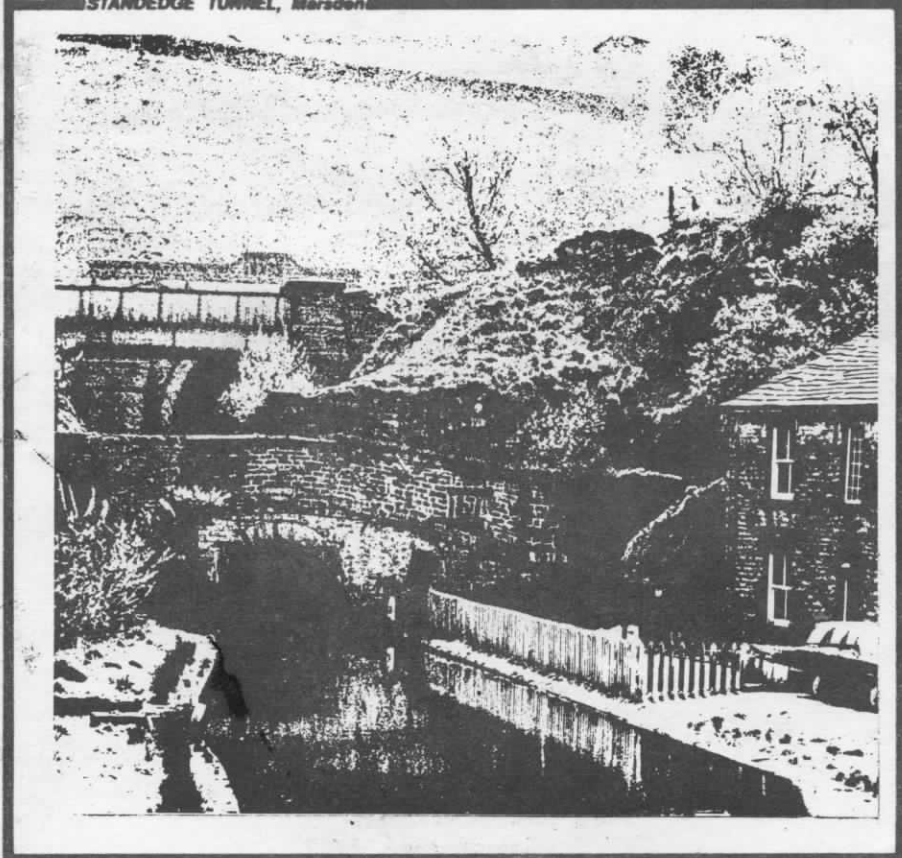


pennine link

The Journal of the
HUDDERSFIELD CANAL SOCIETY

STANEDGE TUNNEL, Marsden



Officers and Committee

Chairman: John Maynard, 29, Thick Hollins Drive,
Meltham, Huddersfield.
Tel: Meltham 850575

Secretary: Robert Dewey; (M'ship) Valerie Dewey
3, Pump Row, High Flatts, Huddersfield.
Tel: High Flatts 596.

Vice- Chairman: Brian Beagley, C/o UMIST, Manchester.

Treasurer: Bob Wilkinson,
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Coupe Green, Hoghton, Preston, Lancs.

Tim Noakes. 7, Hartford Avenue,
Wilmslow, Cheshire.

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Number 13 November 1976

Editor Chris Griffiths
Printing & Distribution Derek Walker
Tye pin splunge?

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WELL IT WORKED!

For the first time since taking over Pennine Link, I have had some response. This issue, therefore, actually has some letters to the editor and an article by someone who is not on the society's committee. Those of you who have written to me, but have not had their letters published are assured that all the points they made have been considered. As a result, this issue contains a few other innovations.

The first is a report on the committee meetings that have been held recently - some people complained that nobody seemed to be doing anything. Secondly, we are publishing a list of members in the hope that some may get together and perhaps do some campaigning in their own areas.

Since appeals in this magazine have had little response when help has been needed for various jobs, a new approach will be tried. Maurauding (sic) gangs of Diggles, (disguised as committee members) will be sent round to your homes in order to obtain some action. You have been warned!

Although I received plenty of items for this issue, please don't leave it at that. Let's hear regularly from you. Tell us what we're doing wrong, what we should be doing.

We must remain active and vigilant. The next twelve months will be very difficult for our waterways system. We could well find ourselves fighting for the retention of canals which are at present navigable.

During this time, we must ensure that the Huddersfield and similar canals are protected so that restoration can take place when conditions permit. There is no point in rushing headlong into a probably abortive restoration scheme. Whilst national unity is essential to safeguard the future of the waterways, it is our job to remind all concerned that:

"Restoration of the Huddersfield Narrow is not a priority, but the retention and protection of the route is."

May I take this opportunity of wishing all our members a merry christmas and an active (as far as the HCS is concerned) new year.

PRESS DATE FOR PENNINE LINK 14 (to be published early January) is DECEMBER 10th.

COMMITTEE REPORT

Special meeting - 27th September.

This special meeting was called to discuss tactics for getting Bates reconsidered. Huddersfield members were contacted and asked to approach their councillors.

It later transpired that the application had been reconsidered before we had a chance to pass on our views despite us asking to be told the date. We've still not had a formal reply and the matter is being pursued further - but it looks as though we've been steam-rolled.

Ordinary meeting - 8th October.

Concern had been expressed at the Society's inaction, so this meeting considered policy for the future. With a membership (and committee) so widely scattered, communication is difficult. It was therefore resolved

to set up two sub-committees;

1. East of Pennines,
2. West of Pennines.

These will be responsible for action (other than major policy decisions) and will report to the full committee. They will decide, for example, on events to be attended, publicity action etc.

They will need HELP. Your presence will be most welcome at the meetings. These are quite informal (usually in a pub) and could be most useful vehicles for discussions - what do you want the society to do?

Attendance does not commit you to anything - unless you feel motivated to do so.

If you're interested please phone,

Peter Freeman (west)

Bob Dewey (east)

or any committee member - their names are inside the front cover - no excuses accepted.

oooooooooooooooooooooooooooo

Raffle Tickets

Yes, folks, they've arrived at last!

The tickets are to be sold at 50% profit to HCS all expenses are paid by the sponsors. Please do your best to sell them - they're only cheap!

How about a donation to the society as well whilst you're doing it?

all stubs and money to Bob Dewey - please do it now.

Tunnel funny!

In the good old days (?) when BWE allowed the public through Standedge, a gent turned up in his pin-striped suit and bowler. "You're not going through Standedge like that" says John Freeman "You should have old clothes on - its dirty in their!"

The reply was (yes you've guessed it) "These are my old clothes."

TREASURE HUNT.

As mentioned in the last issue, we will be running a car treasure hunt on Sunday 21st November. This will be in the morning, starting at Slaithwaite and will finish at lunch time (if you're successful - sec.) at the Tollemache Arms on the A635 at Mossley.

Everyone's welcome, whether participants or not, sandwiches etc will be laid on.

Anyone interested in taking part in the treasure hunt should write to Peter Freeman enclosing £1 and an SAE (the £1 covers the sandwiches and a prize for the winners.

CHRISTMAS SOCIAL

This will be held at the 'Laughing Cavalier', Market Street, Stalybridge on Friday 10th December starting at 8pm. The evening's entertainment will take the form of a canal quiz along the lines of 'University Challenge'. This is being organised by the chairman of IWA Manchester branch - Chris 'Bamber' Potter.

There are now social events arranged every month until March 1977. Most of them are in the Oldham Tameside area since this is where your social secretary lives. To redress the balance, he would welcome ideas from members on the other side of the hills.

IIIIIIIIIIIIIIIIIIIIIIII

Conservation Area

Kirklees are considering the designation of the area including the Marsden tunnel end as a conservation area. This follows a suggestion from the society. It would give the planning authority the power to prevent demolition of buildings and walls. We believe this is a valuable step forward. 'Tunnel End' is a historical gem - a museum piece.

THE MISSING LINK

In the last issue of 'Pennine Link' comment was made that history is often being rewritten. The present problems of the Huddersfield Narrow illustrate the point. If there is a gap between official records and those kept by say a voluntary body, events which took place in the interim are apt to be overlooked and forgotten.

As far as the Huddersfield end of the Narrow is concerned, the present cycle started in December 1961 when the British Transport Commission under Dr Beeching sought to permanently close the 1068 yards stretch of the Broad and Narrow Canals to facilitate the road widening scheme. Huddersfield Corporation claimed that the move was a direct result of prompting by the corporation who envisaged that filling in the waterway at that point would result in a big saving when the time came to widen the Wakefield Road bridge. The affected stretch extended from Aspley Basin to the then limit of navigation at Chapel Hill bridge.

The Inland Waterways Protection Society (IWPS) described the move as "A rake's progress of destruction" The N E Branch of the IWA accused British Waterways of "lacking in cooperation and strangling commercial traffic."

Alderman R. Wood (Chairman of the Highways and Town Planning Committee) stressed that the only consideration should be the value of saleable water. He said, "There need be no concern that Huddersfield would be losing anything by the closure of that piece of canal." He continued, "We are closing it to avoid having to build a new bridge. It will be filled in solid, with a pipe of whatever size required to feed water through to the other side. The saving will be anything from £10,000 to £20,000. Furthermore there is no possible use, as far as we can see for that stretch of water as a navigable stretch. But there will always be water there - culverted."

The General Purposes Committee decided that they would not support a petition organised by the IWPS against the BTC Bill.

Mr D.G.Duke-Evans secretary of the Huddersfield Chamber of Commerce said that the threatened closure obviously did not worry his members. In fact the closure never appeared on their agenda. An executive of a textile firm on the banks of the canal said:"As far as we are concerned they can fill it in tomorrow."

All this took place during the first two months of 1962.

Also in February 1962, Bates & Co having bought part of a mill on the other side of the canal, and, having bought part of the actual canal from the BTC were filling in the canal to provide direct access to their new premises. A spokesman said that the work would be completed by Christmas. He added that they might eventually build across the canal.

The IWPS statement at the time of closure of the canal "can only be acceptable to those devoid of vision" was prophetic. In 1962 the IWPS and the IWA were fighting the proposed closure of 13 waterways including the Huddersfield but it was the Huddersfield whose mutilation they were unable to prevent. Perhaps if there had been a Huddersfield Canal Society things could have been different.

There is then a gap of 12 years until the HCS was formed.

The Bates issue you will see is not new. The present BWB has nothing to do with it. Dr Beeching of the BTC sold the land in 1962.

Who then is to blame?

Bates & Co cannot be blamed in so far as they bought the land 14 years ago and filled it in. We blame them now - but that was the mood at the time.

In May 1975 Mr Roy Wilson, Chief Planning Officer (Environment) of Kirklees MDC stated 'the tremendous potential of the Huddersfield Narrow Canal in both countryside and urban areas for leisure activities was a reason for Kirklees Council to establish a policy for the protection of the canal with the long term aim of re-opening it'.

When the Bates plans were finally submitted, the HCS and others objected, but the plans were passed.

Since then the HCS has made various representations and John Maynard has asked others to do so. I put out a press statement deploring the passing of the plans and a number of newspapers on both sides of the Pennines published it. At the same time I wrote to my MP and as a result I have two letters which were sent to him. The first, from the Chief Executive of Kirklees says that the Development & Technical Services Committee were aware of the objections received and they were most sympathetic to the overall aims of the HCS. He points out that that part of the canal had been filled in, culverted and was the property of Bates & Co. He goes on to say that a compromise solution to enable the line of the canal to be protected was put to the applicant who rejected the scheme on the grounds of expense and the disruption of their industrial linkage, so that to be strictly fair, it is not possible to fault Kirklees or Bates & Co for that matter.

It might not be too late for the HCS to make a direct approach to Bates to consider compromise proposals, to ascertain the extra cost and to discuss how it can be met.

The other letter is from Mr Denis Howell, the Minister to the D.O.E.. He more or less reiterates the Kirklees argument. However, he adds the most astonishing statement. Remember that the letter was signed by him, not by a secretary, so he must have been aware of what he was signing. He says, " I should explain that the Huddersfield Narrow Canal is a derelict 'Remainder' waterway under the control of the B.W.B. The Board has a duty under the 1968 Transport Act to deal with 'Remainder' waterways in the most economical manner possible. This often means selling /p.12

MEMBERSHIP

I am pleased to welcome the following members who have joined since 1st September 1976

- 252. Derek Allen, 22, Springfield Ave, Morley, Leeds.
- 253. Trevor Kemp, 11, Middleton Close, Nuttall, Notts
- 254. Ian Stott, 776, New Hey Rd, Outlane, Huddersfield
- 255. Graham & Jennifer West, White Lea House, Marsden.

I have been most concerned about the number of subscriptions which are outstanding despite TWO reminders, Membership is renewable annually on the month of joining so as to give the society a regular in-flow of cash. Please help by sending your subscription on the first reminder.

I have been asked to publish a list of members and the first list appears with this edition of Pennine Link. In order to make it more interesting, the membership roll has been split into areas; namely members who do not live in the immediate locality of the canal, those who live west of the Pennines and those to the east. If your neighbour is not on the lists, how about a spot of canvassing for the society?

Membership forms are now produced on the society duplicator and look smart with maps and drawing. If you can use some just write to us!

Valerie Dewey
Membership Secretary.

BOOK REVIEWSaddleworth Historical Society Local Interest Trail No 4
Huddersfield Narrow Canal - Saddleworth Section.

Book review is perhaps a misnomer for this article since this publication was originally a duplicated booklet but **has** now appeared as a 'broadsheet'. Its size is International A2 (about 17 $\frac{1}{4}$ " x 24 $\frac{1}{4}$ ") and is printed on one side. The design and layout is of a very high standard, and there are several excellent line drawings as illustrations.

A fairly detailed map is provided covering the route which runs from the Royal George Hotel on the A635, to the Western portal of Standedge Tunnel. The map appears somewhat peculiar in that it has south at the top, but this is so that the appropriate part of the map is visible at the same time as the route description.

The description covers all the features to be seen along the canal even down to the types of mason's marks to be found. Brief histories of the canal and some of the mills and factories are included. There are however just a couple of criticisms to be made.

References throughout the publication to 'barges' and even worse 'bargehands' are likely to make the canal enthusiast cringe. More important, however, is the fact that no reference is made to our own organisation, or the fact that a campaign is in progress to save the canal.

Still, the leaflet makes excellent value at 20p and is to be recommended. It is available from the Saddleworth Museum (open 2.30 - 5.00pm Sats, Suns and Wednesdays) or by post from B.Barnes, 7, Elstead Road, Greenfield, Oldham. OL3 7LL. (postage extra)

CPG.

....NEWSLINK....NEWSLINK,,,,NEWSLINK....NEWSLINK,,,,N

.... It seems that the Welsh Office is planning to culvert the Montgomery Canal at Ardleen in order to build a new road. This would, of course, isolate the section which has just been restored by BWB for the Prince of Wales Committee and the Variety Club of Great Britain. It would also virtually kill the IWA/WRG restoration plans for the first four miles of the canal from Welsh Frankton. Hardly any information can be discovered about this scheme, and it looks like the DOE steamroller has been brought out. We hope that things are not as bad as they seem. IWAAC have deplored the situation in a recent press release.

....HCS trip on the Manchester Ship Canal attracted forty-odd (or should it be forty,odd?) people from the society and East Pennine Transport group.... Strange looks in Liverpool as we circled the Pierhead bus station in an ex Huddersfield Corporation bus....
....My was it cold....

....News just in of the formation of a new restoration group. To be called Waterway Recovery Group (Northwest) it will organise and coordinate working party groups in the north west. These will initially be based in Manchester (two groups), Liverpool, and Shrewsbury. A plant pool will be built up and publicity and fund-raising organised. Close liaison will be maintained with the WRG in London and other parts of the country thus strengthening the national restoration movement. Watch out for more details....

....A recent press article in the Huddersfield Examiner quoted Bob Dewey as accusing the Polytechnic of 'discourtesy' in not replying to our letter of May. The article accused the polytechnic of not taking up our offer of a working party to clear up the canal which is getting particularly unpleasant at Wakefield Road where the rubbish from the builders will not pass through the culvert. We await action from the

Poly with interest - particularly as we've written to the chairman of the governors.....

....The ~~rally~~ festival at Aspley mentioned in a previous Pennine Link will take place on September 24 & 25 1977 unless anything disasterous happens. It is hoped to put trail boats on the Poly section with larger boats in the basin itself. Please book it in your diary now....

....The water shortage restrictions are being relaxed on some canals. Waterways in the south midlands are now open on Saturday and Sunday only. Watford - Foxton (the Leicester line) was still colsed on a recent visit. Foxton locks were still drained and BW have put some new gates in. Sadly the summit pound is still only inches deep although its full up to the weir....

....There is a longer than ever programme of maintenance stoppages this winter....

....Just as we were going to press, a letter was received signed 'Chief Diggle' who must have strayed as far as Wakefield (judging by the post mark). This highly important communication will be printed in the next issue of PL..

....It looks as though Harecastle Tunnel really is going to open in early 1977....

....A ~~dragger~~ was spotted recently on the Broad Canal...what will they think of next?....

....BWB have a new 'boat' in the tunnel - a sort of pontoon affair...perhaps their going to start work??....

....Safety works are in progress on Sparth Reservoir. This includes paving the embankment with concrete slabs....

....STOP PRESS Situations Vacant,
1. Publicity Officer
2. Editor.

These posts are vacant due to Chris Griffiths joining WRG(NW)
Please contact Bob D. Open to men and women.

The Missing Link (cntd)

of lengths of canal for development; and this is what happened in this particular case some years ago. (my underlining). Forgetting the fact that the Bates land was purchased six years before the 1968 Act, the quote from the Act is incomplete. It says (in effect) "In the most economic manner possible consistent with public health, safety and amenity value (again my underlining). For the minister to miss out those important words is unforgivable and now that the Parliamentary recess is over I hope to have an explanation. If that is really the DOE attitude we have all cause for worry.

There is however one gleam of hope in the minister's letter. "In the case of the Huddersfield ^Narrow Canal a joint working party of the Board and the local authorities has been established to consider the future amenity and recreational development of the canal. I have no doubt they would be interested in the views of the Huddersfield Canal Society.

That seems a golden opportunity for the HCS to make its voice heard in the decision making corridors of power. May we hope that although it might not be possible to turn back the 1962 history, we might be able to avoid the same happening in the future.

Ralph W.D. Kirkham.

Small Ad.

A member has a fibre glass cruiser for sale complete with outboard motor. It is in good condition having hardly been used.

Details from: P. Dransfield
'Wyhaven'
Main Street
Great Heck
Near Goole.

Editors Comment

We also received a letter from Denis Howell similar to that mentioned by Ralph. We too were concerned about its inaccuracies regarding 'remainder' waterways. We hope that IWAAC might advise the minister (in accordance with section 110 of the Act which the minister has so disgracefully misquoted) of the correct wording of the section relating to the treatment of 'remainder' waterways.

.....

60, Psalter Lane
Sheffield.

Dear Editor,

Issue no 12 of Pennine Link was smaller than usual because, said the Editor, "nobody sent me any copy". Presumably he would say that the Huddersfield Daily Examiner, having waited around all evening for some news to arrive in the office, when none arrived should reduce its size and say "sorry no one sent us any news" But they do not; they go out in search of copy; they dig out the news.

I am a very new member of the society. I joined as I want to see the Huddersfield Canal reopened. Strength lies in numbers so it seemed best to add my voice to others. A journal (rather a grand title?) is one means of informing members of happenings, developments and opinions affecting the canal and also giving members something in return for their subscription. Now I find that nothing (apparently) happened between issue 11 and issue 12 of Pennine Link. Were there no committee meetings? Were there no functions to report on? Did the relevant local authorities make no decisions? Did the officers of the society attend any local meetings to put their case for restoration? Apparently not (or if they did, they did not tell our long suffering editor).

As members of the Huddersfield Canal Society we have a clearly defined aim unlike the IWA whose aims are more diffuse, more generalised. We all contribute what talents we have to this single purpose and it is the job of the society's committee to see that our talents are used and

encouraged, to make known the progress made and to continually criticise the methods used to further our single purpose, to reopen the canal. Appeals for volunteers to write for the journal, to join working parties, to write to MP's and local councillors are useless. Personal approaches to members (or even a simple questionnaire some months after they have joined) are of more use or, if an avalanche of letters to an MP are judged to be useful, then a specimen should be sent out with the journal. Positive action at the centre, showing members clearly how they can help if they wish is the answer, not these vague requests for assistance. And it should be clearly and unequivocally understood that every member has the right to restrict his support to the society to his payment of the annual subscription. Such support is valuable and not to be denigrated.

Above all members need to be continually reassured that progress is being made, that we belong to a dynamic society and that some day the Huddersfield Canal will be re-opened. So we come back to the journal and to communication through it from the society's officers to members. Little such communication is evident to me and to presumably our poor editor.

(No, I do not want his job, I think).

D.T.Bullock.

Editor's comment

Mr Bullock's letter makes many valid points (and was just what we wanted) and a few replies may make our past intentions a little clearer.

Avalanches of letters to an MP are useful but only if each letter is different. Copies of specimen letters are generally given much less consideration than a personal request for action from a constituent. (the same applies with councillors)

The problem of making personal approaches to members has not been helped by the fact that few members have turned up to the meetings and events we have organised. However, those members we do know are being approached and more meetings are being arranged. We hope that members will attend - the committee can then make the next move.

The Editor of the Huddersfield Examiner employs reporters to dig out his news - if they return with none, he gives them a rocket. Living at a distance from the canal I must rely on correspondents who are in the area. Last issue I received no local news - I too fired a rocket.

Finally regarding the doubt expressed in Mr Bullock's last sentence, which may also apply to other members. It does look like we're going to need a new editor (see p 11).... Any offers?

..?-.-----

***ARE YOU COMING ON OUR TREASURE HUNT???*
RING PETER FREEMAN NOW - YES NOW.

.....

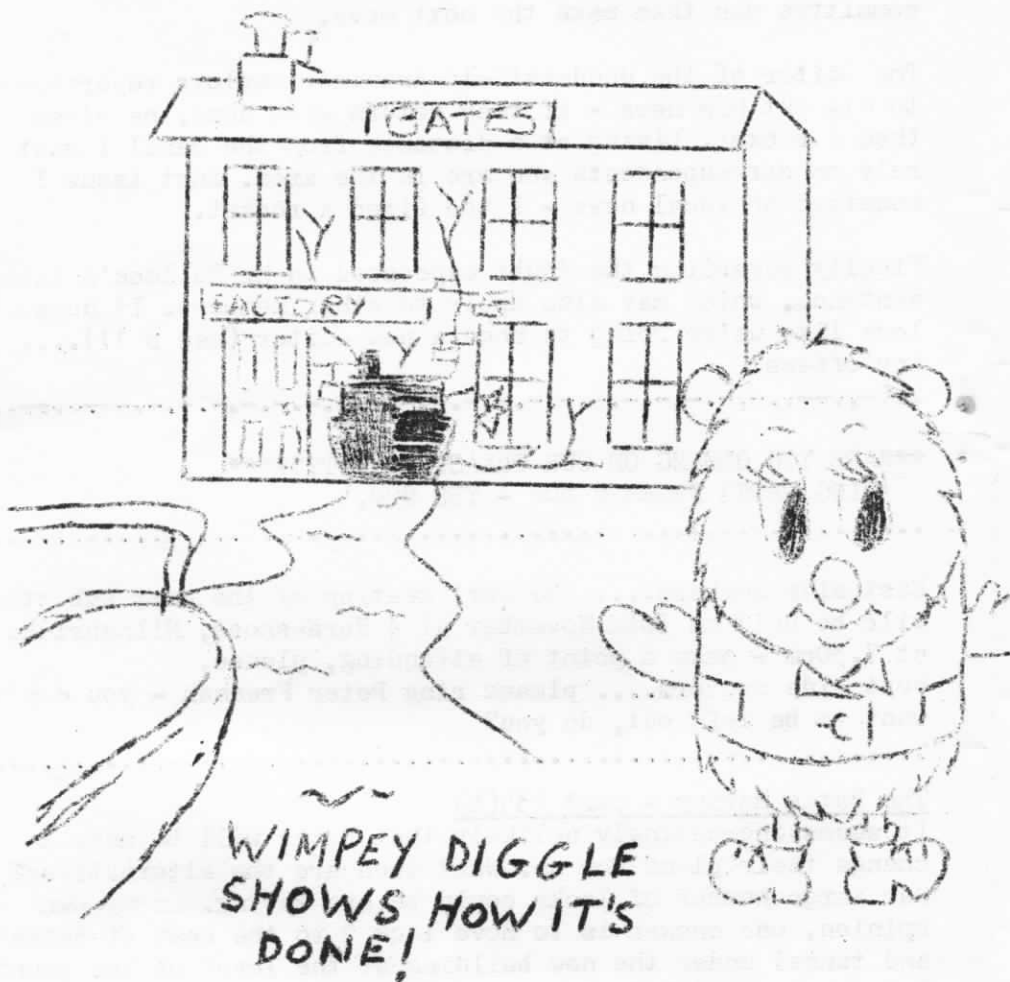
East side members.... the next meeting of the east sub ctee will be held on 30th November at 4 Horseshoes, Milnsbridge at 7.30pm - make a point of attending, please.

West side members.... please ring Peter Freeman - you don't want to be left out, do you?

.....

The Bates Matter - part 135(b)

It seems increasingly unlikely that Bates will be made to change their plans for us. What then are the alternatives? Our large number of locks could be are saving. In my own opinion, one answer is to move lock 2 to the west of Bates and tunnel under the new building at the level of the pound between locks 1 & 2. I have suggested that a concrete box culvert might be the solution. This would be about 12' x 12' and could include a towpath in the design. Maybe they could be pre-cast/stressed interlocking sections which could be lowered into a trench across the site before building starts. Similar tactics for Sellers? Early days yet.



Melbury House
Melbury Terrace
London NW1 6JX

28th September 1976

Dear Mr Dewey,

I am sorry you feel that the Society's relationship with the Board is not as close as you would wish. I assure you we are not antagonistic towards the society and that we certainly do not wish it would 'go away', as you suggest.

You will of course know that, because of its physical history and present condition, the canal poses many problems for the Board. After considering all the facts last year, we agreed that the realistic approach would be to develop amenity and recreational schemes in conjunction with the riparian local authorities, to whom we would look for the necessary financial support. The Working Party to which you refer was set up to further this and consists of representatives of statutory bodies only, in accordance with our normal practice. This is not because we do not welcome the help and support of non-statutory organisations, but it is with the authorities authorised by parliament to contribute financially to Remainder Waterways that we must negotiate, bringing in voluntary help at a later stage when a proper Agreement has been drawn up. Any apparent breakdown in communication between the Board and your Society may be due to our concentrating solely on this aspect and not keeping you sufficiently informed.

I think that the best way in which I can help is to suggest that a meeting be arranged with representatives of your society and attended by the Principal Amenity Officer (north), with the Area Amenity Assistant and the Area Engineer, Wigan, so that the Board's policy on the canal, and the possibility of effecting improvements for environmental and recreational purposes, can be fully explained. I will ask the Director of Amenity Development to put this hand, keeping me informed, and I hope that you will find a better mutual understanding will result. Yours sincerely (Frank Price), Chairman.

The letter on the previous page was received by the society following our complaint that the Board was keeping quiet on the happenings on our canal.

What Sir Frank did not say in his letter, but what was said in a letter a few days later from the secretary to BWB to a member was:

"The short length of canal between the proposed site of Bates & Co and Chapel Hill is a small isolated section virtually inaccessible, and after due consideration, it was agreed to dispose of it to the company."

The rest of the letter reiterated what Sir Frank had said regarding the working party and also suggested that the Board did not consider full restoration would be possible.

Needless to say that, during their "due consideration", the Board did not inform us of their intentions, nor enquire as to our views on the proposals.

Finally, one wonders whether the Board have read the recommendations of IWAAC on the future of the canal.

NB. The meeting which Sir Frank set up for us has taken place and a full report will appear in the next edition of Pennine Link. You'll be interested to read this I'm sure - it affects us all.

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The HCS has obtained provisionally arranged for the stand to be displayed on the Piazza in Huddersfield on January 15. This will give you an opportunity to help us - or at least to see us in action.

A DIGGLE IS BORN

In response to the question, 'How do you make a Diggle?' - and the predictable response (all together now), "How do you make a Diggle do what?" - here is this issue's article by our handicraft correspondent.

Materials: White fur fabric 32cm x 10cm
 Juggle eyes,
 Red felt 26cm x 7cm
 Black felt (2 pieces) each 4.5cm x 2.5cm
 Pink felt (2 pieces) each 3cm x 6cm
 Pink felt 2 pieces each 3.5cm x 2cm
 1 small shirt button
 1 red button 1.5 - 2cm diameter
 stuffing
 white cotton.

Fold fur fabric in half (to make it 16cm long). Cut off the two corners at the fold by about 2cm. Sew in the 2 eyes 5cm from the top fold. The red button for the nose at 7cm. With the fur turned inside, sew up the two sides, inserting the small pieces of pink felt as the ears. Leave the bottom open! Turn inside out, stuff with old material and sew up the bottom, including the black felt as the feet.

Position red felt for waistcote. Tack or glue 'lapels' by folding over corners. Cut remaining pink felt into hand shapes, and fit onto waistcote through slits. Use shirt button to fasten waistcote. Tack waistcoat to Diggle to stop it sliding off. Trim as required.

We also add a card badge with various slogans in letraset or pen. Our materials came from Oldham Handicraft shop, the nearby stationers and Tommyfield Market.

Volunteers for making Diggles for our stand are most welcome and they should contact Stuart Wilson.

DIARY

- November 21 HCS Treasure Hunt in Slaithwaite area - see elsewhere in issue
- November 24 "Worsley Underground Canals"
7.45pm Oldham Community Centre
- December 10 HCS Christmas social and canal quiz. see page 4
8pm Laughing Cavalier, Stalybridge.
- December 10th PRESS DATE FOR PENNINE LINK 14
- January 15/16 First WRG(NW) working party on the Southern Stratford. Transport from Manchester and Liverpool.
Contact Tim Nakes:Wilmslow 24567
- January 21 HCS talk on canal carrying by John Abbott of FJ Abbott Ltd former canal carriers.
8pm Astley Arms, Crescent Rd, Duknfield.
- February 16 Talk by Frances Pratt, in Huddersf'd
- March 23 "The Dudley Canal Trust" - Vic Smallshire. Joint HCS/PFCS/RCS.
7.45 at Oldham Community Centre.
- April ? Society AGM

The opinions expressed in Pennine Link
are those of the contributors, and not
necessarily those of the Editor of the
society.

we need ^{more} members....

Make an effort to enrol a new member – the more support we have, the easier our task becomes.

Membership...	Junior	50p
	Full	£ 1.50
	Family	£ 2.50
	Corporate	£ 7.50 (minimum)
	Associate	£ 5.00 (Voluntary Societies)

To: THE MEMBERSHIP SECRETARY, 3 PUMP ROW, HIGH FLATTS, HUDDERSFIELD.

I/We wish to join the Huddersfield Canal Society

Full name(s)
(Block Capitals please)

Address
.....
..... Postal Code

Telephone number

Occupation

Amount enclosed: Cheque/Money Order/Postal Order