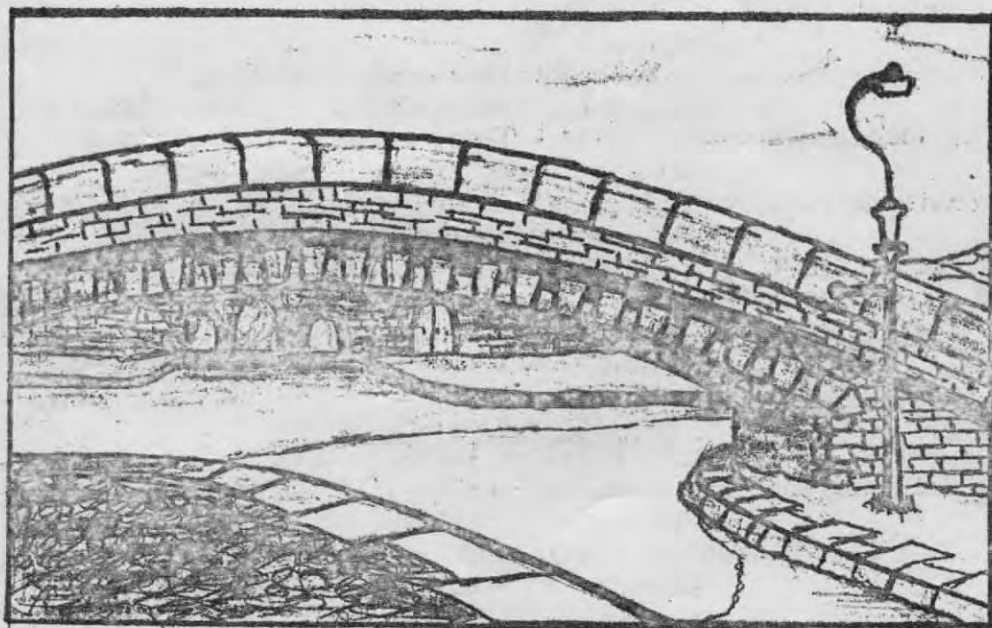


# pennine link

The Journal of the  
HUDDERSFIELD CANAL SOCIETY

November 1978



The junction of the Ashton and Peak Forest  
Canals at Portland Basin, Ashton-under-Lyne.

Drawn by Roy Charlesworth.

# HUDDERSFIELD CANAL SOCIETY

W=West

## OFFICERS

E=East

- Chairman (E): John K Maynard, 29 Thick Hollins Drive,  
Molthen, Huddersfield. Hudds 850575
- Vice Chairman (E): Peter Freeman, 14 Burnell Court, Heywood,  
Lancs. Heywood 64468
- Treasurer (E): David L Finnis, 7 Ned Lane, Slaithwaite.
- Secretary (E): Robert Dewey, 28 Cinderhills Road, Holmfirth,  
Huddersfield. HD7 1EH Ealm. 5022

## COMMITTEE

- Miss Clodagh Brown: 39 Belling Park Mansions, London W5  
01 567 7954
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- Christopher Farrar (E): "Stillwaters", Wall oyd,  
Denby Dale, Huddersfield. Hudds 842181
- Last Side Conveyor: David Wilson, 194 Huddersfield Road,  
Molthen, Huddersfield. Hudds 850032
- Working Party Organiser (E): Ian E Scott, 776 Bo. Roy Road,  
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- Duplicator (E): David Sumner, 36 Fold Crescent, Carrbrook,  
Slaithwaite. Mossley 2860
- Publicity (E): Les Winward, 3 Fearnlea Avenue, Chadderton,  
Oldham. Old 295 061 633 2690

## NON-COMMITTEE MEMBERS

- Membership Secretary (E): Mrs Valerie Dewey (See Secretary)
- Sales Officer (E): Mrs Joan Buckley, 37 Edward Street,  
Oldham. Old 624 4831
- West Side Secretary: Audrie Kinner, 73 Cower Street,  
Oldham. Old 624 5479

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The opinions expressed in Pennine Link are not  
necessarily those of the Editor nor of the Society.

PENNINE LINK

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY

Number 25

November, 1978

Editor

Mrs Diane Charlesworth

Typing

members of Failsworth Youth

Centre and others

Duplicating

David Sumner

Collating & Distributing

East Side Members

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NEXT PRESS DATE - ~~14th~~ December

NEXT COLLATE DATE . - 4th January

EDITORIAL - Boat Lane (continued from last issue)

Howard Bamforth and I put forward the theory that the 'Boat Lane' went up the ancient packhorse trail from Tunnel End to Eastergate, up Willikay Clough, on to the bridleway (near the ventilator shafts by the Great Western pub) and connected then with the Boat Lane from Diggle by the Standedge Reservoir. We suggest they may have used this route until the tolls were lifted on the turnpike (New Manchester Road) in 1882, and then took to the road which is more direct and easier to follow.

There are arguments for and against this theory: for between 1811 and 1838 the horses must have taken some route other than the new Manchester Road, as it was not opened up around Pule until the latter date. Ainsley Lane appears to connect only with the new road, which would point to it being used later than 1838 or even 1882. But our 'Boat Lane' appears to go a long way round. Possibly a shorter route was used which led more directly to Short Grain House. Each horse if taken over the turnpike would have had to pay a toll of 1d and, as the boat had to pay to go through Standedge Tunnel the proprietors perhaps begrudged paying more; on the other hand, what was 1d after paying leggers 1/6d to propel the boat through the tunnel?

..contd

I feel far from satisfied that we have got to the bottom of Boat Lane and if anyone has any information or opinions concerning it, I would be pleased to hear them.

Diane Charlesworth.

### CHAIRMAN'S REMARKS

First I would like to put on record my thanks to Derek Walker for his work in producing a stand at the IWA National Rally at Birmingham, entirely on his own. If it had not been for his effort and dedication we would not have been able to attend. Thank you Derek.

Secondly, congratulations to Bob and Val Dewey on the birth of their daughter; how they found time as well as running our society I do not know!

Things have been rather quiet since the festival - perhaps we are getting our breath back or is it the holiday season? This is not entirely true because the West Side are very active with a very efficient committee and plenty of liaison with the local authorities. As an East Side member I feel ashamed; wake up East Side! Very few members turn up at our meetings. Why not? (Hence we are able to do very little - so then no one comes) This is a vicious circle. If you live in the Colne Valley or Huddersfield area, please help us to break it and get out of the groove we seem to be in, by turning up at the next meeting.

As instructed at the AGM we are investigating the merits of turning the Society into a registered charity and should be able to report at the next AGM. We are also studying the use of alternative lock gate materials and the possibility of navigation through Standedge Tunnel, but progress is slow. A new exhibition stand is on order and should be ready for next year's season. We are also revamping our literature.

JOHN K MAYNARD.

Valerie and Bob Dewey's phone was installed but not connected for two months. It is now connected to the world outside - so ring away. HOLMFIRTH 5022.

COLLECT A FULL SET!

Back numbers of Pennine Link. Just send a stamped addressed envelope. Nos available: 10 to 19, and 22 to 24. Apply to Editor.

RESUME OF COMMITTEE MEETINGS

3rd August 1978 The Junction Inn, Marsden

## DISCUSSIONS AND REPORTS

Tameside canals festival very successful -  
congratulations to Peter Freeman and team.  
Special committee meeting re future policy -  
resolved to concentrate effort on reopening Standedge;  
carry on with existing policies; hold symposium in  
abeyance.

Discussion on exhibition stands.

Work started on Polytechnic cranes.

Discussion on Job Creation re lock gates Tameside.

Action to be taken:

Trust Sub Committee to meet re tunnel opening.

To buy new stand carrying cases and display material.

One or more festivals to be considered next year.

7th September 1978 The Hunters Tavern, Stalybridge

## DISCUSSIONS AND REPORTS

Consideration by West side of another Ashton Festival  
next year.

Golcar pound working party to be referred to next  
East side meeting.

Brief discussion on mini symposium.

Caravan - whether fit for renovation, or is useful  
life finished.

Peter Freeman reported on framework and canvas  
shelter for display stand.

Alternative lock gate materials - Shell UK and  
Pilkington's not hopeful.

Solicitor with expert advice on trust formation  
assisting sub-committee.

Action to be taken:

Framework and covering to be bought.

Additional display material from Clodagh Brown

Chris Farrar to order Marler-Hayley display.

Trust Sub Committee to investigate all aspects of  
tunnel reopening.

## WEST SIDE MEETING

12th September 1978 Old Hunters Tavern, Stalybridge

Good response to discussion of Mossley Report - so many people turned up we were short of chairs. Sub Committee formed. Other contacts to be made.

Although further destruction of the canal being prevented by campaign so far, felt that tangible evidence necessary of society's efforts: various suggestions made of which canoeing to be followed up. Local residents were putting pressure on society members for restoration to begin! Strong opinions as to site of possible festival for 1979. Mossley got highest vote. Further progress to be held until November to give East Side opportunity of organising their side.

Concern expressed over society's slowness re Standedge Tunnel.

Possible boat trip for Councillors. (Councillors were unable to accept this unfortunately - Ed)

Places being arranged on TV video course.

## EAST SIDE MEETING

The meeting at the Commercial, Slaithwaite on September 14 was not well attended; a great shame as John Maynard showed some of his excellent movies including ASHTAC, the cleaning up operation on the Ashton & Peak Forest Canals a few years ago. Anyone who attended our festival last July would be amazed at the difference between the appearance of the site then and now.

David Milsom

## CHANGE OF BANK

The Society have now changed the Bank Account, to the following:

The Co-operative Bank Ltd,  
41 Vicar Lane, Leeds.

Account no. 500 80520  
Sorting no. 08-90-72

## MEMBERSHIP

I am pleased to welcome the following new members to the Society.

- 439 Jeffrey Mann, [REDACTED]
- 440 Joe Howe, [REDACTED]
- 441 Julian Harrop, [REDACTED]
- 442 John Skeffington, [REDACTED]
- 443 Colin C Bird, [REDACTED]
- 444 Lewis and Susan Watson, [REDACTED]  
[REDACTED]
- 445 John Redfearn, [REDACTED]
- 446 Roger Ford, [REDACTED]
- 447 Kenneth and Jill Baker, [REDACTED]
- 448 R.H. Fielder, [REDACTED]
- 449 G Edmunds, [REDACTED]
- 450 Henry Houghton, [REDACTED]  
[REDACTED]
- 451 Roland Drower, [REDACTED]  
[REDACTED]

It takes our volunteers considerable time to collate and pack up membership reminders. It would be helpful if you could send your payment on first request, to save a reminder, or to send it when it becomes due without waiting for a renewal form. (The month renewal is due is entered on your membership card). Payment may also be made at east and west side meetings.

Valerie Dewey



## ALTERNATIVE LOCK GATE MATERIALS

As members are aware, several members of the committee are looking into possible alternative materials for the construction of lock gates.

The traditional wood gates have stood the test of time but were devised before the advent of modern materials, technology and design methods. BWB have used steel gates, in some cases, but it is understood that these have now been abandoned in favour of the traditional wood.

The Society are grateful for the receipt of two publications on this subject. The first "An Outline Design for Lock Gates Using New Materials", by R.C. Wilkinson, and the second "Lock Gates in GRP" (glass re-inforced plastic) by Ralph Kirkham.

Bob Wilkinson (who was the Society's first treasurer) produced his publication as part of his work as a student at Huddersfield Polytechnic. The paper explains the reasons and requirements of lock gates and goes on to detail the design and construction problems. It proceeds to investigate the use of various different construction methods and materials, and concludes with a recommendation of a design in reinforced cement combined with the use of steel tubes.

Ralph Kirkham (a founder member of HCS) is a Plastics Design Engineer and Chemist; he has built his own boat "SAGA" in GRP. His paper compares in detail the properties and cost of GRP and oak. It details the duties of lock gates and the effect of shock loading (being hit by a boat) on a GRP structure.

The conclusion is that GRP lock gates can be made but would require skilled labour and would be very expensive.

The Society would like to thank both authors for their contributions to this research project. The work continues into the use of other possible materials, and further contributions from members would be much appreciated.

John Maynard



Under the Town and Country Planning Act, the Department of the Environment has the power to produce a list of buildings of special architectural or historic interest. A draft of a revised list for Huddersfield has been produced and a copy given to the Society for comment. The list includes several locks on the Calder and Hebble Navigation, all 9 locks on the Sir John Ramsden Canal (Huddersfield Broad); the lock keepers cottage at Cooper Bridge; Colne Bridge Road, Leeds Road Bridges; Turnbridge (which is lifted by hydraulic mechanism); Aspley Basin and warehouses. The Huddersfield Narrow Canal (also called the Calder & Hebble Navigation!) has the following structures listed: locks 1, 2, Queen Street South Bridge; Manchester Road Bridge; lock 4, River Colne Aqueduct (Paddock Foot); Birkhouse Lane Bridge; lock 6; Armitage Bridge, Milnsbridge; Milnsbridge Basin and Crane Base, lock 9; Milnsbridge Bridge; locks 10, 11; Cuckoo Bridge and Scarbottom Aqueduct.

Whilst the official recognition of the industrial architecture/archaeology is welcomed, it seems incredible that some of the locks are included as they have been substantially demolished (particularly lock 10). Consent of the Kirklees Council and possibly the Department of the Environment will be needed to rebuild them.

Robert Dewey.

#### BIRMINGHAM BRANCH

After its debut at the National Rally, our Birmingham Branch (Derek Walker!) attended Coventry Canal Rally on 16/17 September. Peter Freeman and Audrie Kinnear also attended the stand, at times in canal costume.

#### WELL IT'S SUPPOSED TO BE TRUE....

On the Shropshire Union Canal a man was found trying to bale out the weed hatch of a boat. He had been baling with a cup for two hours....

(From Broadsheet, journal of the Staffs and Worcs Canal Society)

## HCS AT THE NATIONAL

The 1978 IWA National Rally was at Titford Pools, at the top of one of those cul-de-sacs on the Birmingham Canal Navigations during August Bank Holiday weekend. I hadn't intended going, but kind friends offered me hospitality on their narrowboat, so I had four days to enjoy one of the most successful National Rallies ever held. There were over 400 boats there including some of the most interesting in the country, and they made a colourful and impressive sight, moored in and around the Pools. (I didn't envy those moored right under the M6, having once been conned into mooring under it, on the assumption that when directly underneath you don't hear the traffic. It's a lie!)

The sun shone, the site was excellent, the Rally was smoothly and efficiently organised, and waterway enthusiasts and the natives of Birmingham came in their thousands, literally. And guess what was to be found in a prominent position amid all this activity - Derek Walker manning a HCS stand! A stand to be proud of, too.

Derek really did us proud, and deserves a vote of thanks from the Society as a whole for spending three days manning a stand, which, although small, was as professional looking as any there, and gave the basic information about the Canal and Society in photographs and words. It was very impressive indeed, and had been produced by Derek, singlehanded. It was easy and quick to erect and dismantle, and all fitted into the small trailer which acted as a base for the stand. It was obvious that a great deal of time, thought and work had gone into its construction, and full marks to Derek for initiative, enthusiasm, and a valuable contribution to the campaign of the HCS.

I helped to man (woman?) the stand at times during the three days of the Rally, and though we had only the Society's own literature to sell (and not enough of that) we talked to a great many interested people, explaining, answering questions, and encouraging support for the Society. It was a very worthwhile effort, and Derek also plans to take the stand to the Coventry Canal Society's Rally. It was a pity there weren't postcards and towpath guides to sell. Soon, perhaps. In the meantime Derek is doing a grand job for the Society. Thanks, mate.

\*\* Margaret Sinfield, Barlaston, Stoke-on-Trent.

## THE CANAL FROM THE RAILWAY OR RAILWAY VIEW

On a recent rail journey from Manchester to Huddersfield, I gathered some information which will be of interest to anybody wanting to see the Huddersfield Narrow Canal on a similar journey. It is of the main parts of the canal visible from the railway.

If one is travelling from Manchester to Huddersfield, the first item of interest is Scout Tunnel. It is visible about 2 miles north of Stalybridge Station. The portal is on the right hand side. It is bricked up above water level, though it is otherwise in fair condition.

Next, there is the great Standedge Tunnel, 3 miles 415 yards long. The southern portal is reached first, to the left of the railway line. This end of the tunnel was extended in 1845 to enable the railway to cross it. It bears the date on the masonry. This time the portal has a wire fence covering it; this I understand is also below water level. This was done because of a recent report of a man attempting to swim the length of the tunnel. BWB on hearing the news extended the fence below water level to stop him.

As one is passing through the railway tunnel one may, if the light is good enough, be able to see the interconnecting passages joining the railway and canal tunnels. These will be to the right of the train.

At the other end of the tunnel the actual portal is not visible. There is though, a tunnel-keeper's cottage here, and a little further on a BWB depot. Inside the tunnel behind a fence is an inspection boat; BWB inspect the tunnel at regular intervals. The tunnel is on the left.

Either side of Standedge Tunnel the canal is often visible. There are many locks, all weired, cascaded and capped now. There is one, for instance, by Marsden Station.

As one approaches Huddersfield, the railway leaves the canal, so it is no longer visible. I hope this is of benefit to any HCS members.

R.D. Feeney,  
Loughborough.

## HOW TO MAKE A DIGGLE

(repeated from Issue 13 - November 1976)

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

Method: Fold fur fabric in half (to make it 16 cm long). Cut off the two corners at the fold by about 2 cms. Sew in the 2 eyes 5cms from the top fold. The red button for the nose at 7 cms. 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 feet.

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

We also add a Diggle badge (10p each + postage from Sales Officer) or you can make your own with a card badge and letraset or felt pen.

Any offers to make Diggles, which then could be sold on behalf of the Society, would be welcome.

Now you know what to give for that unusual Christmas present....

\*\*\*\*\*

## TYPING ERROR OF THE MONTH

A letter received was addressed to the Huddersfiend Canal Society - we can't be so formidable, surely!

For those members who do not know the story behind our Mascot, here it is!



John Maynard received this letter from the Department of the Environment:

"Thank you for your letter of July 20 to Mr Howell concerning the Government's response to Fraenkel Report and to the report of the Select Committee on Nationalised Industries on the British Waterways Board.

It is not true to say that the Government have rejected Peter Fraenkel and Partners report. In publishing the Fraenkel report, the Government announced its support for the BWB by allocating an immediate £5M to be spent in the interests of public safety. A further £5M has been allocated for the financial year 1979/80 and it is certain that the Fraenkel Report will have a significant influence on future policy.

I feel I should also explain that the Select Committee was not set up by the Government. It is an independent body of Members of Parliament and has powers to call Ministers and heads of industry to give evidence on any topic which it is examining at the time. The Government's decision to reject the Committee's recommendations was based upon careful consideration of their findings. The Government believes that their published observations (Cmd 7248) answers fully the criticisms that were levelled.

"Much has been done, and will continue to be done, in support of the waterways, and it is not therefore true to say that we are "back at square one with no substantial support". The Government supports the British Waterways Board in all its activities as is shown by the continued increase in the proportion of their total expenditure borne by Government grant aid. Since 1970 and 1976 the proportion of grant aid has increased from 26% to 50% in 1976 and 55% in 1977."

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I am sure you all know by now what a fantastic time was had by all at the Tameside Canals Festival. Those of you who didn't come really missed something. I thought you might be interested in reading some excerpts in my capacity as trade stands officer, so here is a small selection:

"You have a very generous and interested community in your area..." Coventry Canal Society.



"... a big thank you for allowing me to attend your Festival, I shall take a more interested view of your Society from now on ...". David Gaskell (Potter from Ashton-under-Lyne)

"We really enjoyed the Festival, in fact, much more than most of the Vintage Vehicle Rallies we have been to ' this year!" Vintage Vehicle Society.

"Many thanks to your committee for organising such an enjoyable Festival." Another Vintage Vehicle Society.

Each of these letters ended by saying "Are you having a Festival next year? If so, may we come?"

Jean Buckley.

We also received complimentary letters from BWB Area Engineer, Wigan and Admiral Gick (Electric Boat).

\*\*\*

From Dave Goodwin of 36 Hewborough Road, Desborough, Northants. To the Editor:

"I felt I must write to congratulate you on the current edition(s) of Pennine Link! Being one of your more far-flung members, I naturally judge a magazine by how well it keeps membership 'in touch' with happenings along the Huddersfield Canal.

In the latest issue, the anecdote about the IWALK dog with the sticker on its forehead, and the replacement of the rickety footbridge in time for the Tameside Canals Festival really made me feel I was there! I consider the precis of committee business most helpful in this regard. I was also most interested in the articles 'Cruise Electric' and the 'Three men in a Boat' tunnel trip, and your original researches into the old Horsepeth - more of the same please! One subject touched on in the September edition, which is worthy of further expansion is the study of alternative materials for lockgates. I hope you can find room in future issues for more on this subject."

\*\*\*

Glad to oblige - hope you find the lockgate article on page 6 interesting. (Editor)

Letter received from Martin Main

"With regard to RD's article on the Big (?) Working Party having been there over the weekend I can understand how he feels, and like him, was rather disappointed with the turnout. It could well be that the canal restoration movement is saturated & unable to take on new projects at present especially considering the attention being given to such as the Kennet and Avon, Basingstoke and the Montgomery from groups all over the country who have long-term commitments to these schemes and cannot spare the resources to aid canals such as the Huddersfield Narrow, which has, unfortunately, arrived late on the scene."

Mr. Main goes on to say that he has tried to interest Northumbria and West Riding IWA but few people would be able to come. However, he feels it vital that the HCS is 'SEEN' to be restoring the canal and we must continue to pester IWA and WRG groups.

"It may be just a matter of time before some of the more glamorous and fashionable restoration projects are completed and people start looking around for somewhere else; but they have to know that the Huddersfield Narrow Canal is waiting. So, spread the word - don't stop working parties - there are people waiting to get to grips with the Canal. We're out here somewhere!"

#### GOLCAR WORKING PARTY

We understand that Kirklees Council are still waiting to hear from British Waterways Board to discuss the arrangements for the working party. One of the problems to be resolved is the presence of fire-fighting water points along the canal. The water level cannot be reduced too far without incurring problems of insurance for properties who rely on the canal as a water supplier.

## WOOL ROAD WAREHOUSE

Work is progressing fairly well and the organisers are pleased with progress, although they have found that the renovation is proving to be much more extensive than at first envisaged. There will be a detailed account of the project in the next issue of Pennine Link. Meanwhile working parties are held every Saturday morning, but volunteers please note that they must work at their own risk and sign a form to this effect before being allowed on site.

If you are interested in helping please telephone the section leader, John Buckley, on Saddleworth 2896 beforehand.

## MEETING WITH TAMESIDE PLANNING COMMITTEE

Following the efforts of Peter Freeman and David Sumner, we were invited to give an illustrated talk to Tameside Planning Committee about the canal. David, Bob Dewey & Chris Potter (Chairman of Manchester Branch, IWA) gave an excellent professional style slide show for 30 minutes in the Council Chamber. Many thanks to Chris Potter for his equipment and expertise.

## OUR OWN SHOW

David Sumner and Peter Freeman have recently taken a course in producing video (TV) programmes. They now intend to prepare a videotape programme about the canal which can be replayed through an ordinary television set. To gain more experience with the equipment and to record canal volunteers at work it is hoped first to produce 'We Dig Canals' - a record of a weekend with Waterways Recovery Group.

## THANKS FOR RETURNED QUESTIONNAIRES:

David Evans of Todmorden; Michael Stuart Joy of Cambridge; R.M. Stott of Guildford; and Ken Baker of Dukinfield.

## KEEP THEM COMING IN

The Editor would like to thank all contributors to this issue. It makes a welcome and pleasant change - please keep them coming in.

## HUDDERSFIELD NARROW FOREST

Councils are discussing plans for tree planting, footpath improvements and other associated work along the canal between Dukinfield and Diggle. We have given our comments as invited.

## CANAL AID

Tameside Council asked local groups to suggest work which might be carried out with Urban Aid financing. In consultation with Tameside Council we quickly drafted schemes for four projects of restoration:

- 1 Dukinfield to Stalybridge
- 2 Scout Tunnel to near Royal George Aqueduct
- 3 Scout Tunnel to Grove Road, Hartshead
- 4 Hartshead to Mottram Road, Stalybridge.

The deadline for submission was so short we were unable to contact BWB and have had to submit them with the provision that they had yet to be consulted. We hope to have a meeting shortly with BWB officers.

## HCS CARAVAN

Our caravan, loaned by Goodalls of Crosland Moor, Huddersfield, has been of great benefit to the Society. But vandalism has affected the structure and is so old that we may not be able to obtain replacement tyres. Consideration is being given to refurbishing the caravan including fitting a new axle. Alternatively, it may be decided that it has reached the end of its working life with HCS.

## COUNTY COUNCIL PLANS CANAL MONEY

In association with the Inland Waterways Association, we are providing a report on the canal for Greater Manchester Council. This will be taken into account in allocating future funds towards canal work.

## GOOD NEWS FOR PADDLERS

Local Authorities have plans for canoeing on the canal near Roaches, Mossley and elsewhere in the Tame Valley.

# Serial (Continued)

Huddersfield Narrow Canal 1792 to Present Day

Compiled by Diane Charlesworth

There appears to have been two schools of thought regarding the dues charged. One, was that they were low due to the high cost of building the canal the other, that they were high compared with the Rochdale and Peak Forest canals; and in fact meetings were to be arranged with the canal companies to resolve this situation, with a suggestion of some reductions on the part of the Huddersfield Canal Company in 1811. The Act of 1794 stipulated the following:

## TUNNAGE RATES

For all Dung, Manure,	s d	per	tonne,	per	mile
Clay Sand and Gravel not	0 0½	"	"	"	"
passing a lock					
For ditto passing a lock	0 1½	"	"	"	"
For all Lime, Stone, Coal					
Cannel, & other Minerals,					
not passing a lock	1	"	"	"	"
For ditto passing a lock	2	"	"	"	"
For all Timber, Goods,					
Wares, Merchandize and					
other Articles, not before	3	"	"	"	"
mentioned					
For all Stone, Lime, Coal					
Cannel, Timber, Minerals,					
Goods, Merchandize, Wares					
and all other Articles					
passing along or through					
the tunnel on the Summit					
Level or any part thereof					
in Addition to the above					
Rates the further sum of	1 6	"	"	"	"

WANTED!!!!!!

Typist with long carriage - for typing Pennine Link.... Contact - Editor.

# D I A R Y

- 9 Nov 8.00 p.m. East Meeting, The Globe, Slaithwaite.
- 15 Nov. 8.00 p.m. West Meeting, Hunters Inn, Acres Lane, Stalybridge.
- 19 Nov. \* I.W.A. West Riding Working Party, Rochdale Canal - meet 10.00 a.m. at Long Lees Lock Summit.
- 22 Nov. 8.00 p.m. Joint Meeting PFCS & HCS Oldham Community Centre, Greaves Street.
- 23 Nov. 7.45 p.m. I.W.A. West Riding: Slides on "The New Moscow/Leningrad Canal" by Mr.L.L. Shaw at Girl Guide H.Q., 15, Cookridge Street, Leeds.2.
- Dec.78. \* I.W.A. West Riding Working Party likely - possibly in Leeds area - contact David Carpenter.
- 7 Dec. 8.00 p.m. East Meeting, 4 Horse Shoes, Milnsbridge - a slide quiz.
- 8 Dec. I.W.A. West Riding Christmas Party.
- 13 Dec. 8.00 p.m. West Meeting, Tollemache Arms, Manchester Road, Mossley.
- 14 Dec. PRESS DATE FOR JANUARY PENNINE LINK
- 4 Jan. COLLATE DAY FOR PENNINE LINK AT EDITOR'S HOME:  
local members help needed. Please telephone beforehand.
- Jan. 1979 Spring Term: Adult Education, Milnsbridge Centre Course - "Canals - The Art of" (Phone Hudds. 654688)
- PRESS RELEASES - WATERWAYS - B.W.B.
- '78-25 Aug. Braunston Tunnel on the Grand Union Canal in Northamptonshire will be closed during the winter months from 1st October.
- '78- 5 Sept. Sir Frank Price welcomed the announcement by the Secretary of State for the Environment that the Government has given the 'go-ahead' to the Improvement of the Sheffield & South Yorkshire Navigation.
- '78-14 Sept. Waterways Wildlife Calendar-12 pages of coloured photography and line drawings showing a variety of flora and fauna. Available from BWB, Melbury House, Melbury Terrace, London. NW16JX. Price: £2.25 + 44p. postage and packing.

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\* Contact Dave Carpenter, Bradford 677307 for details.