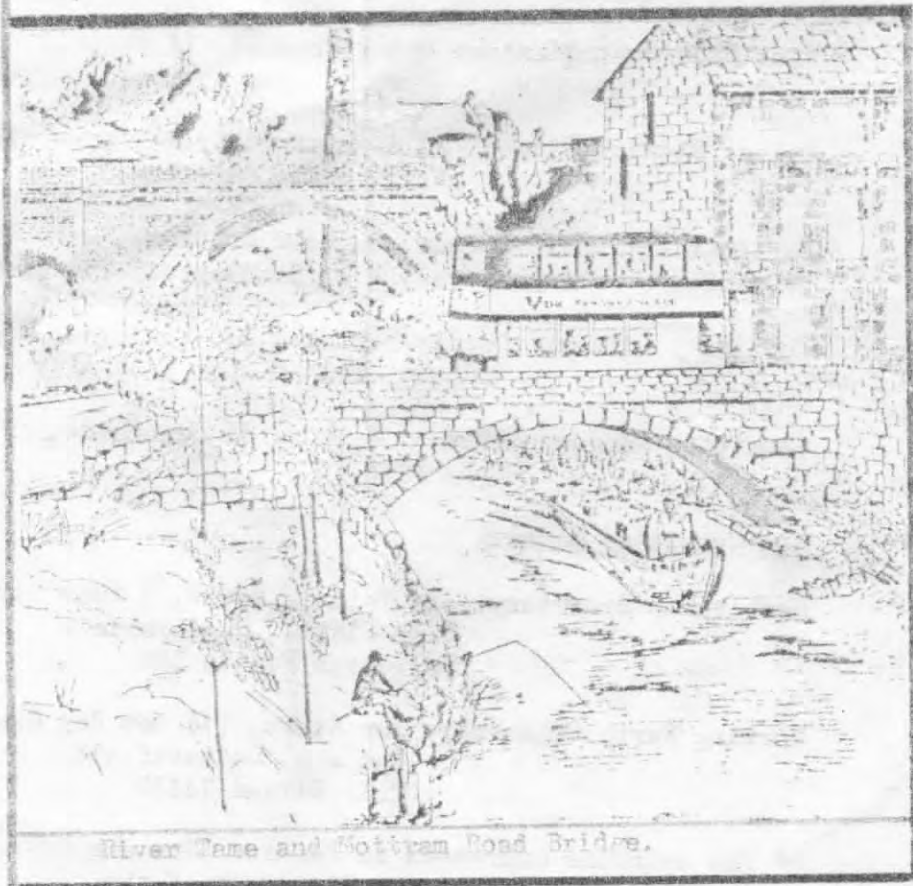


pennine link

The Journal of the
HUDDERSFIELD CANAL SOCIETY

Issue No. 20

January 1978



River Tame and Wortram Road Bridge.

HUDDESFIELD CANAL SOCIETY

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

PENNINE LINK

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY

Number 20

January 1978

Editor: Mrs Diane Charlesworth

Typing: Mrs Ivy Lodge

Duplicating: David Sumner

Collating & Distributing: East Side Members

EDITORIAL - I was delighted with the response to the questionnaires which were sent out with the last Pennine Link and was pleasantly surprised at the number which were not local. Many thanks to all. The Committee is most grateful for the moral as well as the practical boost this has given them. A careful note has been made of each reply and these will be referred to as specific requirements arise. I have included extracts from some of the replies received in the "Letter" section of this journal. All questionnaire replies received through the post should have had a personal reply from me; and I hope you were able to use to the Society's advantage the posters I enclosed. To those of you who offered labouring services, etc, there will be no specific request made to you individually to attend, but please accept as your invitations the mentions of future working parties which will be made in following Pennine Link Journals.

A suggestion has been made by Ian Scott that I include a crossword in the journal. I would like to very much, but need someone to compile a crossword for each issue. If anyone is interested please write to me enclosing a sample crossword.

Although Christmas is still a fortnight away, the New Year should be imminent, if not already with us, when you receive this issue, so I hope you all had a very Merry Christmas, and the Committee and I wish you all a Prosperous and Happy New Year.

CHAIRMAN'S REMARKS

As always I have had to be chased by our editor for these remarks. Having written one lot I always think that two months is a long way ahead and promise myself I will get them done well in time for the next issue, but never do! I should have wished you a Happy Christmas last time and now it is too late. Anyway, I hope you all did have a very enjoyable time, and at least I am not too late to wish you all a Prosperous New Year. Let us hope that it will see more rapid progress with work on the canal not only political but physical. Mr Mallalieu, MP for Huddersfield, has been having discussions with Kirklees about the canal and I have received a letter from him suggesting that we keep in close contact with them; this we are of course doing. Kirklees Planning Committee have already agreed to go ahead with a study of recreational opportunities and clean-up of the canal, and we shall be watching the progress of this scheme very closely. I have also been involved with West Yorkshire regarding the cost and possibility of re-opening Wakefield Road Bridge to navigation; it is early days yet, but how does £30,000 grab you?

If I start writing next month's remarks now, shall I get them done in time for the next issue?

STALYBRIDGE REPORT NOW AVAILABLE

Sale price: 30p + 10p postage to Bob Dewey or Peter Freeman.

FUND RAISING

The following items are being collected:-

1. Used postage stamps (these require $\frac{1}{4}$ " of the envelope leaving around the outside).
2. Foreign coins/notes.

RESUME OF COMMITTEE MEETING

Held 18 November 1977, at
59 Thick Hollins Drive, Meltham.

Discussions: David Sumner co-opted to committee;
Wells - Rule 5 concerning certain committee members;
sales items - car stickers, posters, enamel badges,
cardboard narrow boats;
Les Winnard to be publicity officer;
Ind Coope Weekend - guides, pubs, loos, required;
Aspley Warehouse - sea cadets.

Reports: Treasurer - accounts
Department of Environment grants not for local
coluntary societies.

Chairman - meeting with West Yorkshire MCC, re
Wakefield Road Bridge;
correspondence re job creation.

Correspondence: from - British Waterways Board; K. Warrender;
Tameside Planning; questionnaires;
CTNW; IWA Manchester;
to - Shell Inland Waterway Awards;
Huddersfield Polytechnic;
British Waterways Board.

Action to be taken: David Sumner to take over duplicating;
Les Winnard to become publicity officer;
apply for list of planning applications;
send letter to Waterways World re Bates' decision;
letter to Wells' donors;
Proceed with Ashton Festival;
conclude production of Stalybridge Study;
further investigation of caravan insurance;
liaison with Ind Coope re weekend;
look into joint ventures with other societies re -
sales;
make own cardboard narrow boat;
letters to certain committee members re Rule 5;
liaise with WRG(INW);
suggestions for patrons - approach AGM.

WEST SIDE MEETING

Held 29 November 1977 at the Tollemache Arms

Discussions and actions to be taken concerning 1978 Ashton Festival; and publicity concerning the launching of the Stalybridge Report including caravan and Morris Dancers.

EAST SIDE MEETING

Held 4 November 1977 at The Globe, Slaithwaite

Another good 'turn-out' with several new people promoting new ideas and healthy discussion. Thank you! Please keep coming.

Explanation concerning Wells' activities; also explanation of Bates' position and decision - discussion re piling; Huddersfield Festival - last Committee Meeting held after event to discuss remaining aspects; mention of 1978 Festival at Ashton in late July; discussion re possibility of small Festival, e.g. at Marsden on summit pound; working parties and work involved - suggest look at other sections with view to restoration; Ian Stott gave up-to-date account of Wakefield Road hole (see last issue of Pennine Link).

EAST SIDE MEETING

Held 7 December 1977 at The 4 Horseshoes, Milnsbridge

Weather very bad! Poor turn-out must be attributed to this.

Resume of last meeting - Working parties: how to progress further on Lock 1 and elsewhere. Possibility of inclusion of barbecue, discussion re dates - to leave until spring. All working parties will be mentioned in Pennine Link well in advance. Warehouse at Aspley, and cottages at Marsden discussed re possibilities. Various points raised by new members.

Collating and distributing of Pennine Link to be done by East Side members - date fixed.

Dates of next meetings - see Diary.

MEMBERSHIP

I am pleased to welcome the following people to the Society:

- 356 Philip Duerdon, [REDACTED].
 357 R. C. and J. Halmshaw, [REDACTED].
 358 Peter Davies, [REDACTED].
 359 Christopher Taylor, [REDACTED].
 360 S. C. Torr, [REDACTED] [REDACTED].
 361 David and Shirley Drummond, [REDACTED]
 [REDACTED].
 362 Robert J. Nicholls, [REDACTED]
 [REDACTED].
 363 Susan M. Sykes, [REDACTED].
 364 Stuart Smith, [REDACTED].
 365 Albert, Vera and Neil Walker, [REDACTED]
 [REDACTED].
 366 Donald M. Jones, [REDACTED].
 367 Brian and Susan Sweet, [REDACTED].
 368 Lawrence Boughey, [REDACTED].

I am sorry that reminders and receipts were not sent out with the last Pennine Link. If your subscription is due, please make a big effort to send it as soon as possible. To those who have sent their money 'unreminded' - very many thanks - it saves us all a great deal of effort and some money.

Valerie Dewey.

A GUIDE TO THE HUDDERSFIELD BROAD CANAL

The Huddersfield Broad Canal is reached by turning the 'wrong' way above Cooper Bridge Floodgates on the Calder and Hebble Navigation. Passing under the broad Leeds Road Bridge, the entrance lock appears on the right, a matter of yards above an unguarded weir. With the river high, locking must be quite 'tricky'.

The present bottom gates replaced a rather shaky pair, which were held by a metal pole in the winter of 1976/7. They are fitted with the hydraulic paddle gear which is slow to wind up and worse to wind back. Some repair work was also done to the top gates and paddle gear and some 'gardening' as far as Lock 2. The paddle gear is of the heavy direct-gear type with a finger trapping ratchet, found throughout the canal (and indeed on the Narrow). Filling the lock is not quick, even with the paddles fully open and the usual waterfall over the gates - there are few by-wash weirs which may also account for the effort needed on the gear.

Having opened the gates - never an easy task even if you take the precaution of asking the Lock Keeper in advance to mitigate the water supply - there is a twisting pound to Lock 2 with a reasonable mooring site. Lock 2 is just beyond the railway and is one of the easiest locks.

Through the Colnebridge Road bridge is a longish stretch, notable for a powerful sewage works and dire warnings of deep sludge beyond the towpath. A fine disused brick-strewn viaduct crosses before the heavy Lock 3 with its original locktail bridge, dominated by a large dyeworks. This lock has a by-wash which is, unfortunately, above the level of the top gates. Due to the locktail bridges the bottom balance beams have to be cranked, which does not help in opening.

Following Lock 3 the right-hand side provides a view of industry at its worst with the interlude of Lock 4 which has defective paddle gear to distract the boater. Matters improve beyond the Leeds Road bridge which heralds a screen of trees and extensive playing fields with only a distant view of the ICI works. Lock 5 on this stretch suffers from

movement of/
 the left-hand wall and the bottom gate shows signs of a hasty repair during last summer's stoppage. Lock 6 follows quickly with its all-enclosing fence erected after several incidents with local children. The wire mesh shows several holes and there are no locks to the gates which nullified its effectiveness.

The following short pound shows traces of the old Fieldhouse fireclay works on the right, now partly occupied by a car-breaker. Locks 7 and 8 follow quickly, neither easy, but in reasonable surroundings before a curving pound leads to Red Doles Lock, the last. This has ageing upper gates and fills slowly. Adjacent is the home of the Lock Keeper, while a busy footpath across the locktail bridge guarantees an audience at most hours.

Above Red Doles the water becomes weedy with occasional dumped furniture and plastic as the buildings close in. The new municipal incinerator dominates before a straight cutting converges on the Leeds Road again. Sudden left and right-handed turns by the bus depot take the canal under the road to a grim stretch with the remains of the gas works and its railway and various other industrial premises.

The most famous feature of the canal is the Turnbridge, which, despite its name, lifts. It must be unlocked with the standard 'handcuff' key and wound up with a large wheel. Traffic is a problem.

The final short stretch to Aspley Basin leads between a tinker-merchant's yard and a large cleared area used as a car park. On arrival an ugly blank concrete wall bars the way on the site of the former Wakefield Road Bridge. An interesting warehouse remains on the right, whilst on the left stands an unpleasant concrete coal bunker, a reminder of the final traffic in the 50's.

Trevor Ellis

EDITOR'S COMMENT

What a treat it would be for boaters to be able to carry on up the Huddersfield Narrow! There can be little incentive at the moment to go from Cooper Bridge to Aspley. Trevor wrote the previous article after both walking and boating up the Huddersfield Broad on a "tour of inspection", on behalf of the Society. As a result, he wrote a letter to the British Waterways Board and received a letter dated 13.9.77 from A. E. Johnson, Assistant Area Engineer, who said that his section inspector was doing everything he could to ensure that craft could navigate to Huddersfield without undue difficulty. He continued to say that it was his intention in the future to construct some bye-washes at some of the locks depending on the availability of capital funds; meanwhile, providing certain basic rules were followed, no undue difficulty should be experienced. The section inspector was instructed to carry out a check to establish if any stones or obstructions were likely to foul moored craft, as a result of an insecure basin wall. Also, he gave the telephone number HUDDS 36732 of the lengthsman, Mr Walford, based at Red Doles Lockhouse, who would give every assistance to boats passing through the Huddersfield Broad Locks, providing he was given an estimated time of arrival.

TURNBRIDGE

At last, it has been protected by law. The Department of Environment in London has now scheduled it under the Ancient Monuments Acts 1913 to 1953. Described (correctly) as "Locomotive Bridge, Quay Street, Huddersfield" it must now rank as the youngest ancient monument as it was almost completely rebuilt in 1975.

I am not aware as to the subtle difference between the protection afforded by this means and the more normal listed buildings procedure, but I trust that the bridge is now preserved for all time.

Robert Dewey.

"WOULD THAT IT HADN'T HAPPENED"

Extract from the minutes of Colne Valley UDC Highways Committee 24 February 1966:

' Filling in of Canal, Slaithwaite

- ' Resolved - That the section of the canal from the bus station in Slaithwaite to Platt Lane be filled in and the Canal piped during the next local government year.

MOSSLEY DISTRICT PLAN

The Society has been invited to submit its comments for incorporation in the above plan. The plan will cover the length of canal from Scout Tunnel to the Oldham boundary by the Royal George aqueduct.

EXTRACT FROM HUDDERSFIELD EXAMINER

14 October 1977

' Perilous Journey

Great explorers of the past include Dr Livingstone, Scott of the Antarctic, and Christopher Columbus. Famous men all, but their triumphs pale into insignificance when compared with the adventures completed by photographer Athol Buxton and myself. Livingstone braved hostile natives and steaming jungles; Scott faced cruel weather and uncharted wastelands; and Columbus had to contend with frightened crew men and the rest of the world's ignorance.

- ' These dangers however are mere hindrances on voyages of exploration - we faced far greater perils when we navigated the Huddersfield 'cut' by canoe.
- ' Hidden in eight miles between Marsden and Aspley we found inch thick crusts of foul smelling weed, dozens of rusting

- ' prams and old oil cans, thick clinging mud and razor-like reefs (well almost).
- ' Everyone it appears wants the canal to be maintained and improved, but as yet the British Waterways Board have been unable to offer any hope of such improvement.
- ' Let us hope that continued pressure on the Board can and will bring about the necessary restoration to brighten up the valley.

PENNY DRINK - THE NAVIGATION, WOOLROAD

Standedge Tunnel was not completed until 1811, fourteen years later than the rest of the canal. Whilst the tunnel was being constructed goods were carried by road over the hill. Boats were loaded and unloaded at Marsden and Woolroad. The Navigation Inn is just above the old Woolroad basin. The short canal arm no longer exists, but an old transshipment warehouse still remains.

Like many Bass Charrington houses in this area, the Navigation is attractively modernised in an open-plan style but retains an old-fashioned, cosy atmosphere. There are dark beams, glowing lamps and so many brass objects that there surely cannot be room for many more. Lots of Toby jugs perch above your head. You will even find display cases, including one containing Venetian glass. We particularly liked the flowers on display in the entrance to the pub.

Whilst drinking my beer I could just imagine Dougal of Florence appearing - the carpet with its large floral design is reminiscent of the background to the Magic Roundabout TV cartoon. Or maybe I had drunk too much beer!

The Navigation is about a mile east of Uppermill on the Huddersfield Road, A670.

SERIAL

Huddersfield Narrow Canal 1792 to Present Day
compiled by Diane Charlesworth

The canal of 1831 was described by Joseph Priestley in his book "Priestley's Navigable Rivers and Canals".

¹ This canal which is fitted for small craft of 7 feet wide, and such as navigate upon the Staffordshire and southern canals, and what Dupin calls of the narrow section, is capable of passing boats with twenty-four tons burthen; and..... It will be seen that it commences on the south of the town of Huddersfield and pursues a south-west direction, winding its course past Slaithwaite, nearly parallel with one of the branches of the River Colne, for the distance of seven miles and-a-half, which river it crosses in three* places by appropriate aqueducts and, by an ascent of 436 feet distributed among forty-two locks, it arrives near Marsden, at the summit level, which is higher than that of any other canal in the kingdom, being at an elevation of 656 feet above the level of the sea; the summit level is thence continued for nearly half-a-mile, when the canal enters that extensive chain of mountains well known to travellers going from Manchester to Huddersfield (through which it passes under the part designated Pule Hill and Brunn Top, generally called Standedge), for the distance of five thousand, four hundred and fifty-one yards, and emerges therefrom into the vale of Diggle in Saddleworth, continuing to near Wrigley Mill, making the whole summit level four miles; it then glides along the valley, alternately on the north and south sides of the River Tame, past Dobcross, Scout, and Stayley Bridge, to its junction with the Manchester, Ashton-under-Lyne, and Oldham Canal near Duckinfield Bridge, having passed a further distance of eight miles and-a-quarter, and through a descent of $334\frac{1}{2}$ feet, which is equally divided among thirty-three¹ locks, crossing the River Tame in four different different places, and making the whole length of canal nineteen miles and three-quarters.

¹ In passing from the summit level to Ashton-under-Lyne, there are two other tunnels: one at Scout, two hundred and four yards long, excavated through a strong sand rock, and the other near its extremity at Ashton, one hundred and ninety-eight yards long, cut through a complete body of fine sand.

*this should be 2

¹this should be 32
to be continued.....

WANTED!

People to monitor local and national newspapers, radio and television for items concerning the Huddersfield Canals or the Huddersfield Canal Society.

If you should see an article about HCS, etc, why not cut out the article and give to a committee member at the next East or West meeting, or post to me? The Society maintains a "press book" which contains press cuttings about the HCS and related matters. However, we cannot be certain we see all relevant articles and any volunteers for this, not too arduous task, would be appreciated. In the future, it is hoped to publish a league table of newspapers giving the HCS mentions.

Similarly, if you hear HCS mentioned on the radio or television why not make a note of the time and programme with brief details, and give them to a committee member?

If any of the items you read or hear require a reply, why not reply yourself? If you feel uncertain of your facts or feel an 'official' HCS reply is needed, contact any committee member with, if possible, a copy of the original article.

Les Winnard.

The Society has available posters with the following headings: "Standedge Tunnel", or "Through Stalybridge by Boat". These are printed in black on various coloured backgrounds and incorporate a line map of the HNC.

If you would like copies for display at work, home, or anywhere else, where people can see them, send a large stamped addressed envelope to Les Winnard or Peter Freeman indicating which title and number of posters you require. These are also available at East and West Side Meetings. If you would also like a supply of membership leaflets, contact any committee member or send a large s.a.e. to Les Winnard.

ASHTON PACKET BOAT COMPANY LIMITED

Members of the Peak Forest Canal Society have formed the above company. Commencing next Easter a 4--seater horse-drawn trip boat should be operating between Fairfield Top Lock and Marple, on the Ashton and Peak Forest Canals. Other trips will be arranged on request. It is also hoped to operate a camping boat, offering week-long trips on the Cheshire Ring, but this is subject to completion of the boat and obtaining a BWE licence. Further details can be obtained from: Mrs B. Holmes at 32 Constable Street, Corton, Manchester. Tel: 061-223-5840.

Peter Freeman.

FRANCES PRATT AND CANAL ARCHITECTURE

On 23 November, Frances Pratt, formerly Assistant Press Officer with British Waterways, gave an excellent illustrated talk on canal architecture at Oldham Community Centre. About 70 people attended, despite horrible weather conditions - mainly from Huddersfield and the Peak Forest and Rochdale Canal Societies. The slides taken by Derek Pratt were excellent. In fact, the Community Centre Manager who sees many slide shows by various societies at the centre was most impressed and actually stayed to watch. As well as covering canal architecture, there was something for everyone, with slides of flowers, birds, boats, and animals as well.

Mention should be made that despite Frances Pratt no longer being employed by BWB, she and Derek travelled a very long way on a very bad night to keep the appointment.

LETTERS *****

Many thanks to all those who returned their questionnaire, some of the replies are printed below.

Dear Mrs. Charlesworth, Wood Brae, Cllugh Head, Marsden

I am a boy of 12, and the job I would like to do is not on the questionnaire sheet, what I would do is clean out the

canal for my job to help.

Yours faithfully
Simon Christopher.

Pat 2, 3 Portland Terrace, Richmond

As you will see from my address work would be difficult. I must redress however the picture painted by the armchair critics who haunt your correspondence column.

I am a member of 5 canal societies and the efforts and work of the HCS are magnificent. It is a daunting task, of course, but much has been achieved in a short time which renders the project credible.

I have a 56' narrow boat which, though I say this with due modesty, is well appointed. There is nothing like a successful canal trip to sway canal critics, and if I can work it in and entertain disaffected councillors for a journey I will

Mr A. Dobson went on to make constructive suggestions which were put forward to the committee.

Other interesting questionnaires were received, e.g. from David D. Higgins who packed so much into his reply that it is impossible to repeat here; Andy Green who is producing a visual study of the Western half of Huddersfield Narrow for his MA; David Pearson who has made a generous offer re car stickers, which it is likely we will accept, subject to the full committee's approval; Cyril Atkinson offered his services as archivist; and Ian Clarke offered photographic and labouring services.

Other questionnaires came from John and Sheila Cooke, John Cowie, P. G. Davies, Trevor Ellis, Fareth Hicks, Stephen King offered to display posters, Martin Main, Roy Deakin, David and Valerie Milsom, Ian Stott, I cannot mention all the work you offered to do, but to all of you - thank you very much indeed.

* * * * *

WORKING PARTY (EAST SIDE)

Working Parties were organised for the 13th and 27th of November, to which six or seven people turned up.

The work done, apart from erecting the paddle gear at the top of Lock 1, was generally clearing the towpath, cutting down dead trees alongside the canal and filling in holes in the towpath between Lock 1 and Lock 2. This means that the first 20 metres or so of the towpath is now cleared and the cobbles are visible. Compared with the site before clearance began it looks very impressive. But there is still quite a lot of work left on this section of the canal.

An idea for pumping the water out of Lock 1 has been formulated using only a 3-inch pump. This should save time and money on the previous method. A working party on the lock using the 3-inch pump idea will be organised in the future. If you would like to join this working party, which may be a long weekend affair, please give me a ring and I shall inform you of the arrangements.

My name and telephone number are now in the front cover



And now for something completely different - Local History.

According to a man working at Shaw's Mill (by Lock 1), the last working boat on the Narrow Canal carried coal and was unloaded at Shaw's Mill. The boat was then laid to rest near the Old Canal Warehouse adjacent to Wakefield Road, Huddersfield.



TAMESIDE CANALS FESTIVAL 1978

Tameside Council and the British Waterways Board have now given us permission to proceed with the Festival. Owing to possible water supply problems on the Peak Forest and Macclesfield canals, visitors' boats are not at this stage invited to attend. Hopefully, the water situation will be eased, but we will make sure that there are sufficient land-based activities to make the event a success. CAMRA have been approached with the suggestion of incorporating a beer festival.

Wanted - a working party organiser for the Festival.

Peter Freeman.

Slaithwaite Anglers, who formerly were associates of this Society but who left after an unhappy episode a year ago, have now asked to join the Inland Waterways Association. May I express the hope that they will come to understand the boaters' point of view through this joining together. I hope that one day we will be able to again welcome them to our Society.

Waterways World must be a success - at least someone must think so - because a rival "Canal & Riverboat" is to begin publication in February 1978. It is intended to be for boat hirers, owners, preservationists, or whatever (?). No price is mentioned.

Robert Dewey.

"Mayor backs canal" - Huddersfield Examiner:

Councillor Brooke, stressing a lack of water sports facilities in the area, said he hoped the Council would back an approach to the Government and other bodies for cash aid, eg, Kirklees Lottery. Overall strategy for developing the canal as a recreational amenity was put forward by MP, J. W. Mallalieu, in a letter to the Mayor. Councillor Brooke also hoped that talks could be arranged between the Council, BWB and the Countryside Commission.

*** DIARY ***

- 4.1.78 8.00 East Side Meeting - Royal Oak, Chapel Hill,
Huddersfield.
- 23.1.78 West Side Meeting - Tollemache Arms, Uppermill.
- 25.1.78 7.45 Robert Dewey talks on the Huddersfield Narrow
Canal at the Oldham Community Centre,
Union Street, Oldham.
- 7.2.78 7.45 Canal Films CVS - The Town Hall, Slaithwaite.
- 22.2.78 To be arranged.
- 27.2.78 West Side Meeting.
- 8.3.78 8.00 East Side Meeting - The Railway, Marsden.
- 22.3.78 7.45 P. Whitehead on Birmingham Canal Navigation
at the Oldham Community Centre, Union Street,
Oldham.
- 27.3.78 West Side Meeting.
- EASTER 1978 - Ind Coope Weekend (visiting
Huddersfield Narrow Canal on Easter Monday.
- 7.4.78 Annual General Meeting - Ashton Town Hall.

HCS Sales

The following items are available for sale through the Society and any purchases made will help the funds of the Society directly.

BOOKS (various titles available on application)

MAIS

Imreys map of Ireland Waterways of E & W..... 67p
Bartholomews 77p
Stanfords 92p

GEN-NOVELS

Waterway map 97p
'Hartnut' (canal horse) 97p
'Girl in Cowfield' 97p

PENS

Bolt Pen (inscribed Huddersfield 22p
Natl Pen (inscribed Canal Society 22p

PLATES

'Huddersfield Canal Society' 17p
'Archimedes Diggle' (picture of) 17p
'Napoleon Diggle' 17p

MISCELLANEOUS

Sold Brass Plates £3.80
'Huddersfield Narrow Canal' p & p
Inc. p & p £4.50

All prices include postage and packing.
Orders to: Stewart Wilson, Sales Officer,

24, Abbotsford Grove, Timperley,
Altrincham, Cheshire. 061-969-3998