms with figures in period dress, showing well the conditions our forefathers endured, there is also a medieval room showing how advanced the Victorians had become!

On the wall outside the Museum is a large clock, inside is the mechanism, behind a glass case and working away as it has done for more than a hundred years.

There is a very interesting exhibit of the effect of two World Wars on the area,

showing pictures and letters of local men who served in the armed forces. One particularly poignant one is a photograph of a class at Friezland Primary School in 1930 and cards showing where many of them went to. Dennis Parkin was one of them and was lost in a bombing raid, his family were waiting for him to come home on leave and had obtained a tin of salmon for the celebratory meal. When he never came back the tin was never opened.

As this is the Museum of a textile town, there is a multitude of textile machines. I believe that many of these are operated on special working days during the year by volunteers who are delighted to tell the story of how they work and what life was like in the mills. The well signed items however are very clear with descriptions and facts about working conditions.



The final exhibits are a collection of vintage transport. Two cars, motor bikes and some very interesting bicycles are on display.

There is much about the current life of Saddleworth including the Brass bands and the famed Saddleworth Morris Men. A video runs in one gallery showing things currently happening in the area.

Many of the exhibits are able to be handled and touched, although this does not apply to the working machines as these can be dangerous.

The well stocked souvenir shop has old canal scenes on postcards as well as many small painted items of canal ware. It also sells items woven in the museum.

The exhibitions do alter and some of the things I have mentioned might not be on

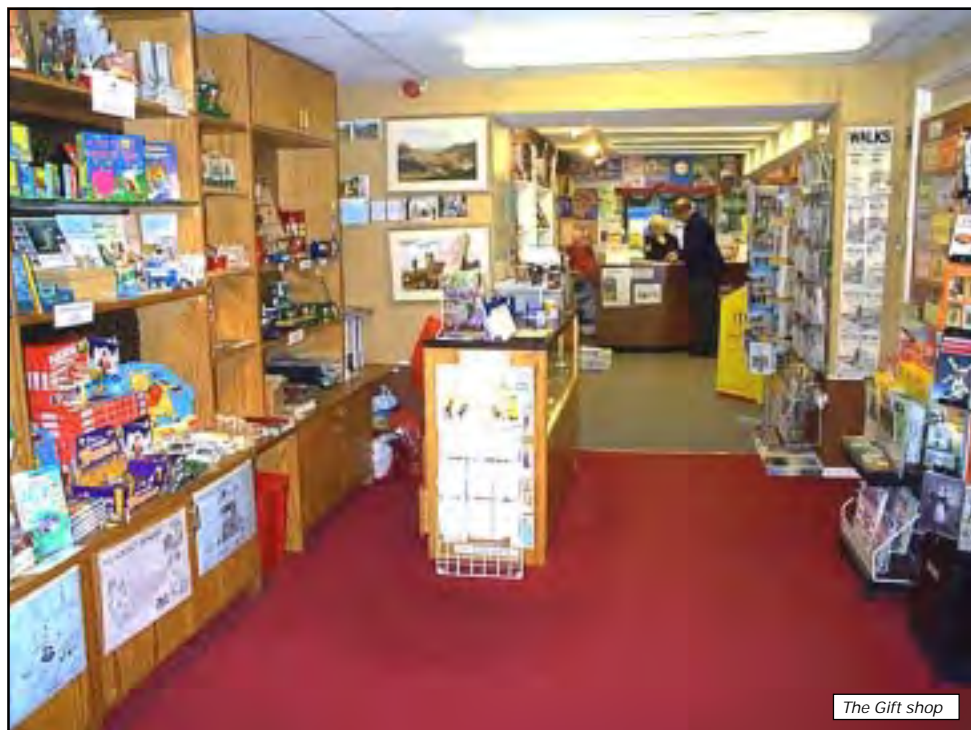
show in a few weeks. The museum has many more items than it has space and changes the display from time to time to give everything a showing.

There is a large car park directly outside (although this does fill quickly and parking in the town is in short supply) moorings are very near, but please don't obstruct the mooring for the trip boat that operates from the top of the museum steps. Access for disabled is helped with a stair lift.

A nice local museum, well worth a visit to get a background to this area. The trustees and friendly staff are to be congratulated on the amount of well displayed exhibits and information they have squeezed into a relatively small area.

www.museum.saddleworth.net

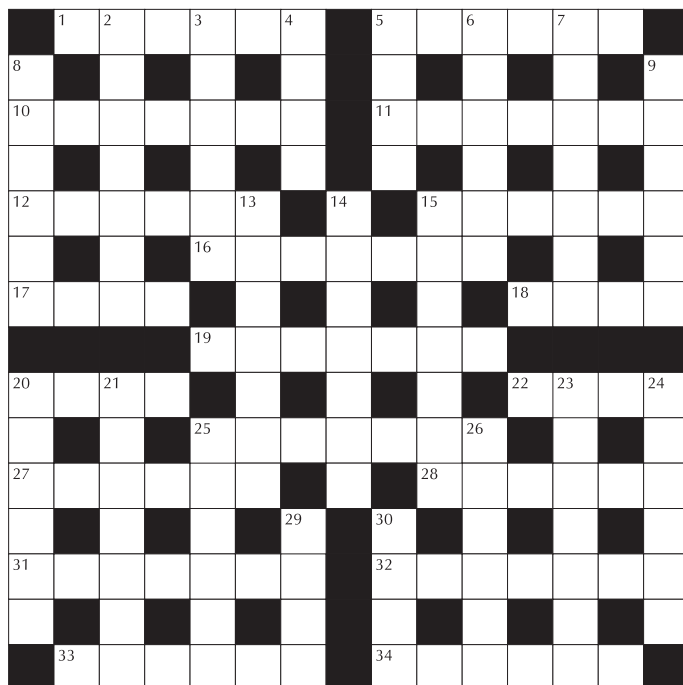
Brian Minor



The Gift shop

Saddleworth Museum

Canal Crossword - 36



Across

- 1 Buttercup lost pub after cruising in a small fast sailing ship (6)
- 5 Can't see the locks for the trees on the Chesterfield near HMP Ranby (6)
- 10 Ian, the actor, works with an axe beside the Trent in Lincolnshire (7)
- 11 Idly eat lunch outside Maghull before cruising on to watch the Grand National from your boat (7)
- 12 First single lock on the Caldon where Holst wrote? (6)
- 15 Parturitions takings place on boats we hear (6)
- 16 The track of the successor to canals (7)
- 17 Eels found close to the HNC near Oldham? (4)
- 18 Male valley crossed at Braunston puddle banks (4)
- 19 Penny is spent at a Leicester line lock near Newton Harcourt (7)
- 20 Ibis stood on a Kennet and Avon aqueduct near Trowbridge (4)
- 22 Bird handy with ropes? (4)
- 25 Pub served seal raw where the Trent and Mersey crosses the river Trent (7)
- 27 Tables where the horse might eat? (6)
- 28 Waterborne cargo (but without beet) on this type of canal (6)

- 31 Find the symbol that denotes an aqueduct on the Stratford canal (7)
- 32 Sooner I find a solution to canal banks being washed away the happier BW will be (7)
- 33 SS Andy seen sailing the Warwickshire Avon reminding us of its builder (6)
- 34 Drop an H when looking for a small pleasure cruiser in a drab, dull coloured finish (6)

Down

- 2 Unapprehensive fisherman without a spinner faces a forcible lift up when required to move from a lock approach (7)
- 3 Dancing girl seen steering a boat? (6)
- 4 Severe editor ruled out clues about waterside plants (4)
- 5 Descend American locks in autumn? (4)
- 6 Yodler seen on the banks of The Leeds and Liverpool in the suburbs of Leeds (6)
- 7 Site hat must be worn at mooring points in Yorkshire (7)
- 8 Appalling - no gin with which to fortify oneself when restoring a disused BCN tunnel (one spelling)(6)
- 9 New sum must be solved on a Broadland river (6)
- 13 Small frog found on a bridge over the Thames below Rushey lock (7)
- 14 Clerk in canal office watches boatmen cleaning out the remains of the fire in the steam boiler (7)
- 15 Mean Bas, one of the fielders at the baseball match (7)
- 20 Stableboy without a bat by the Macclesfield locks (6)
- 21 Canal made news as a restoration project in the south of Wales (7)
- 23 Winch or risk drifting away when mooring in a city on the river at 9D (7)
- 24 No need to wing boards for legging when a tug is available (6)
- 25 Nut found on a Scottish canal aqueduct (6)
- 26 Napoleons pen lost in the passenger section of the boat (6)
- 29 Definite estuarial features of a north eastern river (4)
- 30 Don't spend a penny at this town circled by the River Wey (4)

Solution on Page 54

IWA News

Some rotten so and so has been interfering with the IWA's web site, apparently it is now back on line but they are not able to update at present.

News of the Anderton Boat Lift, it will officially be reopened on Tuesday 26th March and a trip boat will be in operation the following day. Prices for private boats to use the lift will be £20.00 for a single trip and £30.00 for return.

There is a lot in the IWA bulletin about the Manchester canals regeneration and the Commonwealth games, but John Sully has written a comprehensive article about this for us. Rather interestingly the photograph used to illustrate the news item is of Portland Basin - approximately 5 miles from the Sports City!

The coloured water at Worsley is about to be cleaned up and there is the possibility of the mines being opened to the public. Hope this comes about as I live near the Bridgewater and would love a chance to go and see the underground inclined plane.

Announcement that Chris Davies MEP is trying to get European funding to help

restore the Manchester Bolton and Bury Canal. The best of luck to them, hope it happens.

Quite a lot about the work being done on the Rochdale.

Richard Drake was re-elected to serve as National Chairman and John Fletcher becomes the second Deputy Chairman. (See his article on the Falkirk Wheel in this issue - we don't have nonentities as contributors, folks!)

Listed are the four new members of the BW board. None of them have a background in canals according to the abbreviated cv's.

The IWA have been involved in a host of objections and suggestions regarding work on waterways in the Midlands and South during this period.

IWA have produced a new recruiting leaflet mentioning the financial help given to various restoration projects including the HNC.

Brian Minor

25 YEARS AGO IN PENNINE LINK (No 15)

STALYBRIDGE REPORT - PROGRESS

After many previous promises, the HCS report on its proposals for the eliminated Stalybridge section is now being prepared. Following our initial survey some time ago (to include in the original Feasibility Study), we have received a request from Tameside Planning Department for up-to-date and more complete proposals. The first new survey took place on 22 January 1977 and it is hoped to have a report available in March. ...

The report will have a similar format to the recent Huddersfield report and will cost 25 pence if purchased directly. Orders can be accepted by post - please send five 6p pence stamps and then we can use them to send out Pennine Link. The Huddersfield report can also be purchased for five 6p pence stamps ...

Every member should have both reports (and a Feasibility Study).

D.A.W.

Letters to the Editor

Dear Brian,

Pennine Link

I found the Winter Edition of Pennine Link most interesting. I actually think the role of the magazine is just as important now as it was as a stimulus to the actual Restoration.

In my view it is much preferable to have a debate on dimensions and other issues in your Editorial than unfair and unresearched comments on a web site. People have strong feelings about dimensions and historical accuracy and I certainly believe the Society and its publications have a very important role to play in having open and straightforward discussion to everybody's benefit.

I wish you and your team well for the New Year ahead with your fine publication.

Yours sincerely

Derek Cochrane

(Regional Director British Waterways)

Dear Mr Minor,

This is just a suggestion - if HCS published an annual calendar with colour pictures, and publicised it in the Autumn issue of 'Pennine Link' I am sure lots of us would buy it.

Yours faithfully

Pat Davies (Mrs)

London W4

I think the idea is good Mrs Davies, but printing costs necessitate a reasonable size print run to make such a project viable. However, I will look at the finances, and would ask if anyone else would like a year long reminder of the beauties of the HNC please let me know to give some idea of the numbers likely to be needed. Ed.

To the Editor,

My wife and I were delighted to see the restoration of the Huddersfield Narrow Canal, we followed the progress on a weekly basis, taking photo and video recordings right from the first diggings. We took a day off work so we could be at the opening ceremony and watched the Lady Mayor cut the tape. All that was wonderful.

Then we had to see some very disturbing things happen, especially in the Slaithwaite area. I had to grab hold of a lady to stop her falling into Slaithwaite lock as she was opening the lock gate, it fell off its mountings onto their boat, some idiot had taken the steel pin out which holds it in place, they would have required a hammer to do this. On two further occasions whilst walking the canal at Slaithwaite the pound above the guillotine lock was drained, no doubt blamed on boaters (I don't think so), and what was going on above the next lock but a fishing competition on both occasions. Very convenient for them.

We cancelled our boating holiday to go up the HNC and we went up the Rochdale instead, which was quite brilliant, last June.

We walk the HNC regularly and we will be keeping a lookout for improvements when the boats start moving again, bear in mind canals were originally built for boats.

P. Gibbard

Cleckheaton

The Canal Society have had a good relationship with the various angling clubs and I can't see any of their officials resorting to vandalism. There is, however, a certain Luddite faction on the whole of the canal who cannot bear to see other people enjoying themselves.

Dear Brian,

I have been reading the report of the Barnsley, Dearne and Dove Canals Trust in the December IWA 'Milepost'. It made me smile. How things and opinions change!

When the Huddersfield Canal Society was newly formed, and also the West Riding branch of the IWA had had printed a large batch of notelets with a lovely drawing of a lock by member Theo Olive - to supplement our branch funds - as branch chairman, I wrote to IWA top brass quite triumphantly describing what we in the West Riding thought were creditable achievements. But no. Slapped wrists all round. John Heap, then IWA chairman, and his committee, informed me that such outbursts of energy were not for such as us to indulge in, we should leave decisions and action to IWA head office.

We had approached and begged IWA for both of these for a very long time, in vain. In the meantime BW was 'dealing with' the last of the Huddersfield Narrow locks. It was made clear that IWA knew best, and also that we might create a situation where canal enthusiasts might join our local society instead of joining the IWA. Initiative was not welcome.

I am so glad that that attitude is outdated, and encouragement rather than censure given to the BD and N Trust, to which I offer my very best wishes for success.

Very sincerely

Margaret Sinfield

Stoke on Trent.

I think at that time there was a lot of internal politics within the IWA (as happens in every organisation from time to time) and a certain amount of 'defending ones position' was happening. HCS had the same problems with every official body in the early days and it is a tribute to Margaret and the first members that the Canal Society battled its

way through to final success. Nowadays everyone realises that the only way to get something done is by cooperation between all parties involved.

Dear Brian,

I was surprised to see Ken Wright's proposals for a change of categories in next year's photo competition. A print is a print is a print. Does it matter if it was taken by a digital camera or a film camera and will you be able to tell the difference?

Our entries were taken on conventional film using a normal film camera. Unfortunately it was slide film and your rules do not allow slide entries so I had to turn them into prints. I chose to do it using my computer so you have classed my entries as 'digital'. Had I taken them to my usual lab, they would have made internegs and then printed them - the same pictures would have been classed as 'film'.

Had I taken my pictures on normal print film and then taken them to our local branch of Jessops for reprinting, they would have done them on their computer. Would they have been 'digital' or 'film'?

Any photographer making their own prints at home would balance the colours, determine the correct exposure, crop and spot the image. Exactly the same process is used to produce 'digital' images.

I don't think you should discriminate between different methods of producing a print, but only the end result. Perhaps instead you should consider admitting transparencies which I consider give the best colour saturation and are the choice of serious photographers.

I think it's also a shame to do away with the children's category even though you haven't had many entries. Children are important to the future of our waterways. With all the Society's links to local authorities and

community groups, couldn't the competition be promoted differently - perhaps directly with schools?

Yours sincerely

John Lower
Chesterfield

I'm keeping well out of this! I've asked Ken Wright for his comments. Here they are. Ed.

And I thought we did it for fun! I'll be quite honest, when I first started the photo competition in 1997 the ulterior motive was to find more pictures for the magazine! It was hardly worth entering for the prizes alone – a print of Dungebooth Lock and a certificate – but more for a bit of competition and a lot of fun! Now we have a replica Challenge Shield, binoculars and cash for prizes (as well as the signed certificate!) there is definitely something to aim for and the competition intensifies.

However, as I know next to nothing about photographic processes I seem to have fallen into some sort of a trap in suggesting a separate category for digital camera users. The quality of prints submitted has changed greatly, from all "happy snaps" to a mixture of those and large glossy, mounted prints, and comparing them becoming increasingly difficult.

Keeping well away from technicalities I asked our judge, Geoff Hope, to adjudicate and he has written a long letter to John Lower explaining his views on the conventional v. digital argument. Generally, his view is that the digital operator has far greater scope for presenting good prints, enhanced (without cheating) simply because of the techniques involved. This does not prevent him from being able to compare photos from different processing systems. There is a rift developing in photography similar to that some years ago when camcorders affected the amateur cine scene. Club membership is decreasing as a consequence and a common

acceptance has to come about. Digital will eventually become the norm, as with camcorders, and any fuss will die out. Diehards will continue to use conventional photography, no doubt at an ever increasing cost!

Pennine Link is not getting involved – and I am not making any more hasty decisions! We will eventually decide how to deal with this year's competition but, in the meantime I WANT YOUR VIEWS. Write to the editor, ring or e-mail me (wright.ken@talk21.com) if you have any views on the subject. One thing for certain – for uniformity "mounted" prints are OUT – max. 8" x 6" means just that!

*As for the "youth category", this competition is for members and families and I am sure that any "best youth picture" in a general category is really little different from the existing system. A wider, open competition involving schools is an excellent idea and one for the Society's Promotions Group to take up. **Ken Wright***

Dear Brian,

Congratulations (I think!) on being Editor of Plink. It has moved on massively since I edited and Derek (Walker) duplicated in his attic in Denby Dale.

I am trying to obtain addresses for some of the former committee members for the Pennine Link Festival who are no longer on the HCS membership list.

The following are former members of the committee who I cannot contact:

Brian Badminton, Brian Beagley, Margaret Bardnum, Clodagh Brown, Jean Buckley, David Bullock, Joyce & Phil Calverley, Gordon Calverley, Colin & Sue Chadwick, Neil Frazer, Peter Freeman, Gerry Greenwood, Audrie Kinnear, Bob Lear, John Morley, Tim Noakes, Keith Parker, Pat Riley, Ian Stott, Sue Sykes, David Wakefield, Alan West, Bob Wilkinson, Les Winnard, Jean Wrigley.

If anyone knows of their whereabouts, could they please drop me a line at Cleveland House, Clayton Road, Pentre Broughton, Wrexham. Alternatively E-Mail me at eliz.dewey@virgin.net. Thanks - and sorry no rewards for reporting these missing worthies.

Bob Dewey
Wrexham

Bob is trying to contact all previous council members to attend the Pennine Link Festival in June. The Festival committee are hoping to recognise the work done in the past by these stalwarts of the Society. Ed.

Dear Robert,

Will would please send me a copy of the new video "The Impossible Dream". I enclose my cheque for £20.00 - I think

(hope) that should be sufficient to cover the cost of overseas postage.

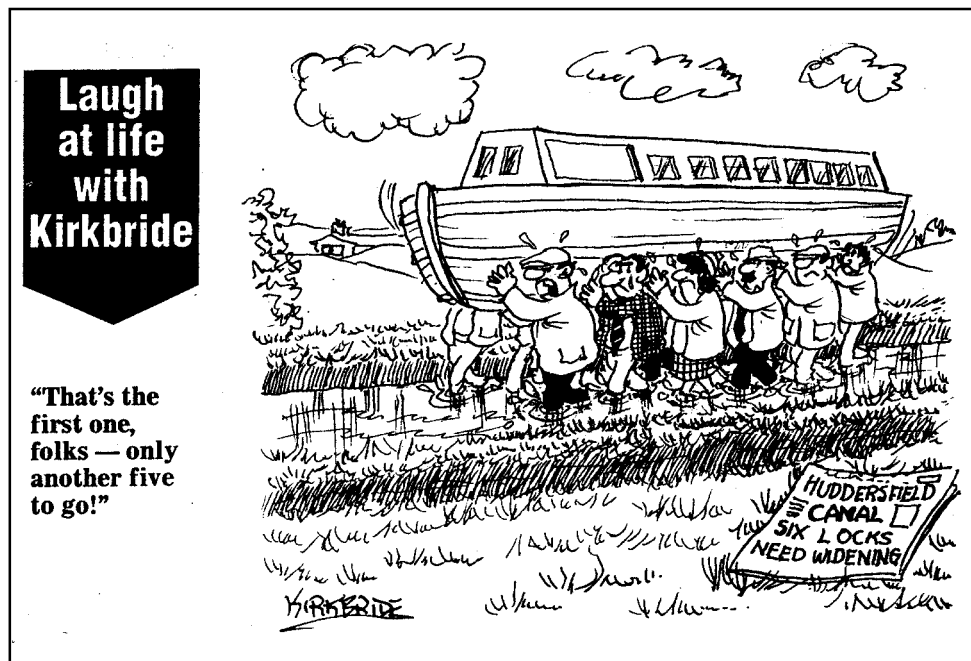
Incidentally, we look forward to receiving 'The Pennine Link' every quarter. It's an excellent journal, as everyone recognises. Please pass on our congratulations to Brian Minor for maintaining the "standards".

Yours sincerely,

Brian Sykes
Tasmania 7179

Thank you Brian, from Bob and me for your kind words. We have always tried to produce a varied and interesting magazine that keeps all our members, no matter how distant, up to date on the Narrow.

The video is still available from the office, price £10.99 plus £1.95 p+p, for UK readers. Cheques should be made payable to 'Loxvend Ltd'.



Reproduced with the kind permission of Jack Kirkbride and the Editor of the Oldham Chronicle

The Oldham Group

The group continues to make steady progress promoting the regeneration of The Tame Valley canal corridor within Oldham Metropolitan Borough boundary.

Thousands of new "The Pennine Link" (not to be confused with this "Pennine Link" magazine!) leaflets have now been distributed to regular outlets. This is a 'guided tour' along the length of the canal giving places of interest, historical and recreational information and useful maps and photographs. Anybody outside the area of the canal can obtain a copy from the Society's Ashton office. There is also a new "Discover Saddleworth" leaflet and a canal "Sculpture Trail" leaflet (of which more later).

The canal video is now out and is available from the office, albeit a very joint effort from all the partners in the canal. It is excellent and well worth getting.

Information boards are being provided within Saddleworth, probably seven in all. Oldham have a tourism website (www.visitoldham.co.uk) that, hopefully, will be linked to the Society one, and others which are appropriate.

Diggle's future is still an important discussion feature and Diggle's present is now much improved with the completion of the adventure playground, toddlers' play area, 'heather' sculpture, 'things' in the woods and all the park's paths newly stoned.

On the planning front there was a public local inquiry about the Royal George Mills in mid-March (results eagerly awaited) and there is a planning application for housing against the canal between Frenches and Well i' Hole in Greenfield



(a 'below canal level' site I always fancied for a marina!)

The accompanying photographs (overleaf) show the new playgrounds in Diggle. Next issue will include a full description of the new Sculpture Trail leaflet, with photographs.

Ken Wright



The Diggle Playgrounds

Left: Part of the assault course circle stepping stones.

Middle Below: The Narrowboat and canal crane.

Bottom: Walking the Plank - showing the end of the newly surfaced path.

Top Right: The boat-shaped toddlers' playground on Ward Lane, Diggle. Note the 'tiller' at the entrance gateway.

Photos: K. Wright





A. Wright

OH, DEAR!

This photograph was taken in early January 2002 and shows the famous Old Sag aqueduct in Dobcross. But what do we see? Icicles? Yes, afraid so – all the hard work and considerable expense in improving and making watertight the old reprobate has

proved, not exactly wasted, but largely ineffectual! Could be that the water is coming through from the grass bank alongside the water channel, and we have had some foul weather but

Ken Wright

What the Papers Said

My thanks to every one who has sent in a cutting and especially to Keith Sykes, Alan Knott and Ken Wright.

Several reports from all the local papers about the abortive discussions between Derek Cochrane (BW) and Chris Davies (MEP) talking about the fact that an estimated £15m is needed to bring the canal up to the 1919 width standard. Impression is given by them all that the canal needs to be widened, when all that is wrong is the width of half a dozen (at most) locks. Much is also made of the fact that older boats have a certain amount of middle aged spread. There were lengthy reports on this in the Oldham Chronicle and The Huddersfield Examiner as well as mentions in most of the other local papers. The Oldham Advertiser quotes a width of 7'11" for the locks - would that were true! However see Keith Gibson's piece on page 7.

HDE - December 13th

Nice article about the new video called the 'The Impossible Dream' about the saving and reopening of the canal, good picture and praise for the Society.

TA - December 27th

Full page of 'puffs' and ads for Stalybridge town centre hostelrys and eating places, given a revival since the reopening. Heading - In Staley Vegas!

TA - January 3rd

Picture and article about the efforts made by Emmaus Mossley to raise funds for Willow Wood Hospice giving boat trips outside Tesco's. Picture showed society member and co-manager of Emmaus, Dick Amende, with boat and a young passenger.

TA - January 10th

Picture and article about society member Sue Day and her horse drawn sleigh. Article on the New Restaurant boat 'The Staley Rose' and its proposed operation in Stalybridge.

Letters page - Letter from a P Wilson saying

that he had only seen one boat through Stalybridge and felt the restoration was a waste.

Letters Page - Jan 17th

Reply from Alan Knott giving the full details of boats through the town and of the trip boats and the new restaurant boat. Unsigned letter criticising the 'Staley Rose' Obviously the writer has never been in a modern narrowboat - maybe he/she is a local cafe owner worrying about loss of business.

OC - January 11th

From the Sports pages - an account of a fishing match on the Canal near Slaithwaite.

OC - January 17th

Lengthy quote from David Sumner's article in the last edition of Plink - remember you saw it here first folks!

NCE - January 17th

A commercial pleasure boat on the newly restored Westerhailies section of the Union Canal in Scotland was unable to get under a concrete overbridge as the clearance was too low. BW said it could make no comment while discussions with the contractor were going on.

HDE - January 18th

Article about the lack of delights of Stalybridge! (Obviously written by a Yorkshireman) Picture illustrating is of the canal in the town centre, and a paragraph stating that due to the canal reopening the town is without a recognisable centre and goes on to describe the delights of the Buffet at The Station, and the ales available. He also describes that the song '*It's a long way to Tipperary*' was written in Stalybridge - now that I didn't know!

HDE - January 21st

Article written as a result of a press statement by BW blaming last years water shortages on boaters who left paddles open. Apparently they are to put notices by each lock showing

the proper way to operate them and how to recognise the fact that a paddle has been left open. Mention is also made of the 'speed camera' in Stalybridge.

CVC - January 25th

Full page article with pictures of a trip through the tunnel and a chronological list of important dates.

OC - January 25th

Article about the possible reopening of Diggle Station giving the reopening of the canal as a factor in making this more necessary.

OC - January 28th

Also has an article about the video with a nice picture of Ken Stephenson (who made it) It is a very good review and hopefully will result in an upsurge of sales. Unfortunately there was no mention of where the video can be purchased.

OC - January 31st

Article about the 'Motorman' Transport Cafe at Marsden I thought that it was closed down, but I was evidently wrong! Mention made that the reopening of the canal will result in increased business due to the number of visitors.

NCE - February

Article with lots of quotes from BW CEO David Fletcher. Nothing directly about the HNC, but one or two things worth repeating. He said BW are now investing at the rate of £200m per year and is restoring canals at the rate they were built two centuries ago. They are negotiating to sign deals to supply water, new reservoirs and canal widening might become necessary for this. Last year BW earned as much revenue from communications firms who have placed cables under towpaths as it did from boat licences, and they are hopeful of extending this.

OC - February 5th

Their reporter had obviously gone on the same trip! Nice two page spread in colour with plenty of pictures including one of BW's Fred wielding a pick axe!

OA - February 8th

Picture and report of the sculptures done by schoolchildren at various places along the canal. Not to my taste, but I'd sooner have the kids trying to beautify the place than vandalising it! The Oldham Chronicle has many column inches describing the restoration work on the Rochdale Canal. This is good because positive reports about waterways reflect well on the rest of us!

ICE - Spring Issue

Report on visit of party of Polish Engineers visiting such places as the London Eye, the Commonwealth games Stadium and a trip into Standedge Tunnel.

NCE - February 14th

Not about 'our' canal, but a good piece on the refurbishment of the Anderton lift.

From the same journal an article about removal of the guillotine gates on the River nene. As we have one on the canal, it is interesting to read that these are now considered a safety hazard and those in urban areas are to be replaced.

OA - February 21st

Article and picture of local residents protesting about the plans to demolish the 200 year old bridge over the canal at Royal George mills. The site developers however say that these fears are unfounded as all they intend doing is strengthening the bridge.

OEC - February 22nd

Short piece about the countryside rangers preparing the ground for the installation of the new canal side sculptures.

Brian Minor

Papers featured:

CVC - Colne Valley Chronicle

HDE - Huddersfield Daily Examiner

ICE - Institute of Civil Engineers

NCE - New Civil Engineer

OA - Oldham Advertiser

OC - Oldham Chronicle

TA - Tameside Advertiser

Big Boots for a Big Feller

Terry Waite CBE, who opened Mossley's Industrial heritage centre in Longlands Mill last October is returning on Saturday April 6th to receive a gift.

This gift is a specially made pair of size 14 clogs by Walkleys of Hebden Bridge. Because the shop manager of Emmaus Mossley (where the centre is housed) is a boater and Society member, the clogs are to come all the way by boat.

Leaving Hebden Bridge on the 23rd March to the accompaniment of a brass band, the clogs will go via the Rochdale Canal, the Calder and Hebble, the Huddersfield Broad and the Huddersfield Narrow Canal.

At Mossley Wharf, the clogs will once again be serenaded by a brass band up the hill to the Queen Street premises, where the local Morris Men will add to the occasion. Terry will be signing copies of his book 'Travels with a Primate' first at Saddleworth Museum and then at the Heritage Centre.

Although this presentation and the associated voyage is all going to be a lot of fun, the serious message behind it is to raise

awareness of the work done at Emmaus Mossley and similar Emmaus centres throughout the world.



The first was in France in 1949 and there are now 400 world-wide.

Their object is to give homeless men and women a secure home, companionship and learn new skills. It finances this partly by recycling furniture and other household items. At Longland Mill are nearly two floors of restored furniture, tables chairs, three piece suites, bedroom furniture etc., all on general sale. My daughter bought a dining table from them at Christmas, big enough to get nine of the family round at less than a quarter of the retail price.

If any of you have any items of household or office furniture surplus to requirements, give them a ring on 01457 83 8608 and they will arrange collection. Go and have a look at the goods on sale as well, there are many bargains to be had, there is ample parking space and a well run coffee shop!

Brian Minor

Solution to Crossword 36



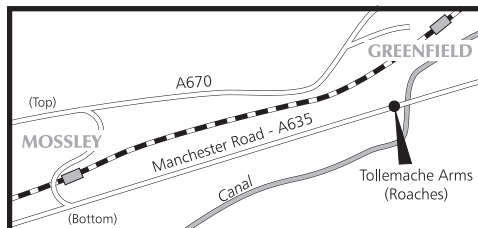
The Back Page

THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

2644 Mr & Mrs Jones,
2645 Mr Wilson,
2646 Mrs Carhart-Telford,
2647 Mr Smart,

WEST SIDE SOCIAL MEETINGS:

As usual, the venue is the Tollemache Arms, Manchester Road, Mossley on the second Wednesday of the month commencing at 8.00pm. Forthcoming meetings for 2002 are: 10th April, 8th May & 12th June 2002.



PENNINE LINK BACK NUMBERS:

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24, 25, 47, 54, 56, 58, 59, 64, 65, 71, 77, 79, 80 to 83, 85 to 89, 92, 94, 96, 99, 101, 103, 117, 122 to 124, 128 to 131, 133 to 135, 137 to 139

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The original 1992 video commissioned by the Canal Society. Copies are available from the Society offices, price £10.99 plus £1.95 p+p.



The new video, 'The Impossible Dream', is available from the Society offices, price £10.99 plus £1.95 p+p.

This video, commissioned by the Huddersfield Canal Company, tells the story of the complete restoration of the Huddersfield Narrow Canal, from an idea by enthusiasts in the early 1970's, through to the official re-opening by HRH the Prince of Wales, in September 2001.

Running time: 56 mins

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