

# Pennine Link

Members Quarterly Journal - Issue 146 - Autumn 2003



HUDDERSFIELD  
CANAL  
SOCIETY

# Huddersfield Canal Society Ltd

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# Pennine Link

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*The steam launch 'Alaska' giving trips at the National*



Brian Minor

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*Front Cover: A spectacular stunt from the 'Honda Imps' motorcycle display team at the 2003 IWA National Festival.  
Photo: Bob Gough*



## Editorial

The stretching out of Summer has given all of you with boats an extra chance to extend your usual cruising ranges and to see more of the canal

system. Those who can only gaze with longing (like me) should have walked or cycled more canal lengths than in previous years. The sun shone brilliantly on the Ashton (Tameside) Canal Festival and on the National. The only really miserable day was the day I cut down a tree in my garden and got soaking wet whilst doing so!

A mixed bag for you all in this issue. An account of a sail on the high C's with Alwyn and me crossing the Ribble, which hopefully might encourage other boaters to make the crossing, Bob Gough's 'tongue in cheek' report of the National Boat Festival in the Deep South, to which I would add the fact that the prices down there really are frightening to us impoverished northerners - quick example, Bob and I had a Chinese take out one night - cost in Manchester round about £8.00 - in Pangborne it cost £13 plus, beer was dearer, even diesel for the car is more expensive (by 5p per litre) there. We expected the prices at the various catering concessions at the show to be high, but £3.50 for an undersized chicken burger with no salad or sauces is way out of my normal range! We were disappointed not to win the award for the best canal society magazine, but congratulations to the winners - we will have another go next year.

We are introducing our 'car boot' column this issue. The idea is to enable members with items for disposal to advertise freely with a donation to the Society if the advert does the trick and makes a sale. First items

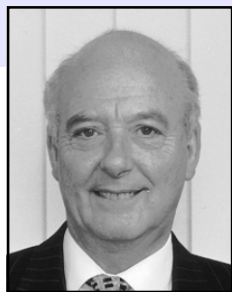
listed are surplus to requirements in the office in Ashton as the role of the Society is changing now the big impetus of opening the Canal has been achieved.

There are no 'Letters to the Editor' this issue. Not that we have cut the page out - far from it - but no one has written to us! Maybe we are doing everything right these days. Please let us know your opinions, preferably by email (saves Bob or me having to retype), but if you are not on the electronic highway, don't worry we can still transcribe your contributions.

Relations between the Society and BW seem to be at an all time high at present. Iain Weston is very complimentary about the cooperation he is getting and our 'volunteer' lengthmen feel that their efforts are appreciated. As the new regime at BW is splitting the management of the HNC in half, it is important that we cement the current links and help maintain the entire Narrow to a standard which justifies all the hard work the Society has done to date. Although we do not necessarily support all the BW moves, we have to remember that in the long run the Canal is their responsibility and we can only 'nudge' to keep them up to scratch. I think that the current management team are intent on raising the standard of the HNC to that which will allow a historic narrow boat unrestricted passage, but that financial constraints are slowing this ideal position down. Unfortunately as the waterways, although a superb national asset, will never be economically viable and will always need government funding, it could be that any lobbying efforts we make should be Parliamentary and not local. In the past the Society has been a successful lobbyist. Maybe we now need a new campaign.

**Brian Minor**





## Chairman's Report

Although the season is drawing to a close for boaters and their thoughts are turning to laying up for the Winter, your Society is available all the year round

to handle queries and give advice in all manner of canal enthusiasts.

Our office in Ashton under Lyne, manned full time by Dr Bob Gough is a hive of activity. He takes care of the administration of the trip boats both east and west side, which are enthusiastically managed by David Stubbs and Alan Knott respectively. They have both had a bumper season. An added perk of membership of HCS is the concession to take free boat trips. We hope as many as possible will take advantage of this – but not all at the same time!

Bob also looks after our accounts on a day-to-day basis and is now supported by our new Society Honorary Treasurer, Steve Picot, who is already making his presence felt and his professional expertise is very much appreciated by your HCS Council. Another of Bob's responsibilities is the collation of this magazine. Our Editor, Brian, refers to him as his "assistant editor" and this is very near to the truth because he prepares every photograph, paragraph and drawing on his computer for transmission to our printers. In between times he deftly and cheerfully handles a host of telephone enquiries from members far and wide.

So our administration machine is at full stretch! Our main objective this quarter is to recruit more members. The leaflet enclosed with this edition of Pennine Link is for readers to pass on to any likely, prospective new member! The leaflets are being placed in acrylic dispensers at strategic locations

along the Canal and we are optimistic that we will gain members from all types of canal user as a result of this campaign. If any reader is able to personally introduce a new member who is prepared to sign a Standing Order Form, there is a 'mystery gift' incentive on offer!

In July 2003 I attended the meeting at Sleaford of Northern Canals with the Chairman of that group, Keith Gibson. It was my first visit and I found the presentations very interesting, the site visits fascinating and the company very entertaining. We enjoyed an excellent lunch in the clubhouse, which the canal group shares with the local rugby club. We then visited various sites where the local waterways were being developed – very interesting indeed. Later, I was persuaded to buy a signed print of Sleaford Mill, which I had framed, and looks brilliant on the study wall at home. It reminds me of a warm and sunny day in July spent in pleasant company with considerate and good-humoured hosts.

The Working Groups formulated by Ken Wright and accepted by your Council are now up and running. The Promotions Group under the leadership of David Finnis has the greatest amount of work to do. They are involved in membership recruitment, increasing advertising revenue for this magazine, looking at the potential of our trading company, Loxvend and examining the viability of local canal festivals.

Our relationship with British Waterways is excellent and we have recently met in Manchester with three of their senior managers who reiterated their commitment to facilitating and even organising our volunteer work in maintaining the waterway and its environment for all to enjoy.

**Neville Kenyon**



## Keith's Disconnected Jottings

No sooner had I written last issue's 'Jottings' than I found out that the boundary between the two British Waterways'

Waterway Units in

the North of England was to be further west than I thought and that management and maintenance of the Huddersfield Narrow is to be divided east/west between the Yorkshire Unit managed by Laurence Morgan and the North West Unit managed by Adrian Sains. I really don't know how that will work out in practice. There are obvious pitfalls, and it will inevitably be less easy for HCS to liaise with two offices rather than with one. It could, however, be to the canal's advantage in that we will get two sets of brains to bear on our many problems, and neither Waterway Unit will want to be seen to be letting the side down. The only rational thing to say is that we will have to give the new system a chance and see how things work out when the dust dies down from what is, after all, a very substantial reorganisation for British Waterways' staff in new posts all over the country.

It was good to see that there was an appreciation of Frank Smith in the last issue of **Pennine Link** – even if Frank had to write it himself! But none of us put pen to paper, or fingers to keyboard to write about retiring chairman David Sumner, or retiring Treasurer John Sully. Perhaps we needed time to consider their achievements, or thought someone else would do it. Well, in David's case, someone else has! Derek Cochrane Managing Director

North at British Waterways wrote about David shortly after **Plink** came out. Although his remarks were not intended for publication, they are worth repeating as the view of an informed outsider. Derek said:

*The restoration of the Huddersfield Narrow Canal was an amazing achievement. The process of achieving political support, local government commitment and delivery to time and budget is a continuing exemplar for other restoration partnerships.*

*Yet the Canal was nearly lost; whilst the partnership of volunteers, local authorities and British Waterways with funding from the Millennium Commission and the Development Agencies restored the actual infrastructure it was the Huddersfield Canal Society which truly revived it.*

*This involved many enthusiasts whose foresight and dedication will be long remembered. Canallers everywhere acknowledge that the achievement of the Society was based on the professional approach taken to lobbying, fundraising and then delivery.*

*That in turn needed leadership. Such leadership was provided by David Sumner as Canal Society Chairman for 22 years. Looking back it can seem to people not involved that the partnership only had to tread an even track to completion. The reality was not like that. There were many setbacks and battles to be fought.*

*(It was) David's leadership and tenacity which led to victory.*

I cannot better that, other to add that indeed there were many setbacks and

battles, which would have overcome a lesser man than David. He always takes an optimistic view, and, perhaps more than anyone else involved in the restoration campaign, he understood the importance of always knowing what we intended to achieve next, and carefully working out the steps we had to take to get there.

Some of you have noticed that I have written about the canal in more detail than I ever have in *Plink* (an undisguised plug for those of you who have yet to order a copy of *Pennine Dreams*!), and my publishers have suggested that I write another book. While researching for that I realised just how much our ex-Treasurer John Sully had done for waterway restoration in the North of England (apart from keeping our finances honest, that is). I knew that, along with his colleague

Councillor George Speight at Kirklees, John had been influential as Chairman of the former West Yorkshire County Council's Recreation & Arts Committee in getting the Society's proposal for a Job Creation scheme on the canal accepted in Kirklees, and on the demise of the Metropolitan County Councils in leaving the legacy of the new Wakefield Road Bridge across the canal in Huddersfield. I had not realised, however, just how significant John had been in playing a similar role in the restoration of the Rochdale Canal. Believe me, without John at those key moments restoration of the two canals on a significant scale could have been much slower to start, and the opportunity provided by the Millennium grants to see both canals - by then well on the way to complete restoration - reopened from end to end might have been missed.

**Keith Gibson**



*'Shakers and Movers' to be; David Sumner (left) and John Sully bracing themselves for the 'Impossible'!*

# Dropped in it Again!

It's strange how you can tell when you are approached by the Editor after a Council meeting and he says 'Can you just do a few lines about ..... for the next issue ' that it's time to get away. In the past I have usually been out of the door quick enough without being caught, but this time someone was blocking the door and I didn't manage it.

The subject, as I have allegedly been around the longest, on and off the Committee and Council etc. was an appreciation of our retiring Chairman, David Sumner. Where to start, what to say, what should or should not be published, quite a difficult one here I thought. Any way, here goes, and don't worry too much Dave, I'm not going to let too many secrets out!

Dredging my memory banks, I seem to recall that it was around about 1976 when I first met David at a promotional event in Stalybridge, when a number of us from the 'East side' had taken the HCS caravan across to spread the word and recruit new members and volunteers on the 'West'. Having only talked to him for a few moments it became obvious that he had potential. Anyone in those days who could speak with enthusiasm and passion for the canal returning to places like Stalybridge and Mossley was definitely worth cultivating. It also soon became clear that we both shared another passion, real ale, but more about that some other time!

I seem to recall that around about this time he was working for the local authority and studying finance/accountancy.

One of the first roles I remember David taking on, was the co-ordination of the 'Filled t'top wi' rubble' publication, which was a community-based view of the canal in the Mossley area. This involved discussions with a wide range of community groups and interests, and also raised our profile considerably in the Tame Valley. I'm sure

cutting his teeth here on a 'community approach' was to be used to great success again later.

Shortly after this, he was persuaded to take on the role of organising the first HCS 'Tameside Canals Festival' at Portland Basin in 1978. I actually canoed across to this event from Huddersfield as a publicity stunt, and was joined by Robin Witter who could not understand why we had allowed two days to canoe 20 miles. He soon found out though! However, most of the publicity we had lined up for the festival was overshadowed by the birth of the first 'test tube' baby at Oldham Royal.

It was around about this time that the HCS Committee, as it was in those days, decided on tackling six major projects over the next few years. One of these was to be the restoration of two locks and a short stretch of canal in Uppermill. You may remember that BWB's attitude to the canal and HCS was one of total antipathy in those days, but David doggedly pursued David Pyrah, BWB's Principal Engineer North until he finally relented and gave us permission to undertake an 'exploration of the possibility of restoring the two locks'. I don't think we ever did receive consent to restore them!

Running alongside the pursuance of BWB, was the endless meeting with the Saddleworth community and fishermen to assure them of the benefits restoration could bring. A job which David again handled marvellously, and one which was to stand him in good stead for the future.

Whilst all this was going on, David had changed jobs and had now taken on the role of organising the celebrations for the 150<sup>th</sup> anniversary of Liverpool Road Station in Manchester. Obviously putting into practice many of the skills he had picked up from organising TCF a couple of years before.



It was around about this time, that the HCS Committee had been giving some serious consideration to the future and decided that we could not just continue as a 'Society' and that we needed a firm legal footing to progress. So, after a very short Extraordinary General Meeting in September 1980, about three minutes from memory (!), HCS Ltd was established and David was appointed Vice Chairman. A post, which he did not hold for very long, as the then Chairman, Chris Farrar started a new job in the South and had to move to Chertsey. So, who was the obvious choice for the new Chairman? Correct, David Sumner; a post he held for 22 years!

It was about this time when David changed jobs again and started to work for Hugh Wainwright, a businessman of many interests, one of which, through David's persuasiveness, was soon to become the Huddersfield Narrow.

Through David's persuasion, Hugh's involvement became greater and we have a great deal to thank him for, especially allowing David time off work! This time being used to campaign, fight and argue for the Huddersfield Narrow with a variety of bodies and organisations, BW, the local authorities, English Nature, English Partnerships, and of course, the Government!

I'm not going to give a full chronological history of what David has achieved for us, but David, like many, has devoted much personal time and effort to the campaign. Some may argue things could have been done differently, but at least he ensured they were done, under strong leadership and we have a navigable waterway to prove for it. Relationships with all the partners involved in the restoration have remained strong, and it is due to his commitment that this is so. Okay, there have been times when we may have wondered why we may have been pandering to BW and the local authorities, but working in partnership means you have to give and take, but in the end it worked.

I would like to put on record my thanks to David for all he has done for the Huddersfield, yes, we have had our differences, but we put them aside to ensure the goal was achieved.

In addition to thanking David for all he has done for us though, we also need to remember the support he has had from his wife Dianne and family, and of course, his employers. Without this often hidden and forgotten support, none of us would be able to do what we do and it is these people, who ensure that those of us who can, do achieve things and make things happen for others.

**David Finnis**

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## New Treasurer



*The Stamford Group's Chief Accountant, Steve Picot, has agreed to be our new Hon. Treasurer.*

Originally from London, he qualified as an

accountant in Birmingham and then spent three years working in Brazil.

On his return 25 years ago, he came to the Marple area and, apart from a 4 year stint in Belgium has been there ever since. He has always been interested in history, especially the Industrial Revolution era of the eighteenth and nineteenth centuries.

He is looking forward to the challenge of helping the Society move forward into a new era.

**Bob Gough**

# The Ribble Link

## ACROSS THE GREAT DIVIDE or A TALE OF THE WILD, WILD WEST!

It all started at the AGM, when Joan Ogborn mentioned that she and husband Alwyn were going to take their boat during the holidays from the Leeds and Liverpool Canal and have a few days on the Lancaster Canal. I, half joking, offered my services as crew on the crossing of the Ribble.

A couple of days later Alwyn rang from wherever he was conducting his legerdemain with battery cells linked to computers, and took me up on the offer with the proviso that BW insist on everyone wearing life jackets and they had nothing to fit me.

For the benefit of anyone who doesn't know me – I am somewhat large – in fact my wife reckons I am overweight. I am over 6 foot and weigh round about 17 stone – I think that this is my ideal weight. However I digress, I didn't want to spend about 80 quid on a new jacket just for a single trip so I started to trawl through all my



*Moorings at Tarleton*

acquaintances. I even managed to get an appeal put out on BBC GMR for one. Just when I was starting to despair, Alan Knott told me there were a couple on Still Waters and provided I got it back before the next time that boat was out, I could borrow one of those.

So, after meeting up with Joan and Alwyn at Worsley the previous weekend and



*Moored boats on their way to the sea lock*

having a convivial night to discuss the crossing, I left home early on Wednesday with the intention of meeting up at Tarleton for the possible 12.00 noon exit into the river.

Navigating on my own and driving ditto up the M6 and through the byways of



central Lancashire I got completely lost. No road looked anything like the ones shown on the map! After the usual encounters with a) Strangers to the district b) People who had no idea what was round the corner from their own house and c) incompetent road signs put out by a local authority who obviously hated to be parted from any traveller, I found the one man who knew where I should head for. I arrived in a lather and panic to find Alwyn and Joan still moored up waiting the signal to proceed

to the sea lock some hour and a half after their official time of exit. Heigh Ho – now I know I'm on a canal. So a cup of tea and cool down, then move the boat up through the moorings towards the river Douglas.

There are some very imposing sea going craft in this stretch, obviously ready for trips to the Spanish Main and the Sargasso Sea (wherever they are) and a narrow boat begins to look somewhat out of place amongst these salt stained masts and funnels.

We reached the sea lock to find that the tide was so low that no one could as yet get out so as something seemed to have got on the prop, Alwyn moored just outside the lock and alongside

another narrow boat also waiting to go through.

Opening the weed hatch disclosed a perfectly good coil of rope caught on the prop, probably dropped accidentally by



*Into the Douglas River*



someone waiting here previously.

Eventually the keeper decided the level was high enough and the first couple of boats entered the lock, one was a river tug who darted in front of us – he was to tow a canal boat on the first stretch as the owner didn't think his engine powerful enough to make headway against the tide.

Further shuffling and dodging meant that we were the last boat through, in the third lock full. The gates opened and we were out on the waters of the Douglas battering against the incoming tide.

Giving the boat all the power available made for very slow forward progress and we crawled up to the sailing boat marina at Hest Bank with its several hundred yards of floating moorings. Once past here, the river widened considerably and the going became easier as the force of the tide eased off.

There is no habitation in view on this stretch, on the right hand side is an enormous salt marsh full of small pools that goes on to the horizon. The same on the left, but a sea wall has been built some 2 to 3 hundred yards from the rivers edge to protect the



*Passing Hest Bank Moorings*

farm land beyond from any exceptionally high tides.

As we approached the junction of the Douglas with the Ribble, that is here approximately half a mile wide, the tide stopped running in and we headed out to the marker showing the turn in slack water. Because of an underwater obstruction it is necessary to head out towards the Irish Sea before turning right into the Ribble towards Preston. The marker is a



*Marker post for the turning into the Ribble*

*View down the Ribble to the Irish Sea*

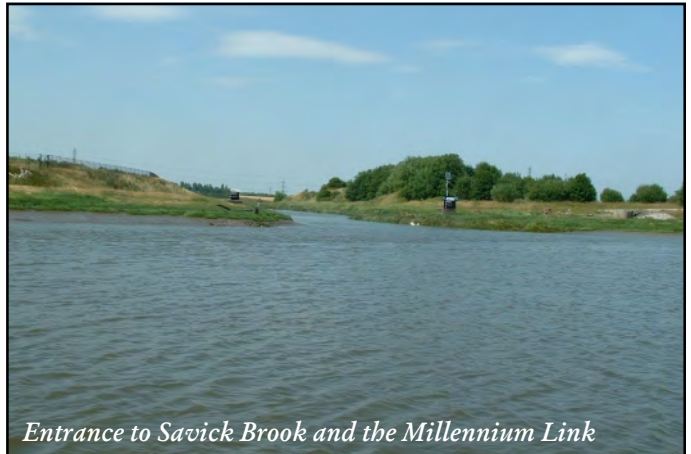


and spray blew back over us. It is here with the nearest land a good quarter of a mile away on all sides that you start to think whether it really was wise to borrow a life jacket made for someone half my size and weight!

Following the main channel towards Preston the banks

post with lights and notice boards and marks the farthest point out into the channel. At this point where the two rivers join, the tide started to run out and this, plus a fresh breeze blowing up the channel from Ireland, created a choppy surface.

The boat buried its head a couple of times



*Entrance to Savick Brook and the Millennium Link*

were rapidly becoming exposed as the tide dropped. It also meant that once again we were fighting the current and the relative speed dropped.

Joan made a few anxious phone calls to the BW people manning the bottom lock on the Millennium Link.



*Heading up the Ribble*





*Into Preston Dock*

We could just see the boat in front of us, to whom the tides had been more kind, some half a mile ahead. We saw it turn into the entrance to the new cut at the Savick Brook and thought we had made it. But a few minutes later we were contacted again by the BW lock keepers to say that this boat had just scraped over the cill and there was no chance of us making it as the tide was dropping so fast.

Visions of mooring to a hulk in the middle of the river started to flash through my mind, but there was an alternative. We were directed to keep going on into Preston Dock and a berth would be kept for us.

So this we did. It is rather something to sail into a harbour made for the really big stuff. Everything was done from the control tower, no one even spoke to us, the gate closed behind us as we entered the outer harbour, then the inner gates that are about forty feet wide opened and the road bridge swung holding up the traffic for us.

Alwyn did a couple of figure eights in the marina just because it is so big that it impels you to try aquabatics and then moored outside the pub. The only thing wrong was that investigation showed that this enormous drinking establishment only sold 'fizzy' beer from kegs and no decent stuff at all!

I got a taxi back to Tarleton, to reclaim my car and return home. Alwyn and Joan made it into the Lancaster the next

morning with no difficulty.

Quite an experience. If you have confidence in your boat and yourself, go for it. Unlike the Huddersfield there is no danger of scraping your paintwork. The exhilaration that comes from something completely new is unquantifiable and the sea air certainly cleans out the old lungs and puts a spring back into your step! What's next Alwyn – The Wash – The Channel?

**Brian Minor**

*All photos - B. Minor*



*Alwyn and 'Auntie B' relax in the inner Marina*

# Update on Operation of the HNC

As we approach the conclusion of the boating season, it is a time for reflection. We should consider our achievements, but of equal importance, areas in which we can improve our service to the variety of different users.

The number of boats that traversed the canal was much higher than expected this year, partially due to the closure of the Rochdale Canal. Although the extra traffic was unexpected, it was most welcome. It is a testament to the hard work and commitment of the BW bank staff, that the majority of boats encountered little or no inconvenience.

Of equal importance is the help we have received from the Canal Society volunteers. After a very informative meeting with Trevor Ellis and Eric Crosland, I had a very positive feeling about future joint improvement projects. In particular, I think the locks that have been painted look better than at any time since the restoration and help to enhance the canal. It cannot be understated how much we value the work that has been done by the Canal Society over the last three years.

As the closures approach and we start our winter maintenance programme, it is my

aim that all users will see even more improvements in the waterway and its environs by the start of the next season. The three areas we will be concentrating on, predominantly will be; lock gate improvements, vegetation management and visitor moorings.

I look forward to seeing the new bridge plates which the Society are planning to install along the canal with our assistance. I hope that we can continue to work in partnership on other projects like this, to further enhance the canal.

Finally, as I complete my first year as Waterway Supervisor, I would like to thank the many individuals who have given me advice and assistance. In particular, I would like to thank Trevor Ellis, Alwyn Ogborn and Eric Crosland for their assistance throughout the year.

I would welcome comments from any Canal Society member, both good and bad, as it is only through user input that we can develop a viable strategy to provide the broadest possible service for all users of the canal.

**Iain Weston**

Supervisor  
HNC West & Peak Forest Canal



J Maynard

# HCS Council News

*Ken Wright reports on the latest news from the Council.*

Since the opening of the Canal in May 2001, your Council members have been planning for the future. We held a number of brainstorming sessions and various discussion papers were produced.

The start of 2003 saw the production, by David Finnis and Keith Gibson, of a detailed document on many issues relevant to the future workings of the Society. It was discussed at length and accepted as a way forward. However, it was quickly realised that the Society needed to reposition itself. Naturally, our role had changed since the Canal opening and the new responsibilities now being assumed by British Waterways. Members were charged to come up with ideas on a new management structure, one of the main points being that of accountability within different groups (e.g. the boat crews) who were uncertain how they slotted into the overall HCS structure.

Ken Wright produced a family tree depicting various operational groups which would be responsible for their own budgets and which would in turn report to the full Council.

The structure which is detailed on page 20, was discussed and agreed in principle at a special meeting on 9<sup>th</sup> April, 2003 and, giving time for further consideration, was brought to the next full Council meeting on 30<sup>th</sup> April, 2003 and formally approved.

## **30<sup>th</sup> April, 2003.**

"Suggested Management System" approved.

Our patrons (David Essex and David Bellamy) to be sent a copy of Keith Gibson's book "Pennine Dreams". Ken Wright and David Finnis to be the society's representatives on the Standedge Visitor Centre Advisory Committee. There was a discussion on whether this venue was operating satisfactorily.

Agreed that we should invite Prunella Scales and Timothy West to become patrons of the Society. John Sully had tendered his resignation as the Society's treasurer.

## **28<sup>th</sup> May, 2003.**

Agreed that we should invite local members with the appropriate "day jobs" to take up the roles of treasurer and secretary.

David Sumner intended to retire as Chairman and Neville Kenyon had agreed to take his place. Frank Smith had been informed that his contract would not be renewed after 30<sup>th</sup> June. New job description to be written for Bob Gough, now retitled 'Administrator'.

Agreement that all contacts with the media must be through the Press Officer.

Agreed to approach BW to get an HCS plaque on any canalside facility that we have been involved in.

Agreed to sponsor Marsden Jazz Festival again.

New Fenner gears on Diggle Flight were considered to be unnecessary and time consuming.

Trevor Ellis and Brian Minor to attend BW User Group.

## 25<sup>th</sup> June, 2003.

Neville Kenyon was unanimously appointed as our new Chairman and made a statement on the future of the Society. Ken Wright was appointed to be the Honorary Secretary of the Society for an interim period.

New accounts system presented by Bob Gough (at his first Council meeting) and welcomed and approved. Discussion on releasing assets such as the Land Rover, dredger, office building etc.

Discussion on position re Alliance Charter with BW. Discussion on new sub-groups. Members presented a series of reports on Standedge Visitor Centre, Transshipment Warehouse, possible new canal side HQ locations, volunteers and winding-up HCS (Restoration) Ltd.

Agreed that David Stubbs (East Side Boat Co-ordinator) be co-opted onto the Council. Lecture commitments to outside bodies discussed.

## 6<sup>th</sup> August, 2003.

We were pleased to welcome Caroline Jones from Mazars, our auditors, to the meeting.

BW have agreed to take over day to day management of the transshipment warehouse. Our expenses form is now modified and available for use.

The Chairman introduced Steve Picot, Chief Accountant of The Stamford Group, Staybridge, who had agreed to become the Society's Honorary Treasurer. Steve was welcomed and his appointment confirmed.

Sub groups were asked to have a first meeting before the next Council meeting. Boat Group is already up and running! Further discussion on speaking engage-

ments – Council members volunteered for this. A volunteer award scheme was mooted and passed to the Promotions Group for consideration.

Timothy West and Prunella Scales have agreed to become patrons. We are to try to arrange a visit round some social occasion. Members reported on current situation re volunteers, Visitor Centre, User Group, Transshipment Warehouse, Canal Company Executive Group, Bridge plates sponsorship.

No boat available for Marsden Jazz Festival but we will still sponsor a jazz band. Disposal of Land Rover agreed. Brian Minor, Bob Gough and Alwyn Ogborn to represent us at IWA National at Pangbourne.

**Ken Wright**

*Until one is committed, there is hesitancy, the chance to draw back, always ineffectiveness.*

*Concerning all acts of initiative (and creation), there is one element of truth, the ignorance of which kills countless ideas and splendid plans - that moment one commits oneself, then providence moves all.*

*All sorts of things occur to help one that would never have otherwise occurred. A whole stream of events issues from the decision, raising in one's favour all manner of unseen incidents and meetings and material assistance which no man would have dreamed could have come his way.*

*Whatever you can do or dream you can, begin it. Boldness has genius, power and magic in it.*

*Begin it now.*

*Goethe*

# Society Management

The widely celebrated opening of the Canal was followed by several other events that have provided us with the opportunity to re-consider the organisational structure of HCS.

- *The resignation by long-serving and tireless Chairman, David Sumner.*
- *The appointment of Neville Kenyon as his replacement.*
- *Frank Smith leaving the Company. He had contributed an immeasurable amount to the administration over many years.*
- *The appointment of Bob Gough as full time Administrator.*
- *The resignation of Hon. Treasurer John Sully (who has moved to Peterborough).*
- *The appointment of Steve Picot to take his place.*
- *The setting-up of working - groups made up of Council members plus other invited volunteers.*

All these changes inevitably meant that new ideas were introduced and no doubt the Society will benefit from these in the future.

Ken Wright came up with the idea of the working-group structure. This will allow the group leaders to work within their own budget arrangements and take general responsibility for the activities of that particular group. It is early days yet but Ken's initial vision for the responsibilities of the groups (and Council have given him their backing) is as follows:

## MANAGEMENT/ADMINISTRATION

Society Policy  
Coordination of Groups  
Membership  
Secretarial  
Management Accounts

## VOLUNTEERS

British Waterways liaison and assistance, maintenance, dredging, etc. (Possibly split into district teams to fit new BW organisation).

## PROMOTIONS

PR, Sales, Pennine Link, fund-raising, festivals, social events.

## BOATS

Trip boats operation, maintenance. All boating issues, including feedback from boaters on the Canal.

We look forward to reading individual Group reports in future issues of Pennine Link.

**HCS Council**

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## For your Diary:

The newly re-vamped Standedge Trail leaflet, detailing access over Standedge Moor, will be officially launched on Sunday 2nd November with a 12 mile circular walk, starting from Marsden Station, along many of the paths described. John Gleadow, the Countryside Access Officer for Kirklees Countryside Volunteers, will lead the walk.

*Further information:* John Gleadow on 01484 234077



# New Membership Leaflet



Society members will have noticed that with this quarter's Issue of Pennine Link, we have enclosed our new Membership leaflet.

Our new Chairman, Neville Kenyon, was formerly the Society's Membership Secretary and in his new position, he has maintained his aim of significantly increasing membership. As he said in his first report as Chairman, *"Our membership is our lifeline to our effectiveness as a Society"*. To this end, a new, full colour leaflet was designed by Bob Gough, using the winning images from both Pennine Link and Huddersfield Canal Company photographic competitions.

You will notice that among the benefits of membership, you, and new members, are now entitled to FREE boat trips aboard the

Marsden Shuttle at Marsden and, thanks to the generosity of the Tameside Canal Boat Trust, Still Waters at Portland Basin. Simply show your valid Membership Card and enjoy as many free trips as you like!

OPTO Ltd, part of the Stamford Group, have helped provide bespoke perspex holders for the leaflets and our newly formed Promotions Group will consider the best possible locations along the canal corridor for their display and stocking.

For your part, it is hoped you will pass the leaflet on to a friend or relative who would be interested in supporting the Society by becoming a member. If you would like more leaflets, simply contact the Society offices in Ashton and speak to Bob - 0161 339 1332.

**HCS Council**

# HCS Crews News



In the last edition of Pennine Link I told the history of the trip boat Still Waters and how it had swapped over from the East to the West of the Pennines and the

Marsden Shuttle conversely, transferring from West to East, back to its home base at Tunnel End.

With an average draught of about 2'0", the Shuttle seldom collects rubbish around the propeller, it being well clear of the bottom and presumably, the locals are tidy and do not dump their rubbish in the canal. Down on the West side however, Still Waters, with a draught of 3'0", acts not only as a trip boat but also a 'dredger' being one of the deepest boats around Portland Basin.

If someone has dumped anything in the canal, you can be sure Still Waters will find it! As the pictures show, one passage through the bridge holes on the Manchester side of Portland Basin netted not only the usual debris of plastic bags and rope, but also not one, but TWO child's bicycles linked together with a strand of steel. Could this be a record?

With the propeller seized up, even bow-hauling the boat back to base was extremely heavy work, as, unknown to the crew,

the second bicycle was trailing along through the silt! O happy days!

However, with the assistance of Guy Holding at Portland Basin Marina, the tug section was soon lifted out and the offending debris removed. At least the other boaters are grateful to us for keeping 'our' section of waterway relatively clear.

In June this year, Still Waters was due for its bi-annual 'bottoming' and official inspection by a representative of the Marine and Coastguard Agency. For the first time, this took place at Guide Bridge, home of the Ashton Packet Boat Company.

An amazing steam-driven inclined plane is used to raise the boat out of the water.





*Still Waters on the inclined plane. Photos: A. Knott*

After three days scraping its bottom and the application of two coats of co-mastic, Still Waters was checked both out of and in the water before renewal of the Certificate of Competency to carry passengers was granted.

On both sides of the Pennines, the number of passengers carried has been high this year, due partly to volunteers turning out in the colder months as well as Summer, in support of the many workshops and activities being organised at the Portland Basin Museum and Standedge Visitor Centre. On behalf of the Council, may I thank all boat crew members for their unstinting efforts in 'flying the flag' for HCS and raising the public's awareness of the beauty and tranquillity of our canals.

Allan Knott  
**Boat Crew Co-ordinator - West**



## Co-opted to Council

### East side Boats Co-ordinator David Stubbs

David was born in Kent and after leaving school, worked in the City for a National firm of Insurance

Brokers, arranging insurance for large construction projects.

He was then moved by his Company to the Midlands where he became a local Company Director.

Before retirement in 2000, he worked for a provincial broker, also in the Midlands.

A narrow boat owner, 'Dill' is at present moored in Stourport but will shortly be moving north to Rufford.

He has three children - Kevin, Rachel and Paul. Kevin lives with his wife Ann in Denby Dale and they have a son - the only grandchild - named Edward aged 9 months.

He was a committee member of the Worcester Birmingham Canal Society where he and his wife Eileen are still members. They have been involved in the canal movement for many years.

Council welcomes David 'aboard' and feels that his forthright views will stimulate discussion on the Society's future direction in this new phase of its history.

**Bob Gough**

# Comical Cruising - 3

John Harwood cannot resist another imaginary cruise around our canal network collecting unusual names on his journey.

On our next imaginary cruise would it be appropriate to leave Oxford by cruising beneath **Aristotle Bridge**, believe it or not we do and it's not long before we pass **Balls Bridge** either. Out into the country and naturally we find **Sparrowgap Bridge** but be careful before we reach **Caravan Lift Bridge** because here the railway Bridge collapsed in 1874 causing the deaths of 34 people but passing **Pigeon Bridge** and lock should distract us.

I would beg your pardon for mentioning **Belchers Bridge** but I do have a nice photo of spring lambs stood on it. Don't forget to ask **Nell** if you can pass through her Lock and Bridge and if she's awkward tell **Scrooby** about it at **Bridge 181** and who invented the name **Nadkey** for number **172**?

In the centre of Banbury **Spiceball Bridge** might whet your appetite but be careful that **Grimsbury Wharf** doesn't dull it. **Caves** seems an odd name for a bridge further on but we shall remain **Keen** to get to **Cropredy** (wonderful village Spar shop there!).

On the long summit remember that **Fenny Compton Tunnel** isn't any more before a plethora of Bridges with names like **Wells**, **Old Town**, **Griffins**, **Knotts** and **Ladder** before we go under **Twenty Acre Bridge** after descending **Napton Top Lock**. In the middle of the flight is **Shut Bridge** – but it wasn't when we were there and once on the long pound to Braunston get the music ready for **Nimrod Bridge**.

After passing **Braunston Turn** the Bridges seem to be numbered rather than named but there is **Wise's Bridge**, do we look for Morecambes? Using wisdom though we navigate onward to **Norman's Bridge** as long as we don't delay at **Tarry's**.

**Hillmorton Locks** will delay us slightly however whilst we make for **Master's Bridge** in Rugby but don't take any pride in getting through **Newbold Tunnel** without touching the side else at the next Bridge you might **Fall**.

I know a very good pub in **Ansty** if **Tuckey's** and **Hungerfield Bridges** are making you peckish again but if you get dirty passing **Grimes Bridge** I wouldn't strip for a shower near **Nettle Hill** or even **Holly Hill**. If the **Squire** will let you moor at his Bridge you are getting very near the pub I mentioned which will just leave you with **Noonhill**, **Carters**, **Sowe Common** and **Tusses** before you get to **Hawkesbury** which leads us nicely on to the Coventry.

Leaving Coventry centre after shopping it might be as well to stop at **Cash's Lane Bridge** to make a withdrawal whilst **Prince William Henry** will join you at the next Bridge before you get your new boat blessed by **Priestley**. I always prefer the country so getting out of town we can pass where **Parrott's Basin** used to be before we are given the **Boot** in Nuneaton, if the boot was dirty, stop at **Wash Lane Bridge** and hand in your coupon at **Vernon's Lane**.

If you are filling with water at **BW Hartshill** make a note of **Apple Pie Lane** going over the Bridge ahead of you but don't eat too much because at **Atherstone** you might have to play for the **Taverners**. Whilst you were playing we got as far as Tamworth where **Askew Bridge** is a skew Bridge but we really wanted to get to **Kettlebrook Wharf** for the night. After passing **Fazeley Junction** the next day I would keep going at **Bonehill Bridge** because after getting past several **Tamhorn Bridges** we should remember that any **Bowman** would probably not be welcome at **Kings Orchard**. If **Bridge 89** rings a **Bell** I wouldn't delay because the busy A38 is above which only leaves a **New Bridge** to be negotiated before we arrive at the **Black Swan** we visited on the last cruise.

John Harwood



# HCS 'Car Boot Sale'!

Not exactly out of the attic, but the on going rationalisation of the Society has revealed a number of items which should be disposed of, and whom better than our membership to be given first choice in their purchase?

Please contact Bob Gough at the Society office (0161 339 1332) for further details and to arrange a viewing/purchase.

*Items are 'sold as seen' on a strictly 'first come, first served basis'; the buyer collects.*

The Society's Promotions Group have suggested the introduction of a 'small ads and wants' section in future editions of Pennine Link. Initially, this will be a free service to members giving a maximum of 25 words to advertise their goods; making sure a contact number is included. On a successful sale, it is hoped a donation, of perhaps 10% of the sale price, is made to the Society to help with the production costs of the magazine. Members who may require a larger 'display' advertisement should contact the Society office for our very reasonable rates!

## The Promotions Group



HP Deskjet 1100C A3 inkjet printer

£40



Panasonic 16" Colour TV  
Matsui VHS Video with VideoPlus  
TV and Video Wall Mounting Bracket

£80 complete



Melita FKM180M filter coffee percolator,  
three 2l jugs and filters; catering quality

£60 complete



# 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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Fax: 0161 449 7062

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Principal: Malcolm D Allcard

Website: [www.toplocktraining.co.uk](http://www.toplocktraining.co.uk)



## GLOBE FARM

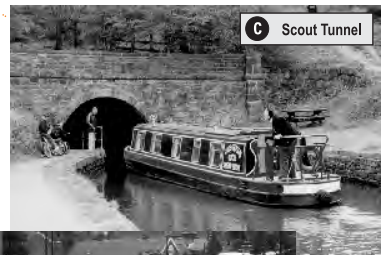
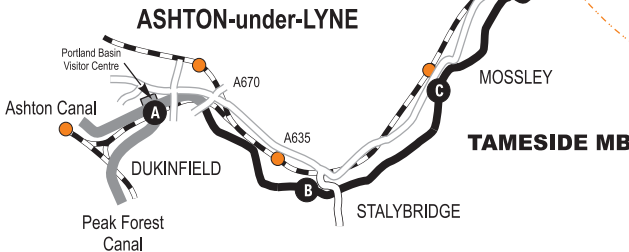
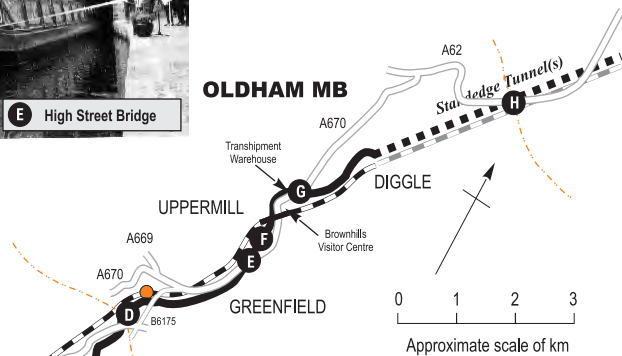


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Contact: **Globe Farm, Huddersfield Road, Delph, Nr. Oldham**  
**For details, Telephone: 01457 873040**

# The Huddersfield Narrow Canal

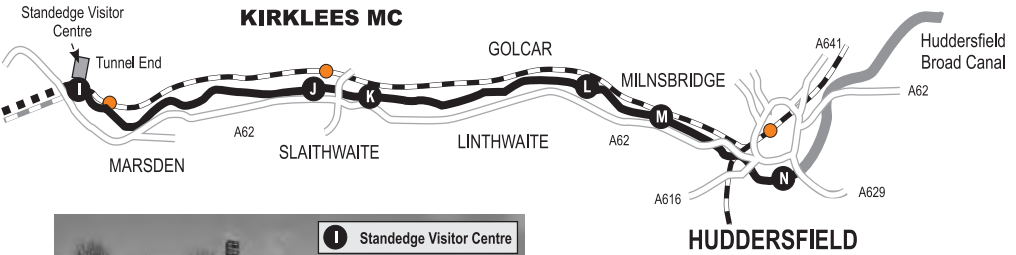




**H** Standedge Tunnel



**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).

Newbarn, Harrop Green, Diggle, Saddleworth, OL3 5LW  
Tel & Fax: 01457 873937 or 07979 598232



## Canal Cruises 'PENNINE MOONRAKER'

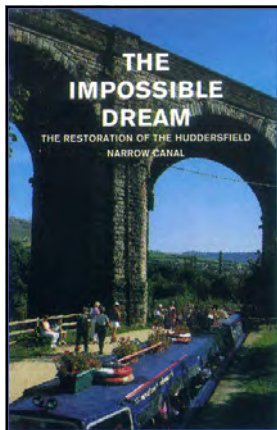
*Why not join us for a while on a relaxing canal boat trip in Saddleworth?*

Contact: J. Lund

7 Alva Road, Watersheddings, OLDHAM, OL4 2NS

Tel: 0161 652 6331 Mob: 07711 180496 Website: [www.saddleworth-canal-cruises.co.uk](http://www.saddleworth-canal-cruises.co.uk)

## HCS Videos

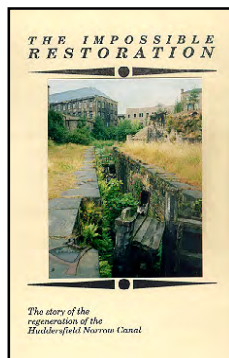


The new video, 'The Impossible Dream', is available from the Society offices, price £10.99 plus £1.95 p+p.

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

*Please make cheques payable to 'Loxvend Ltd'*



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

# Top hole

Standedge Tunnel certainly is.  
And our boats are pretty good too.  
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name or similar are available to order.  
Call 0161 339 1332 or write to the Society  
Office for an Order Form.



# On the Air (Again)



B Minor

On Friday the 8th of August the BBC GMR 'big yellow bus' paid a visit to the Portland Basin museum. These Buses have been set up by the BBC in the various regional districts of Lancashire to promote the local BBC station and to help the general population to the use of computers and getting on to the Net. It also doubles as a travelling studio, broadcasting interviews with local personalities around the region. GMR is not just for Greater Manchester, its broadcasts are received in North Wales and Merseyside as well as as far south as Wrexham.

I noticed this down on the bus itinerary and spoke to the Producer of the bus programmes and asked him if they had anyone to interview from this location.

I was told that apart from the Museum curator they were looking for Canal oriented people, particularly those with something to say about the local canal scene.

I contacted Chairman Neville and asked him if he fancied being interviewed on air about the Society and the canal restoration. He agreed immediately, so I liaised with the bus presenter, Dan Flint, and he was delighted with the proposition.

The day was a beauty, the sunshine lasted all day and the canal looked at its best. Neville came along with Bob Gough as back up and they had a very favourable reception, live on air. They talked about the HNC restoration and the legacy that a



Far Left: The BBC GMR Bus at Portland Basin with the Still Waters tug and butty trip boat moored nearest the bus. Left: Chairman Neville Kenyon, far right, on the spot with GMR interviewer Dan Flint; Administrator Bob Gough prompting stage left.

B Minor

reopened canal brought to the area and how the reopening of 'our' canal had led to many others receiving active support from local authorities.

Dan was sold on the idea of a canal holiday and wanted to know as much as he could about the happenings on water. He spoke to Bob Maycock and recorded a piece about the trip boat that was transmitted next morning during the Alan Beswick programme. In it Bob waxed eloquent on the pleasure of boat trips and gave all the times of the trips!

Finally Dan wanted to talk to someone about life afloat, so I brought over Sid Leah from the Wooden Boat Society and he was interviewed live by presenter Phil

Wood about their Society and the pleasures of life afloat. Sid also pointed out how it was possible to get almost anywhere from Portland Basin.

Subsequently I spoke to Phil Wood and he has taken a boat trip on a day boat hired by a friend and was full of the pleasures of boating - maybe we have another convert!

Congratulations to Neville, both Bobs and Sid. It is not always the easiest thing to keep your wits about you and talk coherently when a microphone is stuck in your face, but all four of them were brilliant and handled themselves like seasoned professionals!

**Brian Minor**



# The Hollinwood Branch

*Society member, Ed Mortimer, reports on the latest news on the abandoned Hollinwood Branch of the Ashton Canal.*

## **Outline planning application at Fairfield Junction.**

Tameside Metropolitan Borough Council have just submitted an outline planning application for a mixed use development which incorporates part of the Hollinwood Branch up to the Manchester Road Bridge. (Planning reference no. 03/01000/R3D)

This application proposes a mixed use of retail, residential and also a marina. The application is only at the 'outline' stage and so the layout of the site and the precise type of buildings is yet to be

designed. The outline drawings, however, do not show actual buildings on the line of the canal.

Tameside Planning Committee will be meeting soon to consider and possibly approve their outline scheme. At that stage, they will be seeking a developer and detailed drawings for the scheme will be produced.

## **New retail development north of Manchester Road Bridge.**

As part of the regeneration of Droylsden town centre, a new retail shopping centre has been constructed north of Manchester Road. Part of this development is now open. The line of the Hollinwood Branch is at the back of the development, some



of the line being partly under the service road to the rear of the premises. Additionally, a building that was on the line of the canal has, as part of the works, been demolished and will become, with an additional area on the canal line, car parking for the development.

Thus, the line of the canal from Manchester Road Bridge (which exists) to Greenside Lane Bridge (which also still exists) is completely clear of buildings, although partly covered by car parking, a wide service road and loading bay, and modern landscaping and planting near Greenside Bridge.

### **Morrisons retail site at Hollinwood**

At Hollinwood, alongside the Rochdale Canal and adjacent to the Morrisons Supermarket is an extensive area of

derelict land now under offer from a retail developer.

Any proposed new link from the Hollinwood Branch through to the Rochdale would need to cross this site and provision would have to be made in the development plans. Perhaps this is an opportunity for the site to benefit from an attractive water feature or small mooring basin off the Rochdale Canal. Certainly the site, (shown below, looking from the Rochdale Canal toward the Daily Mirror Colour Printing plant with Morrisons Superstore far left) appears to have sufficient capacity to accommodate both.

**Ed Mortimer**



R. Gough

# 2003 Photographic Competition

*Here is a reminder for the 2003 Photographic Competition.*

So start digging into your piles of pics. **ANY** inland waterway shot, worldwide, is eligible in one of the two main categories and our judge is keen to see good, interesting, pictures alongside 'digital works of art'.

## AWARDS

There will be the usual awards - the Challenge Shield (and a replica to keep) for the overall winner, and A PAIR OF BINOCULARS, again generously provided by Society member **Anthony Carter of Arcade Cameras, Imperial Arcade, New Street, Huddersfield.**

Other winners and runners-up will receive a cash prize and a signed certificate and the judge will again present a SPECIAL MYSTERY AWARD. This will be aimed at JUNIORS and is intended to **GET MORE ENTRIES FROM THE YOUNGER END.**

We continue to hope that the constantly growing use of DIGITAL cameras would mean that more young people would have a go. Come on, parents, give 'em a nudge!

## RULES

Prints only, black & white or colour - winning entries will be printed in Pennine Link in black and white. Minimum size 6" x 4", maximum size 8" x 6". Prints **must not be mounted.** Any canal-related subject is acceptable in the following categories:-

- a. Huddersfield Narrow - Seniors
- b. Huddersfield Narrow - Junior (16 or under)
- c. Other waterways - Senior
- d. Other waterways - Junior (16 or under)

## HOW TO ENTER

Send your prints (maximum 5 per person in each category) to:-

PHOTO COMPETITION,  
HUDDERSFIELD CANAL SOCIETY,  
239 MOSSLEY ROAD,  
ASHTON-U-LYNE OL6 6LN

Include details of the photographs (captioned if you so wish) and age of the photographer if 16 or under.

Include your name and address and the name of the HCS member you are related to and return postage if you want your prints back.

Include a P.O. or cheque (payable to Huddersfield Canal Society) totalling 50p for each print submitted.

**CLOSING DATE**  
**FRIDAY 7<sup>TH</sup> NOVEMBER 2003**

## PRIZES

The judge will once again be Geoffrey Hope, Past President of Oldham Photographic Society, who will write a critical comment for each print submitted.

There will be a winner and a runner-up in each of the four categories a) to d) and each will receive a certificate and a cash prize.

There will also be some certificates for "highly commended" and "commended" entries, where these are justified.

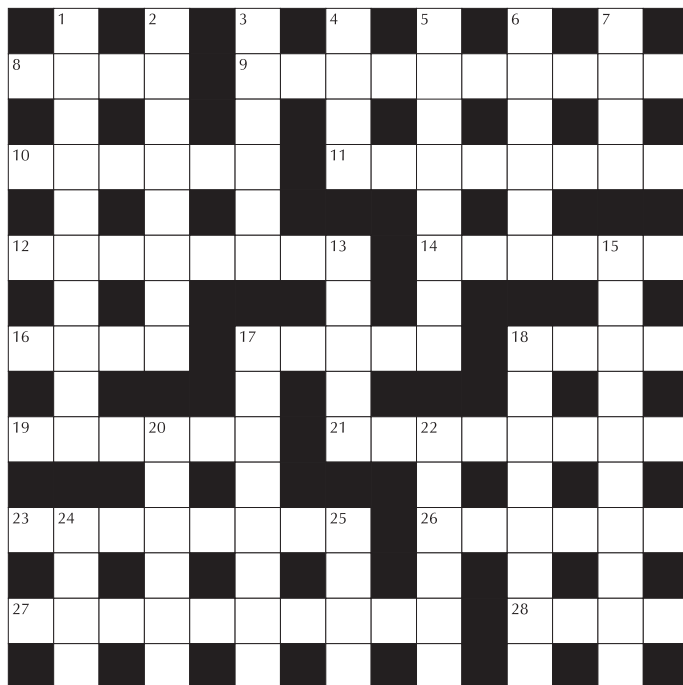
The overall winner will receive the Pennine Link Challenge Shield for one year, a replica to keep, a pair of binoculars and a signed certificate.

All winning prints will be published in Pennine Link, with the judge's comments.

Any queries to: The Organiser, Ken Wright,  
Tel:- 01457 873599  
E-mail:- [wright.ken@talk21.com](mailto:wright.ken@talk21.com)

**Ken Wright**

# Canal Crossword - 41



## Across

- 8** Humberside city found on the bottom of a boat (4)  
**9** Elm in store on a former Severn tributary canal (10)  
**10** Leave this earth at a lock near the start of the Caldon canal (6)  
**11** Challenges A G missed on a BCN cruise near Salford Junction (8)  
**12** Sounds like the hot season is over in a county famous for it's levels (8)  
**14** Famous Manchester football club about to receive delivery of horse droppings we hear (6)  
**16** Miss Black, a letter short, found at the upstream end of a lock (4)  
**17** Poachers lost their cap after the means of boat movement disappeared (5)  
**18** Fluvial contributor to the River Tamar (4)  
**19** Little Elizabeth's right on course to find out how many beds there are on a boat (6)  
**21** Sounds like a female deer might get singed

where the Leeds and Liverpool passes through this area (8)

**23** Formic tributary of the Bure? (5,3)

**26** Spanish exclamation within a child's plaything leads us to a former Banbury boatyard (6)

**27** District on the opposite bank of the Walsall canal to Darlaston (10)

**28** BW met with a barrage here (4)

## Down

- 1** Madame lock? Found only on the HNC! (10)  
**2** With sands makes a northern suburb of Liverpool close to the L & L (8)  
**3** Name for the tarpaulins covering a boat's cargo (6)  
**4** Hooter? (4)  
**5** Lock on the Severn once visited by fifty one non commissioned officers with a medal (8)  
**6** Make fast Ernie before we go backwards (8)  
**7** Sounds like the location of this years Waterways Festival but this one's on the River Aire below Knottingley (4)  
**13** Portable illuminatory device (5)  
**15** A contributor to Loch Lomond (5,5)  
**17** Kenya ash imported to a site on the Leeds and Liverpool sixteen miles from the docks (8)  
**18** Type of craft used on parts of the Shropshire systems formerly (8)  
**20** Definitely an article with beer found where the M4 crosses the River Kennet (6)  
**22** Grasp this and get stung! (6)  
**24** A river at Oxford - so good they named it twice (4)  
**25** Erstwhile washerwoman and boater? (4)

**Solution on Page 50**



# The 2003 National

*With tongue firmly in cheek, and camera at the ready, Bob Gough reflects on a Bank Holiday at the National.*

When the dogs, including a three-legged Whippet, rather than their owners, are wearing neckerchiefs; boats are moored up several abreast as far as the eye can see or your legs take you; red shirted, heavily bearded and even heavier tankarded sorts frantically dash about the place; blue shirted characters with surveillance style ear pieces take up strategic locations; unsilenced motorcycles regularly assail a central arena en masse, and a prominent beer tent plus a dash of cross-dressing is in evidence, you know it must be the 'National'!

Beale Park, near Pangbourne, Berkshire, is a long way from home for the Society, but our Editor, Brian Minor, and Council, felt it important to 'fly the flag' at *THE* event of the year. Planning to be accompanied by his wife Ann and their caravan, the former fell and broke her arm a week before (extraordinary length to go to in order to avoid the National); the latter had no choice, being firmly attached to a vehicle going that way. Support was rallied - Alwyn Ogborn would attend Friday evening to Sunday and members Keith & Margaret Sykes, and Julian & Sally Morgan volunteered their services.

Despite the dire radio travel news warnings of Bank Holiday chaos on the motorways, our journey down was clear of traffic queues - perhaps everyone was heading for the West Country or they stayed at home in fear of the queues. A minor detour along the Ridgeway, (lovely views) and we arrived at the site office early Friday afternoon.



I'm not sure why, but there's an automatic sense of guilt when asked to produce an official receipt you haven't got - in this case, the yellow caravan booking confirmation - did we forget it, is our caravan the wrong colour? A deep sigh from the receptionist allayed our fears as she produced her ever lengthening, hand written list of also rans. "It's another one, Geoff, I'll have words with Commercial later!" It transpired that several exhibitors, including us, who'd paid for exhibition space and a caravan plot together had not had their details passed on and hence no receipt issued. "Where can we put them?" "Mmmm ... let's see .... how about U1 in the far field." With only five letters to go before dropping off the alphabet, we wondered how many numbers they'd used in their plotting system. Though we were only perhaps a quarter of a mile from our exhibition space in Hall B, it seemed a lot further, especially in having to walk two sides of the caravan site and then doubling back on yourself to enter the site. I'd toyed with the hypotenuse short cut, but the ubiquitous windbreaks staking out each caravaner's entitlement made a labyrinth of the 'near field' - stick to the well-worn path.

Judging from the parched grass and rock solid ground, Beale Park had about as much rain as Ashton recently; there was a lively recoil to the rubber mallet as we pitched tent, awning and caravan. Two neighbouring caravans had pooled resources and the extended family were notable in having a number of extremely well behaved dogs. It turned out they were 'Paws for Thought', an amateur display team and one of the festival attractions. Less notable was their decision to bring along a 'whoopie cushion'.





In mitigation, their children had accompanied them and the young, known never to tire of the 'one gag act' kept us entertained during our waking hours; perhaps that quarter of a mile stroll in the heat of the day was not so bad after all.

In the exhibition marquee, we were pitched between the Residential Boat Owners Association and a Canal Photographer, with Fudge, Vibrating Back Rests and Welsh Country Wines opposite. The Somerset Coal Canal added moral support and the rest of the space largely occupied by Canal Artists making for very decorous surroundings. Interest in the Huddersfield Narrow was predictably low key, though we did manage to sell five copies of Keith Gibson's book (thanks in no small part to campanologists and experienced fundraisers Julian and Sally) and were struck by the number of boaters who had 'done the Narrow' and thoroughly enjoyed the pioneering experience!

The Nationals, and most waterway festivals come to that, are tried and tested formulae so the seasoned attendee was not disappointed. A healthy assortment of southern canal societies and trusts enthusiastically promoting their causes; Waterway Recovery Group's sprawling pitch with bric-a-brac at really bargain prices; luxury canal boats to pour over and price tags to test your composure; truly inventive children's entertainers and mini fairground; gleaming beasts of diesel engines with prospective buyers manacled to their manifolds as salesmen interrogators convince them that when their wives said they wanted them to 'find a better mooring', they really meant 'find a Beta Marine'; their wives, meanwhile, are in the Craft Tent doing the early Christmas shopping and considering who really deserves such gorgeous gifts apart from



themselves; a variously healthy assortment of food bars offering all sorts, from the unintentionally witty 'onion bhajis & sour cream', to the standard burgers; a parade of historic vehicles, depressingly familiar to those of advanced and not so advanced years - get through 25 years of MOTs and you're on a winner it seems - and a special guest appearance by Chitty Chitty Bang Bang, presented by the actor who drove the vehicle in the opening sequences of the film and whose commentary was tinged with not a little pathos; a host of historic boats bearing the desirable livery of Fellows, Morton & Clayton - much doffing of caps and reverential bowing as they passed by - including the star of the show, 'President' an FMC carrier, re-engined and restored to steam thanks to a £50,000 restoration programme. Something for everyone.

Concerning our accommodation. My childhood holidays were often spent on a caravan site at Bracklesham Bay on the South coast and I've always felt such places engender a sense of camaraderie born out of adversity. Perhaps this is part of the appeal. The Festival site certainly rekindled some old memories, not least the early morning trip to the 'facilities'. Naively, I'd packed a mains shaver! But purchasing some disposables, I was set; after all, I used to wet shave, thirty years ago, gave up, grew a full set, got an electric razor for Christmas, shaved once more, and never looked back. It takes some skill to cut your nose shaving, but I rose to the challenge - a pity really as the rest of my face survived pretty well considering. Juggling the razor, soap, paper towel and plunger style tap was entertaining, but there were the shower units to tackle ... Judging by the queues at peak periods, they had some appeal.





Alwyn used the late night tactic, missed the queues, but returned with a soaking wet sock and a distinctly Masonic look to his left leg. I favoured an early morning approach; unable to see my watch in the gloom of the tent, 4.40am proved quite early in fact. Still, no one else about. I must say, I was impressed: 24hr availability, abundant hot water, Mira power showers! The shower, at the back of the unit, had a rather flimsy curtain and consequently, the entrance vestibule, lacking drainage, was an inch or so deep in water, dead grass and sandy soil from the site. Clothes hooks and a plastic, fold down seat, okay, but some form of duckboard would have made life easier. There was little chance to improvise either; the Mallards on the River were far too interested in ticking off the historic boats in their I-Spy Craft of the Waterways books to be of any use. No wonder those in the know came prepared with flip-flops and bathrobes.

Saturday morning's early alarm call was the intermittent roar of a propane burner - either Brian was up early for some particularly vicious toast making, or a hot air balloon was about to land on site. Of these two improbabilities, the latter proved to be the case! As the massive, blue form descended through the breathless morning air, I fully expected to see the gondola replaced by a Shropshire Union fly-boat in the pilot's effort to scoop the IWA Aelling Trophy for the most enterprising journey for a first time attendee - an award, incidentally, deservedly won by our own Keith & Margaret Sykes (opposite), whose journey from Huddersfield in their boat Morning Mist encompassed the Isle of Dogs! Congratulations! The Tom Rolt Award for the best Canal Society magazine went to the



Cuckoo - the journal of the Chesterfield Canal Society - it was a tantalising moment for Editor Brian Minor as the award was preceded by the announcement ... 'and not for the first time ...' Pennine Link has been a winner a 'few' times in the past; but not this time. Our warmest congratulations to the Chesterfield, well done! We must try harder next time.

A highlight of the Festival was Sunday evening's Illuminated Boats Parade, serene, yet fiercely competitive, as each successive bejewelled construction attempted to out-shine the next for the coveted IWA Award. Brian and I left it a little late and found the river bank several ranks deep in spectators. We passed the Environment Agency's pontoon, which gave an excellent vantage point for a group of shadowy figures huddled around a small table, finishing off a hand of gin rummy. These were the judges apparently, though I have my suspicions. Further down the bank, I found a bit of a gap from where I could attempt a picture or two - a bit of a lost cause without a tripod - though the wonders of digital photography can attempt a fair fist of it. But here I had stumbled upon the real judge of the competition! As the next boat came into view, a chap nearby was not shy in giving his assessment ... *"Yes, not bad, quite a good use of the searchlight, I like the icicle effect."* Pause. Next boat. *"Ah, well, you see, before the searchlight was tasteful, here it's a bit too 'in your face', though the reflection's good."* Pause. Next boat. *"Now, this is a bit more like it, I like it, very pretty indeed, super!"* Realising how shaky my pictures were, I slipped away quietly, and as I left, the air was rent by expletives - a real stonker of an illuminated boat had hove into view and he couldn't contain himself.



Oh yes, the cross-dressing bit ... Traditionally, on the Saturday night, the Waterway Recovery Group put on a pantomime and judging by the roars of appreciation from the audience, a resounding success. George Eycott in the role of Mrs Bodgit; fair enough, preserving the theatrical tradition of the panto Dame. An additional attraction bit, however, was a number of performances by the Devizes Male Majorwrecks (sic). This troupe consisted of ranks of men, attired in traditional female majorette costumes, pom-poms and all, performing a number of routines, directed by a leading, young, female majorette. Judging from audience reaction, the performance was considered utterly hilarious, mildly amusing or somewhat disturbing. I must say that I have never found this kind of performance particularly entertaining, but then again, I'm probably out of step with popular opinion.

Brian made a wise decision to pack up and leave the site an hour before official closure and once more, the traffic was elsewhere! The official figures: 567 boats and 497 caravans; it may be 'first come, first served' next year at Shobnall Fields, Burton-on-Trent, with a limit of 300 on both boats and camping units. No doubt the Society will be flying the flag and hoping that *"and not for the first time, the Tom Rolt Award goes to ...."* has a happy ending for Editor, Brian.

**Bob Gough**





# What the Papers Said

## Colne Valley Chronicle

Picking up on the Society's AGM in June, the Chronicle (**13/06/03**) pictured retiring Chairman David Sumner presenting a gift to Volunteer Co-ordinator Frank Smith on his leaving. Also shown were new Chairman Neville Kenyon and Vice Chairman Trevor Ellis. The article remarked on the high turnout of Society members and British Waterways Mike Marshall's presentation.

Standedge Tunnel has been promoted to one of the top ten UK waterway landmarks in waterscape.com, a new website dedicated to information on all of the country's waterways (**11/07/03**).

Tunnel End and Standedge Tunnel made the front page (**18/07/03**) with a colour picture and an account of a visit by Golcar Junior School who were given a guided tour of the Tunnel to see how this trans-Pennine link was built.

The recent unseasonably hot weather led the Chronicle to highlight the dangers of children and young people being tempted to cool off in the Canal (**25/07/03**). A British Waterways spokesman listed shallow water and underwater obstructions as potential hazards and the article alluded to the risks of contracting Weil's Disease from exposure to polluted canal water.

Crime on the Canal invariably gets coverage and an account of a man being robbed of his mobile phone, watch and wallet along the Canal at Slaithwaite is reported (**22/08/03**).

It cannot be denied that restoration of the Huddersfield Narrow Canal has revitalised much of the Colne Valley, though a Milnsbridge trader referred to the town as the 'forgotten city' of the Colne Valley and wants it to benefit from the canal restoration in the same way as Marsden and Slaithwaite (**22/08/03**). The trader, Mr Howatson, lists a

number of highways works including better parking, a one way system and building cleaning which would give Milnsbridge the benefits other canalside villages have enjoyed.

The Locks, Docks and Beyond exhibition reached the Colne Valley Museum and featured stories, poetry, maps and hand-made books all inspired by the restoration of the Huddersfield Narrow. The photo feature (**22/08/03**) showed project organiser Kim Strickson and her daughter trying out one of the exhibition installations - The Cap Floaters by David Young; 'quirky' was the adjective used to describe Dave's work.

## Manchester Evening News

Under the headline 'No Trouble at Mill' (**13/08/03**), an article details a bright future for the derelict Longlands Mill in Stalybridge. Developers Urban Splash, with a proven track record of transforming similar properties, have been appointed to convert the mill into modern housing and commercial units. Few object to breathing new life into these historic canalside mills, but elsewhere in Tameside, feelings run high over proposals for new housing developments, as reported in the ...

## Tameside Advertiser

Councillor Mike Hill is leading the campaign to block planning permission for 112 canalside homes and 32 flats in the river valley. The site in Mossley had, in Tameside's Unitary Development Plan of 1996, been designated as public open space with only a small amount of housing, but since then, the Plan had apparently downgraded the site, making it available for more significant development (**24/07/03**).

As an alternative to diving into lock chambers, you could swing from the rail bridge over the Tame - a spectacle visible from the canal behind Portland Basin



Museum; “ .. a somewhat foolhardy game “ stated the Advertiser (31/07/03).

The paper reported on the success of the 26th Tameside Canal Festival in raising £7,000 for co-organisers Willow Wood Hospice and estimated an attendance of around 8,000 people and 46 boats (24/07/03).

Droylsden could follow in the footsteps of Stalybridge if plans for development in the town centre, adjacent to the Ashton Canal, are approved (28/08/03). The proximity of the M60 and the imminence of the Metrolink were added bonuses for the £11m proposals.

The Tameside Canal Boat Trust's 'Still Waters', operated by our Society volunteers, was out with Neil Goodyear's 'Staley Rose' to give the stars of this year's pantomime at the Tameside Hippodrome, a trip down the Ashton Canal (04/09/03). The cast of 'Dick Whittington' were really impressed by the view from the narrowboats as they headed for Fairfield Junction on their return trip from Portland Basin.

### **Express and Chronicle**

Standedge Visitor Centre once again hosted a series of drama workshops, during the half term break, for budding actors aged between 5 and 16 years. Centre Manager Sandra McCash advised advanced booking as previous events had been extremely popular (14/02/03).

Firefighters were quickly on the scene to douse a thankfully, small fire on an upstairs floor of the Titanic Mill, Linthwaite (01/07/03). Members will recall Ken Wright's piece on the development proposals for the Mill in the last issue of Pennine Link - I'm sure the developers are grateful for Slaithwaite Fire Station's prompt action.

The ecological value of the Huddersfield Narrow was highlighted in a full page colour article (25/07/03). British Waterways Project

Ecologist, Jason Leach, announced the publication of a Priority Biodiversity Action Plan which gives practical guidance on enhancing and extending existing habitats and ensuring work on the Canal does not have an adverse impact on its wildlife. He also outlined their plans for the Tunnel End reservoir site. There are proposals to open up one half of the site as safe 'access for all', with a pond-dipping platform and teaching area.

### **Huddersfield Daily Examiner**

British Waterways £8.26m proposals to improve the Huddersfield Narrow and bring it up to a 7' standard were reported (02/05/03).

Chairman David Sumner's retirement was combined with a general account of the Society's AGM; quoting from David's farewell speech (30/06/03).

Aspley Basin Marina also made the news (05/07/03) as John and Suzie Linn have bought the business. Realising the potential of the re-opened Narrow Canal, they are planning to develop the marina, offering boat repairs and permanent moorings.

Under the headline 'A Tale of Two Villages', the Examiner makes an interesting contrast between Slaithwaite and Marsden (11/07/03). Traders in Slaithwaite paint a bleak picture complaining that the expensive restoration hasn't been worth a penny to them, whereas in Marsden there was praise in that businesses had benefited from recent developments, including the restoration of the Huddersfield Narrow. The article makes interesting reading considering Mr Howatson's envy of Slaithwaite in the Colne Valley Chronicle's piece detailed earlier.

Scrapping the charge for travelling through Standedge Tunnel certainly increased boat traffic and British Waterways reported 281 boat journeys up to mid-July this year (18/07/03), however, an un-named

'observer' from Newsome wrote to the Examiner (28/07/03) maintaining that during his walks from Marsden to Slaithwaite he could not "recall seeing one boat on the move this year".

Sadly, the Huddersfield Broad had coverage as one of Huddersfield's 'grot spots'; graffiti and litter abound at Aspley Wharf and this was said to be typical of many places in Huddersfield - a significant factor in the decision to withdraw the town from the Yorkshire in Bloom competition (26/07/03).

### **Oldham Evening Chronicle**

A 16 mile charity walk by the Saddleworth White Rose Society made use of the canal towpath from Mossley, over Standedge Moor and into Huddersfield for their route. Carrying a spectacular 'white rose' flag, they proudly declared Saddleworth's Yorkshire heritage (02/07/03).

The restored Huddersfield Narrow and Rochdale Canal gave inspiration to a team of apprentice gardeners from Oldham. Their canal boat design won them a gold medal at the Royal Horticultural Show at Tatton Park for the second year running (31/07/03).

The White Rose Society were out in force again, organising events to mark 'Yorkshire Day' around the town and concluded their ceremonies with a walk along the Huddersfield Narrow to Diggle for a traditional Sunday lunch at the Hanging Gate Hotel (31/07/03).

A mosaiced, panoramic view of the canal at Uppermill, with narrowboats, by Shiela Goodyear was one of the spectacular photographic exhibits at Gallery Oldham. 'Oldham Panoramas' was a collaboration between the Gallery and the Oldham Photographic Society (01/08/03).

Colour, aerial views of the Borough under the title 'Wings Over Oldham' are a regular Chronicle feature and Uppermill was pictured for the August 7th edition.

The Canal, from the bottom of the Diggle Flight to the Brownhill railway viaduct, spanned the bottom of the picture.

As part of Oldham Council's Summer 'Break Out' programme, navigation courses on the Rochdale Canal were being advertised (13/08/03) - further information from Mukesh on 0161 624 8490.

Increasingly, community groups are using the Narrow as a focus for their activities.

Members of the Saddleworth Peace Movement gathered at the entrance to Standege (sic) Tunnel, Diggle, to walk the canal towpath to Uppermill.

At Saddleworth Museum they lit and floated candles on the Canal in remembrance of the many victims of conflict (14/08/03).

The story of the Huddersfield Narrow Canal is ideally suited to educational Key Stages in Transport, Society and the Environment and pupils aged 7 to 11 are set to benefit from a joint initiative between British Waterways, The Waterways Trust and the Inland Waterways Association focussed at the Standedge Visitor Centre (03/09/03).

### **Oldham Advertiser**

Brownhill Countryside Centre organised a 'teddy bears picnic' in August by the side of the river Tame and the report (21/08/03) highlighted the dramatic Pennine setting and the tourist draw of the re-opened Huddersfield Narrow Canal.

Indeed, two further articles on the tourist draw of the borough cited the Huddersfield Narrow as one of the main attractions; whether to simply gongoozle at the passing boats or get on the waterway itself (03/07/03 & 21/08/03).

In a bid to improve the health of the borough's citizens through exercise, Oldham Countryside Rangers joined forces with 'Healthstart' to lead a hike along the newly re-launched Standedge Trail. At seven miles long and described as 'challenging', the expression 'kill or cure' comes to mind, but

minibus backup was provided if the going got too tough (04/09/03).

### IWA Bulletin - September

The Waterways Trust has announced the appointment of two new trustees: Frances Done is currently chief executive of York and North Yorkshire Inward Investment Board. In 2000 she took on the role of chief executive of Manchester 2002, the organising committee of the 17th Commonwealth Games held in Manchester. Frances is a long-standing IWA member and served on the board of the Manchester Ship Canal Company for four years. She is also a former chief executive of Rochdale Council, during which time she was particularly involved in the restoration of the Rochdale Canal.

*(Eds comments - As a former long term volunteer with the Commonwealth Games I am delighted at this news. Frances Done was the person who made the Games work. Forget all the fancy names on the rostrum and the people queuing up to meet the Queen. This is the lady who did all the work - inspired the volunteers and kept the juggernaut rolling to budget and on time. I think this is a superb choice. She is a very down to earth person and extremely approachable.)*

**In conclusion ...** Our boats co-ordinator Allan Knott, being an ex-police sergeant, receives 'Brief', the GMP's newsletter and in the June issue spotted a letter of support

from the Chair of Stalybridge District Assembly, Coun. Kevin Walsh.

The Councillor praised an officer who had suffered an alleged assault while apprehending three perpetrators who had thrown a council grit bin and beer barrels into the Huddersfield Narrow.

The Edstone Aqueduct on the Stratford-upon-Avon Canal graced the front cover of the July edition of New Civil Engineer. Undergoing a £600,000 overhaul, the works include major repointing of the brick piers and abutments as well as cleaning and repainting the cast iron trough.

Ed Mortimer's article on the Hollinwood Branch in the Spring edition of Pennine Link was picked up by Canal Boat & Inland Waterways magazine in their September issue, precisising his article and giving his contact details for those who'd like to give support. Also featured was Frank Smith's 'epitaph' from our last issue, adapted by past Treasurer, John Sully, with one of John's pictures showing Frank sat on a balance beam in the centre of Stalybridge.

Not to be out done by the Edstone Aqueduct, the Huddersfield Narrow made the front cover of October's Canal Boat & Inland Waterways magazine with a picture of one of Shire Cruisers hire boats entering Scout Tunnel on its way westward; fame at last!

Cuttings collected by Dave Finnis, Allan Knott, Keith Sykes and Ken Wright.  
Compiled by Bob Gough.



# Shuttle at Linthwaite 'Fish-In'

On the weekend of 31<sup>st</sup> August, the Society was asked if the boat at Marsden could be released from its shackles and attend a 'Fish-In' organised by the local fishing club, in conjunction with British Waterways, at Linthwaite.

So, after doing usual 'shuttle duties' from Marsden Station to the Standedge Visitor Centre, the first crew locked the Marsden Shuttle down to Slaithwaite.

The next morning, Sunday, the next crew took over and did the remainder of the locks to the venue. We spent the day overlooked by Titanic Mill and introducing people to the waterway; letting some of the youngsters 'have a go'.

Considerable interest was shown in the fact that a boat was moving on the Canal and by coincidence, two further boats passed on their way to a Tunnel transit. We did not take a great deal of money, but it was an excellent public relations exercise, waving the Society flag and we all felt the effort had been worthwhile.

By about 3.00pm, much of the initial interest had passed, so Terry Lomas and I started the long haul back to Marsden. We were joined by Peter Ruffley and family and made Slaithwaite in good time, leaving the Shuttle to overnight near the Moonraker Floating Tearoom.

Monday saw an enthusiastic crew, including my wife Eileen, make a 9.00am start on the remaining 20 locks, including the guillotine! Some water shortage was experienced, but Ronnie Rose had the 'key' to success and we got back to base in three and a half hours - just in time for lunch.

Back to normal shuttling duties next week! If you would like to help aboard the Marsden Shuttle, especially during the 2004 season, please give me a ring - 01484 667135. We will be operating until the end of October.

**David Stubbs**  
**East Side Boat Coordinator**



M Clarke



# Land Rover for Sale



The Society's 12-seater Land Rover 110 Defender Turbo Diesel Estate has become surplus to requirements and Council have decided to give Society members 'first refusal' on its sale.

**Registration: H191 YCP**

**Tax: March 2004**

**MOT: 30th March 2004**

**Mileage: 89199**

The vehicle may be inspected at our Ashton offices from 9.00am to 4.00pm, Monday to Thursday and 9.00am to 1.00pm Fridays. Please call 0161 339 1332 to make an appointment for viewing.

Sealed bids should be sent to:

Huddersfield Canal Society  
239 Mossley Road  
Ashton-under-Lyne  
Lancs. OL6 6LN

Please mark your envelope 'Land Rover Bid' to avoid confusion with our normal mail. Bids must be received by noon on **Friday the 31st October 2003**, after which, they will be considered by authorised members of Council. Should the bids fail to reach Council's reserve sale price, the vehicle will be put on the open market.

**Bob Gough**  
**Administrator**

## Two New Patrons for the Society

We were delighted when Timothy West and his wife Prunella Scales readily agreed to become patrons of the Society.

The Wests are very keen canal supporters and have their own boat on the Kennet & Avon Canal. It occasionally doubles as a second home when they, or actor son Samuel West, are playing in Leeds, Bristol or Stratford.

Their interest in OUR canal started eight years ago when Timothy was appearing at West Yorkshire Playhouse and I invited him to pass the time in having a look at the progress of our restoration. He was quite smitten with what he saw. Later that year both the Wests appeared at the Saddleworth Arts Festival and stayed with us overnight – and had another look at the canal – and we have been on friendly terms ever since. Timothy has supported various ‘openings’ over the years and Prunella opened the IWA National Festival at Huddersfield last year, following my invitation on behalf of David Sumner, who was festival Chairman.

It goes without saying that the West family are amongst the cream of British actors – perhaps I should say international English-speaking actors. They all, for I must include Sam as well, have an incredible number of successes to their names. Tim for many classic roles (he has played *Lear* four times), Churchill and Beecham amongst many others and is remembered for his considerable success in ‘*Brass*’ on TV. He has recently finished a national tour of ‘*King Lear*’ finishing with a season at the Old Vic. Prunella will always be Sybil Fawlty and more recently is regularly seen as the mother in the TESCO ads. but these are only the popular roles amongst dozens of others, my favourite being her performance as the Queen in Alan Bennett’s *A Question of Attribution*. Our new patrons are



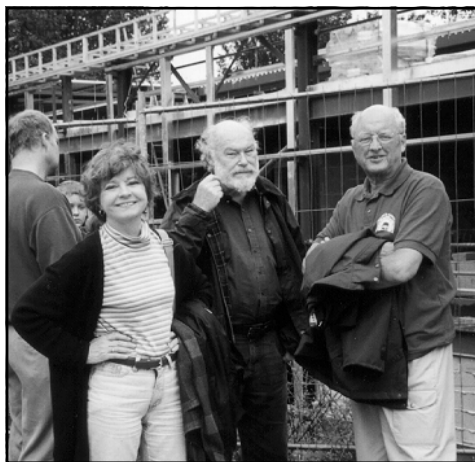
*Pru & Tim on their boat*

prevented from coming to see us until next year because Pru is committed to *A Woman of No Importance* at the Haymarket Theatre until Spring 2004.

On top of all this the West family spend a lot of time reading for ‘talking books’ which (‘mercifully’, as Pru puts it) keep them busy, always.

Both Timothy and Prunella were awarded the CBE in 1990. We are proud and happy to have them aboard.

**Ken Wright**



*Pru & Tim at the Anderton Boat Lift with chaperon Ken!*

*A Wright*

# Press Cuttings Collection

The Society is grateful to Mr Denis Broadbent of Salendine Nook, for donating his collection of press cuttings from the Huddersfield newspapers.

Denis, a long time Canal Society member, has followed the restoration from its very early days and been meticulous in building up these files of cuttings. He

regularly visited the Canal along its entire Eastern length making his

own photographic record of the restoration work.

Indeed, he was a regular visitor at all of the major schemes, including Standedge Tunnel, Slaithwaite and the Bates and Sellars projects, gaining access to the sites to make his photographic record. The resulting archive runs to almost 10,000 pictures according to Denis!

The cuttings chart the progress of the Canal Society and its partners in its campaign to restore the Huddersfield Narrow Canal, with all the ups and downs that characterised our 'Impossible Restoration'.

And even Denis himself gets a 'cutting' when the Huddersfield Examiner printed his letter in support of the proposals for restoring the canal in Slaithwaite - a project that divided opinion in the town; objectors wishing to retain the flowering

cherry trees along the line of the canal and highlighting the possible dangers of "a deep and dangerous canal ... in the middle of a village."

The files will be added to the Society's archives and, like the rest of the material held at our offices, are avail-



able for reference by members and other interested groups. Contact the Society Office on 0161 339 1332 for more information.

**Bob Gough**

## Solution to Canal Crossword 41



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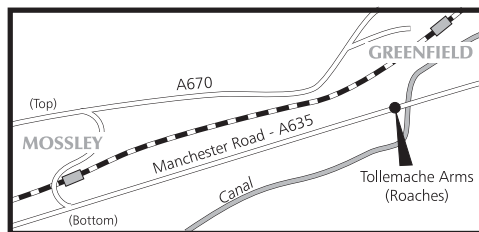
## THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

2673 Mr Maycock,  
2674 Mr Ogborn,  
2675 Mrs Buxbaum,  
2676 Mr Burns,  
2677 Mr Taylor,

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## 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 2003 are: 8th October, 12th November & 10th December.



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## PENNINE LINK BACK NUMBERS:

The following back issues are available free from John Maynard, 29 Thick Hollins Drive, Meltham, Yorkshire, HD7 3DL. Please send an A5 stamped, addressed envelope (46p) or A4 sized envelope (80p) for joint issue 81/82.

25, 54, 56, 58, 59, 65, 66, 72, 77, 79 to 83, 86 to 89, 92 to 99, 101, 103 to 114, 116, 117, 121, 123, 124, 126, 128 to 131, 133 to 135, 137 to 145

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

### MEMBERSHIP RATES

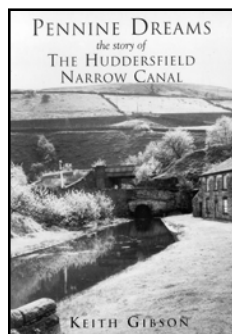
Individual	£9.00
Family	£11.00
Life	£90.00
Associate	£15.00
Corporate	£150.00

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