

HUDDERSFIELD
CANAL
SOCIETY

PENNINE LINK

No. 44

January/February 1982



PENNINE LINK

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Date for your Diary

23rd April 1982 AGM

This year's AGM is to be held at the Coach and Horses, Standedge, Marsden at 8.00pm with a Social Evening to follow. More details in the next Pennine Link.

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editorial

Maybe it won't be too long now before some of the long awaited repairs on the waterways are carried out. In a BWB News Release of 16th. December it was announced that Sir Frank welcomed the news that the Government Grant in Aid to the Board is to be upped by £9.4 million in 1982/3 from £28.5 million to £37.9 million. Work says Sir Frank would soon be starting on the Boddington Reservoir on the Oxford canal and it was hoped that contract work on Blisworth Tunnel could be started about the middle of 1982.

The news of this extra money must obviously be a relief for the Board even though it didn't quite achieve the £17 million Sir Frank feels is necessary in order to deal effectively with the work the Board has outlined for their 10 year programme.

We the Canal Society are now richer by £1,100 having recently received a cheque from the 3rd. Shell Inland Waterways Restoration Awards. The total money given away by Shell is £25,000 with 23 of the awards being amounts of £500 or more. The schemes we entered were: the cottages at Tunnel End, the trip boat 'Stan' and Uppermill lock restoration. It certainly must have been a proud moment for David Sumner and Trevor Ellis when they were presented with the money.

SUE GIBSON
Editor

Cover photograph by:
RODNEY MISKIN of SHELL UK

On Friday December 4th Trevor Ellis and I had the pleasure of receiving a cheque on behalf of the society to the value of £1100, from Shell (U.K.) Ltd. This cheque was for a combined application under the Shell IWA award scheme for Dungebooth Lock, Marsden Cottages, and 'Stan' Our society received the largest donation in the Midlands and North of England. Equally gratifying was seeing David Chadderton of the Saddleworth Historical Society receive a cheque towards the Wool Road Warehouse restoration.

Shell and the IWA are obviously impressed with our efforts to breathe life into the Huddersfield Narrow. So are other bodies including Saddleworth Parish Council, Oldham MBC, Tameside Mbc, Greater Manchester Council, Kirklees MBC and West Yorkshire County Council.

We have received two large lottery cheques from two local authorities West Side, and East Side, West Yorkshire County Council wants to restore Tunnel End Cottages and Kirklees sees the restoration of stretches of our canal as environmentally beneficial and possibly suitable for job creation schemes.

We are very grateful for the tacit approval of restoration at Dungebooth by BWB Leeds after Sir Frank Price had refused us to the Principal Engineer North for discussions. We well understand the Board's position. When we complete the Uppermill project this section of canal will be restored to cruising standard. The Board has a statutory duty to maintain the canal only to remainder waterway standard. Some other body agrees to meet the difference in costs -and we are negotiating with Greater Manchester Council - we can then proceed to restore.

At all times we have kept the Board's officers in Leeds and Wigan fully aware of our ambitions. When support for our project comes first from local people, then local authorities and then public funds and companies we deserve to succeed. The Board know we are responsible. We may irritate at times because of our zeal but we shall continue to press ahead for restoration of the canal, provided we have local support.

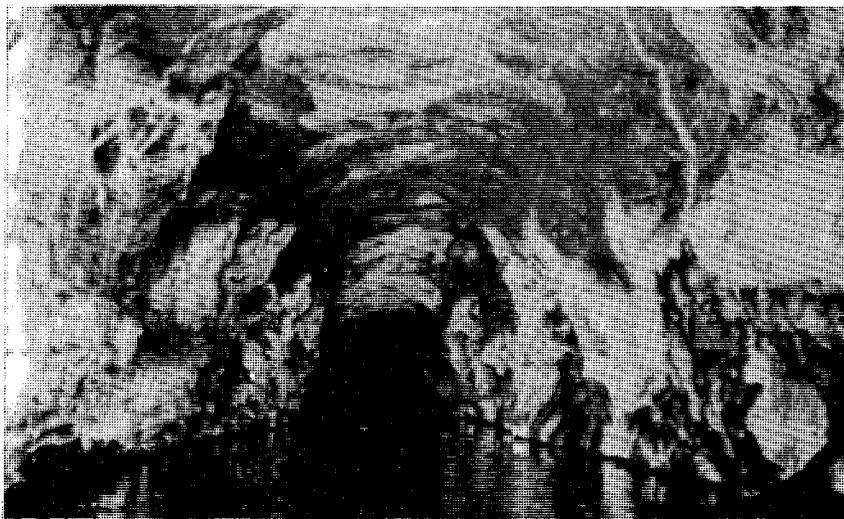
When I hear councillors and council officers asking why we are not restoring a particular stretch of canal I feel we are succeeding.

Although our application for urban aid in Ashton/ Stalybridge has missed this year, a working Party is to be set up to discuss the restoration to Bayley Street, Stalybridge from Whitelands Road, Ashton.

All of us must continue to spread the word. Our success will come when we can prove that everybody wants the Huddersfield Narrow restored to navigation.

Happy New Year to you all.

David Sumner



On 23rd. June six of us travelled from the midlands to join a party of about thirty for a journey through Standedge Tunnel on the Huddersfield Narrow Canal. We travelled to the canal in two cars starting at 6 a.m., one car with four passengers started from Coventry and the other two from Birmingham.

A storm which started at 4.30 a.m., continued until about 8 a.m., and consequently the journey was not pleasant. As we passed through a flood at one point we wondered whether it would have been easier to travel by narrow boat!. We had to arrive by 9.30 a.m., and due to an error in Glossop, some hard driving was necessary over the last stages on the journey. The error involved a detour taking us up into the hills, and the mist to a height of 1718 ft. This serves to emphasize the tremendous difficulties with which Outram the canal engineer had to contend.

We arrived at 9.35 a.m. at the Marsden end of the tunnel. The scene which greeted us was strikingly familiar. Things have changed little since the photograph in L.T.C. Rolt's "The Inland Waterways of England", was taken.

There are four tunnels through Standedge Hill, three for the railway and one for the canal, the last being the longest. The canal tunnel runs underneath the railway tunnels for the whole of its length, except at the ends where the railway lines swing away to the south. The canal tunnel was the first to be built, being completed in 1811, although the remainder of the canal had been open for some years. In 1893, the canal tunnel was lengthened by about 200 yards at the Diggle end, when the third and only double track railway tunnel was built.

The narrow boat in Rolt's photograph could very well be the one in which we travelled through the Tunnel. The boat had no engine of its own and was propelled by a jet of water produced by a mobile high pressure pump. This boat was legged through the tunnel as recently as last year, when carrying a party from Huddersfield.

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The tunnel entrances have been fitted with iron gates (painted as one would expect "B.T.W. blue"), which are normally padlocked to prevent canoeists and others from attempting a passage. These gates were fitted after attempts to navigate the tunnels had been made by people inadequately prepared for such a perilous voyage, or so we were told.

Once inside the tunnel the paraffin lamps which outside had seemed so dim, suddenly became brighter and searched the gloom, which seemed to stretch to infinity. The first part of the tunnel is brick and stone lined, but after a while this gives way to sections which are not lined at all. The jagged rocks remain as they were when the tunnellers left, and jut out their dangerous edges from the sides and roof of the cavern. The tunnel is unlined for a considerable length in the centre, and many interesting galleries join it to the three railway tunnels. The thunderstorm had caused a good deal of water to accumulate in these tunnels, and it drained away into the canal tunnel. At intervals we passed openings pouring water into the canal, and occasionally we had to take cover as water poured down on us from above where planks joined galleries on either side, presumably for the convenience of railway maintenance men requiring to move from one railway tunnel to another. When the railway tunnels were built spoil was passed through these galleries into narrow boats which removed it to a dumping ground at Diggle.

Halfway through (more than 600 ft below ground) the boat stopped and we drank coffee.

Besides water the railway tunnels belched smoke and soot. The walls of the tunnels were coated with black slime, and the smoke thickened as we penetrated further towards the western end.

The roof of the tunnel near the Diggle end where it passes under the station is composed of transverse cast iron girders. Because of the smoke we were unable to see daylight until we were very near the mouth. When at last the opening did appear it seemed orange coloured as though the countryside beyond was bathed in bright sunlight. On reaching the end we saw we were mistaken; the weather was still dull and rainy. Presumably the colour was caused by the diffraction of light by the smoke particles, in much the same way that the glorious colours of a sunset are produced.

When we emerged after nearly 2½ hours underground we realised just how dirty the tunnel had been, many of us had sooty patches on our clothes and faces.

From the outside the Diggle end of the tunnel seems rather odd. The opening is not in the side of the hill, but the tunnel rises above level ground. The railway is the cause of this. After a few yards the canal passes under it (the railway tunnels start ¼ mile away).

We travelled back to Marsden through the big railway tunnel, but before we started our journey home we had a look at the canal in the vicinity of the two ends of the tunnel. At both ends the first lock is only about ¼ mile away. There are 74 locks on the 20 mile long canal. Regular commercial traffic ceased in 1916, the last cargo passing in 1921. After that only a handful of pleasure boats passed, the last in about 1950. In its heyday the canal had regular leggers stationed at each end of the tunnel. The pay for a trip was 3s/6d

All the lock gates have now been removed, the top gates being replaced by permanent stanks to retain the water level in the pounds. The waterway supplies water to factories in

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the Huddersfield and Manchester areas. It is frustrating to note that the lock chambers are in better condition than those on the Southern Section of the Stratford Canal, and also that the canal is almost free from weed. The lock chambers are deep by Midland standards the deepest being 12ft. 5 inches.

The summit pound is about 650 ft. above sea level and is the highest stretch of canal in Great Britain, in addition the tunnel is the highest and longest canal tunnel in Great Britain and probably in the world. Rolt quotes the length as 5415 yards, but my own estimate as about 5600 yards. There are 109 numbered cast iron plaques placed at 50 yard intervals. It would seem that these make up the 5415 yards, but they do not appear to continue under Diggle station, so we must add about 200 yards to Rolt's figure.

We are greatly indebted to Mr. Whitwam for allowing us to be present when he the District Inspector made his biennial inspection of the tunnel and for making the trip so interesting and instructive.

Brian Beagley

(Reprinted from "Navigation" I.W.A. Midlands Branch Magazine, July/August 1960

Also from Huddersfield Canal Society Bulletin No 4 March 1975.

A' Get Sue off the hook ' bit.

In the fast dwindling pre-Christmas days, a trusting young lady (who shall be known as Sue) arranged to have a history-making Pennine Link printed. All according to plan, she collected the necessary bumf and left it for collection at the very remote outer limit of the Barnsley Chronicle Empire, Holmfirth Office. It then ceased to be heard of until time for the printed article to be collected. Sue, not wishing to push the matter, then tentatively asked the printer (Sid) hoo also happenz to be gud at typesetting and stuff like that, 'What the 'ells happening !. Unfortunately a complete mistery was unfolded because Sid had been under the impression that Sue was not going to bother with the printing after all. This being based on the fact that the manuscript had not arrived as promised. Fter much Sherlock Holmes *this is not a block of flats* tactics the manuscript was found lurking in a dark corner under the counter at Barnsley Chronicle shop in Barnsley. The van driver had taken it through, then left it to go on holiday, without advising anyone of its arrival.

Seriously though, I extend my sincerest apologies to the Society in general and Sue in particular for this stupid and unforgivable break down of communications. I have tried, for my part, to salve the wound by giving you a brand new 1982 image for the Pennine Link...I can only hope that you will like it and come back for more as the future issues become due.

Good luck with all your projects and hard work, My sincere good wishes for the future.

Sid Chambers

Manager Print In Time

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We seem to be having a very wet autumn, so it was not surprising to find that as soon as WRG arrived for the first of our planned weekend working parties the heavens opened. Undeterred in an almost constant downpour, plant and equipment was soon assembled and running. Mechanical problems then beset us, the WRG hoist after running for only about 1 hour burnt out its friction drive, so all activity centred on the HCS hoist, which then gave us problems, in that the base had to be taken away and temporarily repaired before the use of it was lost for the whole weekend. Sunday morning we assembled lock-side, WRG having spent the night at 'Hotel Sullivan' a three star town house for navvies. A considerable amount of infill was removed during the day and the number of people in attendance enabled the use of the 'dead' WRG hoist to manually haul out a number of large rocks.

Since that weekend attention has switched to the bywash. The repair work initially carried out had started to show signs of wear, and we hope that once a dam is constructed at the tail of the lock, the stop planks can be left in position all the time. Therefore the bywash will need to be in very good condition. We have all been knocking down, digging out, reseating and pointing stone in the walls.

Then came the second of our planned weekends (Leeds University Union Canal Society) I was optimistic at first, then they said they could only come on the Sunday, and that there would be 15 of them (which was amended on the Friday night to only 5) I began to have doubts. Unfortunately these doubts came true. Nobody from the L.U.U.C.S. turned up. However a sufficient number of HCS members had turned up so that a working party could be run. Not much was done that day. One consolation was a group of people from Greater Manchester Conservation Volunteers attending and starting to rebuild the towpath wall at the lockside.

Other visitors to the lock during the past two months have been Mike Fellows Working Party Organiser for Surrey and Hants Canal Society, and Nick Wright, organiser of WRG Workcamps - more about that in the next Pennine Link.

Looking ahead with Christmas and probably the worst of the winter weather to come, the next few months will be hard to plan for. Work will continue on the bywash and the equipment will be overhauled. A full weekend working party will be held on the 6th and 7th February when Sheffield IWA will be coming, weather permitting, contact me if in doubt.

Financially, things look good with our three projects in the Shell award Scheme attracting £1,100 between them.

A Happy New Year to all who have been on our working parties and I hope I shall be able to meet a lot more of you next year at Uppermill

Graham Maskell

Poly Warehouse

Kirklees still have not been able to make a decision on the application to demolish the warehouse (See photo on cover of last P.L). It is understood that the Council may be considering a Manpower Services Scheme (using skilled labour) to renovate the warehouse.

Stan is now in her winter quarters at Longbottom's Mill Slaithwaite. I would again like to thank Mr. Longbottom for allowing us to return; we cannot have been too much of a nuisance last year.

Work has started on the winter refit. The seat supports have been strengthened and David Milsom has agreed to construct new seats. I aquired a large quantity of foam plastic for this job, rescued it from a Nov. 5th bonfire just before the flames reached it!

The hatch has been removed and a new one made - painted but not yet fitted and the top plank and name plate has been repainted and lettered. The bottom requires cleaning and repainting this year and for this we want some large baulks of timber to support Stan while we crawl underneath, does anyone know where we can get something suitable? if so please get in touch with me.

As a follow up to the Electric Boat Seminar we have been offered 4 batteries free of charge by Crompton Traction Batteries for which I would like to express my thanks. I also spent a very interesting time at Cableform Ltd., they make electric motor control gear, where I learnt a lot about methods of controlling electric boats - this being followed up. Both the above should increase Stan's performance next year.

John Maynard

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Our tenth tour is over. Another 2,000 miles have been covered, another 1,500 locks gone through, 15,000 people have watched us in 120 pubs as well as at schools, boat clubs, rallies and festivals.

I'd like to now to say that 'Tyseley' is comfortably tucked up in Bedford Basin having a deserved rest and waiting for winter maintenance. Unfortunately the advanced age of our Waterways and the lack of money to keep them up to scratch have combined to frustrate our efforts.

Tunnels! We're fed up with tunnels! (BWB probably feel even stronger than we do about them). We knew we had to negotiate Blisworth Tunnel which has been closed all this year and will continue to remain so until the £4.25 million required to reopen it is found. The only way we could finish our tour was by lifting round Blisworth Hill and on a sunny, but cold, Wednesday morning in October we watched with trepidation as 'Tyseley' was lifted out of the water at the bottom of the Stoke Bruerne flight. The right leg of the crane began to sink into the mud and an alarm bell rang which meant 'Tyseley' was over 23 tons!

Still, with incredible skill, 'Tyseley' was put on a low-loader and taken, with police escort, on a circuitous journey along Northamptonshire lanes to Gayton and put safely back into the water. We made a lot of friends that day and the policeman, the lorry driver and the crane driver all came to see our shows! With Blisworth behind us, we are able to complete the last two weeks of our tour. The last night at Fazeley was probably the best there has been. 120 people from all over the country (including some intrepid HCS members) packed out the back room of the 'Three Tuns'. The atmosphere was electric with people like 'Garden Gnome' and 'Big Mac' in the audience. We were showered with bouquets and gifts. It was all very unexpected and very moving.

So why are we still fed up with tunnels? Well, we started to move 'Tyseley' back up north, having calculated a feasible route through the innumerable maintenance stoppages only to discover that Preston Brook Tunnel had had a major fall and would be shut a long time (till Easter next year at least.)

Not to be beaten by a mere tunnel, we planned an alternative route which, because of stoppages, we wouldn't be able to take until Christmas week. An aqueduct has sprung a leak on the Ashton Canal and a towpath has slipped on the Peak forest and another route has been closed to us!

In order to get back to Leigh on the Bridgewater Canal, our only conceivable route is down the Anderson Boat Lift, along the River Weaver, up the Manchester Ship Canal and onto the Bridgewater via Hulme Locks. A very expensive way home (£64 in all...just to get through Hulme Locks costs £25!)

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So the waterways continue to deteriorate and BWB's problems become increasingly nightmarish. How to keep a two hundred year old network open to pleasure traffic with totally unrealistic amounts of money. (As I said in a previous Mikron Message, commercial waterways are a different matter. They, generally, are improving.)

We now have to sit down and work out how we get 'Tyseley' ready for our 11th. Tour. I wonder where we'll be able to go!

A short P.S. Last weekend the second HCS Marsden Sponsored Pub Crawl was held. Those of you who read one of my earlier articles will remember that the people who walked felt that not enough people had turned out. We should have raised a lot more money than we did. Well, this year a few more of you did turn out and raised more money..but not enough. £1,000 should be an easily attainable figure from one of these sponsored events
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Mike Lucas

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SOLUTION TO CROSSWORD No. 4 *Sent in by Dave Irving*

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14. No 16. Toe 17 OS 19. RW 20. Stop 22. Nectar 23.HS 25. Handspike 28. Wellies

DOWN: 1. Hatton 2. Rally 3. Stratford 4. Anderton 5. Blisworth 6. GRP 11. Erewash
15. Outboard 18. Set 21. Ponds 24. Sill 26. HCS 27. Fog

A First Impression of the Huddersfield Canal

Having been a member of the Society for a number of years it is perhaps surprising that I've never seen the canal. I joined the Society because I felt it was a canal of national importance and deserved support across the country. It is a unique waterway and as such has a romantic image, and so I was greatly looking forward to seeing it. I had the image of a dirty, derelict canal sandwiched between dirty, derelict warehouses, staggering up heavily industrialised valleys. After a number of abortive attempts I finally made the trip northwards on November 14th and my image was to be completely shattered.

My tour started on Saturday morning by meeting Sarah Wilson and Laurence Sullivan at Uppermill and a look at Dungebooth Lock and surrounding canal. It is an area of great beauty and much potential for a restored canal, but it's a pity it's completely isolated by road crossings. In the afternoon Dave Finnis took over as my guide and we walked the Yorkshire side. The canal never ceased to amaze me, lying in splendid rural valleys with little sign of industry. Locks came thick and fast and apart from the official vandalism they were in excellent condition, all built out of beautiful stone blocks. It is ironic that the capping and cascading may have helped to preserve the condition, although the demolition of the lower half of some locks was a sad sight. Lock pounds were in excellent condition edged with stone walls and full of crystal clear water.

Slaitwhaite brought me back to the reality of the task ahead, but at least the line of the canal is intact, and no buildings, and so with the right support from Councils it should be solvable. Vines Park (now being restored on the Droitwich reminded me of a similar problem. Failing light prevented me seeing the problems of Huddersfield.

Saturday night was spent in the Railway at Marsden being entertained by HCS members and others, and Sunday morning found me somewhat worse for wear. Nevertheless the tour started with a visit to Marsden portal and then to Dukinfield Junction where Sarah, Dave and myself walked back. The section up to Stalybridge looked as though it had great potential for restoration, but Stalybridge itself was disheartening, with no obvious sign of the canal or possible way through. Stalybridge was soon forgotten as we walked up the valley towards the spectacular section around Scout Tunnel. Here the canal clings to the side of a rocky valley high above the river - a really impressive section. Finally, we reached the blocked road crossings and then Uppermill where we joined a working party for lunch. The afternoon was spent walking to Diggle and back.

It was a very enjoyable and interesting weekend which resulted in me falling in love with the canal. The scenery was amazing and it must be one of the most beautiful canals in the whole country. I came away armed with membership forms to spread the gospel in the South.

I believe the Society is following the right course, with emphasis on publicity and campaigners coupled with fund-raising and working parties so that sections of the canal can be brought back into use. Certainly it looked as though 90% of the canal could be restored relatively easily. Ignoring the major problems the rest of the canal requires less work than those on the Basingstoke, where virtually every lock has had to be rebuilt. Therefore over the next few years it should be possible to make considerable progress by making full use of voluntary labour and MSC Schemes.

I shall be certainly be keeping in close touch with the project and look forward to returning in 1982.

Mike Fellows,

WORKING PARTY ORGANISER. BASINGSTOKE CANAL.

A RESUME OF THE COUNCIL MEETING HELD ON 4th NOVEMBER, 1981 AT THE DIGGLE HOTEL, DIGGLE

CHAIRMANS REMARKS	AGREED to purchase van. WRG considering a big dig for 1983. Brownhills Information Centre opening soon.
TREASURERS REPORT	Noted
EDITOR	January P.L. to be printed. Press date 10th Dec.
COTTAGES	Lack of progress due to BWB problems.
CORRESPONDENCE	Dealt with

A RESUME OF THE COUNCIL MEETING HELD ON 2nd DECEMBER, 1981 AT THE DIGGLE HOTEL, DIGGLE

TREASURERS REPORT	Noted
EXHIBITIONS	Exhibition touring Tameside area.
GENERAL SECRETARY	Life Membership £50. Discussed the prize and regularity of Membership Competition. Stalybridge study needs revising.
COTTAGES	Still no lease for the Cottages
SALES	Postal sales very good. HCS Ties ordered.
PUBLICITY	Press cuttings officer required. Slide show to follow AGM.
ANY OTHER BUSINESS	Agreed to take the HCS Caravan to Titford Rally.

hcs canal holiday '81

This year's trip consisted of the Cheshire ring, the four counties ring (Shropshire Union / Trent & Mersey, and the Caldon Canal. The crew consisted of myself, Jean Wrigley, Dennis and Kath Brookes, Joyce and Phil Calverley and Joyce's dog, Willow.

The starting point was Brewood at the southern end of the Shropshire Union Canal. We were, of course, armed with the usual HCS publicity material and were constantly being asked if we came from Huddersfield (perish the thought).

A few minutes after setting off we were greeted by a sudden downpour of rain and I had the misfortune to be steering at the time. On the Staffs. and Worcester Canal we stopped to have a look at the Hatherton Branch. This used to link up with the BCN, and the first two locks and dry dock are still in use. On the Trent and Mersey Canal we had our first mishap, ramming a lock sill on the Stone Flight. I was covering inside the boat at the time and watched in awe as pots and pans flew in all directions.

Soon we were on the Caldon Canal which follows an extremely winding course from the centre of Stoke out into open country. We moored at the famous Black Lion pub sited on a private estate and only accessible by canal. Parts of the estate are now up for sale and the future of this unique area is uncertain. Back on the Trent and Mersey we approached

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Imrays Map	85p	15p p&p
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PENNINE LINK

CONTINUED

Harecastle Tunnel and I confidently took over the steering. However, I found visibility very poor in the tunnel and was constantly scraping the side. The boat came out the other end covered in red mud. Next came the long flight of locks to Middlewich commonly known as Heartbreak Hill. The weather worsened and we arrived at Middlewich in the pouring rain and pitch dark.

Moving on to Preston Brook we made the inevitable stop at the Anderton Lift plus a stop at the nearby marina for a much needed pump out. After a cold afternoon on the Bridgewater we moored at Lymm ready for the assault on Manchester. Setting off at the crack of dawn we were soon in the centre of Manchester locking up the Rochdale Canal. However, we were soon brought to a halt by empty lock pounds. Eventually we got sufficient water in the pounds to keep afloat and hauled, scraped and poled the boat up the rest of the flight (Rolt would have been proud of us). There were no problems on the Ashton Canal and we were soon in the familiar surroundings of Portland Basin. Effectively we had come back 'home' but it was so different arriving there by canal. The following day we picked up a horde of daytrippers and had a happy and hectic time locking up the Marple Flight. After the customary trek down the scenic Upper Peak Forest Canal we set off down the Macclesfield Canal and the weather became very wet again.

Back at the top of Heartbreak Hill the boat came to a halt due to faulty electrics, but the service van came promptly and we were soon under way again. The second trip down to Middlewich was notable for the strong cross winds, which caused some rather unusual manoeuvres at the locks.

At Middlewich we turned on to the Shropshire Union and headed back to base. This canal is in a class of its own, with its high windy embankments and beautiful deep cuttings, where we were fortunate to meet up with a horse-drawn trip boat. The holiday over, the weary returned for a weekend of rest, although I managed to summon up sufficient strength to return to Dungebooth Lock!

Laurence Sullivan



NOTICE IS HEARBY GIVEN *that the Second Annual General Meeting of the above named Company will be held at The Coach & Horses Public House, Standedge, Marsden, Huddersfield, West Yorkshire on Friday the 23rd. day of April 1982 at 8.00 p.m. to transmit the following businesses :-*

- (a) To receive and adopt the accounts of the Company for the year ended 31st. Dec. 1981 together with the reports of the Council of Management and of the Auditors thereon.
- (b) To re-elect the Auditors and to authorise the Council of Management to fix their remuneration.
- (c) To re-elect Philip Calverley as a Member of the Council of Management.
- (d) To re-elect David Sumner as a Member of the Council of Management.
- (e) To re-elect Graham Maskell as a Member of the Council of Management.
- (f) To re-elect Leslie C. D. Winnard as a Member of the Council of Management.
- (g) Any other business:
 - (a) Increase of Membership fees.
 - (b) Life Members.

Dated this 9th. day of December 1981

By order of the Council

J. F. G.
Secretary

Registered office: Ramsdens, Ramsden Street, Huddersfield.

N.B. A member entitled to attend and vote at the Meeting is entitled to appoint a proxy to attend and vote on his behalf. A proxy must also be a Member of the Company.

FORM OF PROXY

I / WE

of

inthe County of being a member / Members of

the above-named Society hereby appoint

of

or failing him

of

as my / our proxy to vote for me / us on my / our behalf at the Annual General Meeting of the Society to be held on the 23rd. day of April 1982 and at any adjournment thereof.

Signed

this day of 1982

Progress by Kirklees for developing the canal as a recreational area and linear walk has recently been boosted by the formation of a number of Manpower Service Community Enterprise Programme (CEP) projects. Work has already begun on creating picnic areas at Golcar viaduct and at Rotcher outside Slaithwaite, and these will connect with the towpath, and, in the case of Golcar with the Colne Valley Circular Walk. Work is to begin early this year on the car park area at Old Bank, Slaithwaite including work on the culverted section of canal alongside it. Planning permission is being sought for the provision of car parking at Tunnel End adjacent to the cottages and the purchase of the railway sidings from B.R. for use as a further picnic area, should be completed also early this year. It appears Kirklees have been grant aided on the first three sites by the Countryside Commission who seem to be viewing the canal with much interest.

A small team of four has also been established at Slaithwaite Town Hall producing the publicity which it is hoped will attract tourism and further interest in the canal. Initially the team are producing information boards to be situated at Tunnel End, picnic sites, Aspley and other areas which will outline the history and natural environment of the canal and the surrounding area. It is hoped the team will produce an additional board for the benefit of the Canal Society.

Kirklees have apparently also managed to get grant aid on these information boards from the English Tourist Board through their Maritime England promotion for 1982.

Finally we hear Kirklees have signed their part of the access agreement. The liabilities for access onto the towpath will, under the agreement be the responsibility of Kirklees and so the signing of the document by BWB should no longer be delayed but there again who knows?.

BOOK REVIEW: Waterways World Canal Guides

For all of you shivering in the arctic conditions, and looking forward to spring and summer time for your canal holidays, Waterways World have now brought out the fifth in the series of canal guides.

The canals now covered are:

Llangollen Canal	£1.45
Oxford Canal	£1.45
Staffs. and Worcs. Canal	£1.70
Shropshire Union Canal	£1.70
Coventry, North Oxford, and Ashby Canals	£1.70

These prices are including postage if purchased direct from Waterways World:

Waterway Productions Ltd.
Kottingham House,
Dale Street,
Burton on Trent

They will hopefully be on sale on our HCS Sales Stand later in the year.

These super spiral bound guides cover most aspects of cruising, with details of virtually everything you'll need whilst in the area, either on or off the boat. These guides will, I'm sure, prove to be invaluable companions on canal holidays and look forward to the day when there's one for the Huddersfield Narrow!

FRANK BENNETT T.ENG (C.E.I.), M.I.E.C., C.N.I.

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Councils Agree Maintenance Costs

Bob Dewey

For some time progress at Uppermill has been somewhat hampered by the fact that BWB had not given us permission to restore Dungebooth Lock - permission had been given simply on an exploratory basis to ascertain the state of the lock.

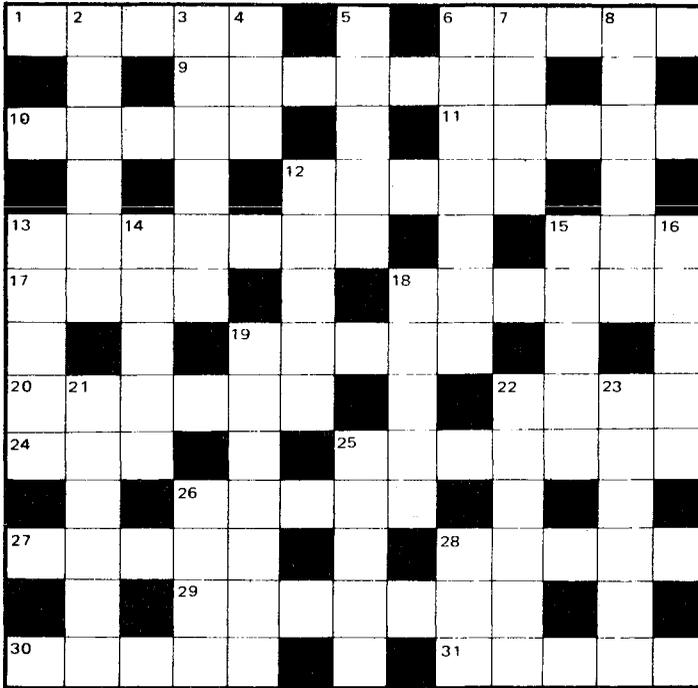
The stumbling block seemed to be the thorny question of who would pay for the future maintenance of the lock after we had completed restoration - clearly BWB could not readily accept an additional liability.

So, following extensive discussion with the officers of Greater Manchester and Oldham Councils, David Sumner and I were invited to a meeting of the Tame Valley Joint Committee on 8th. December. This is a committee of Councillors from Greater Manchester Council, Tameside, Stockport and Oldham who discuss/approve schemes of an environmental/recreational nature in the Tame Valley.

We showed about 20 slides of the canal and the Uppermill section specifically and gave a brief appraisal as to why we felt the Council should support the works we propose (i.e restoration of two locks and excavation of the short filled section at Dobcross) not merely as part of the overall restoration to through navigation but also as a scheme which could stand on its own, particularly as the blockages at each end are fairly major.

Councillors were very enthusiastic and unanimously agreed to support our scheme. The financial arrangements require about £4,500 p.a. to be paid to BWB on completion of the restoration.

The only criticism we recieved was that we should be doing more. Several councillors wanted to know what we were doing about the Ashton/Stalybridge section. Fortunately we were able to point out that detailed negotiations are in progress with the relevant bodies



CLUES ACROSS

- 1 Kept the early boats moving (5)
- 6 Transistor most likely (5)
- 9 Maddening when the 'prop' is this (7)
- 10 Good job the boat does (5)
- 11 Imperative (5)
- 12 Assault (5)
- 13 Pay to release (4 & 3)
- 15 Sheltered side (3)
- 17 Princess (4)
- 18 Help (6)
- 19 Galley essential (5)
- 20 Mentally brilliant (2)
- 22 The other folk (4)
- 24 River in Devon (3)
- 25 Modern watch (7)
- 26 Put on (5)
- 27 Water rodent (5)
- 28 Solo (5)
- 29 Pull the plug out (7)
- 30 One time P.M. (5)
- 31 Wear away (5)

CLUES DOWN

- 2 Lubricate from this (6)
- 3 Spot for 1 across (6)
- 4 Consume (3)
- 5 May represent boat firm (5)
- 6 Go back (7)
- 7 Tunnel passage (4)
- 8 Mental pictures (7)
- 12 Kicks out (5)
- 13 Canal boat (5)
- 14 Idiomatic (5)
- 15 Needed after dark (5)
- 16 Anti knock petrol (5)
- 18 Dodge (5)
- 19 Take off (7)
- 21 Sell abroad (6)
- 22 Rudder bar (6)
- 23 Worked for (6)
- 25 Distance from surface (5)
- 26 Semi-circular church recess (4)
- 28 Tipple (3)

Kindly sent in by:
Mr. James Crosland
 of Birkby, Huddersfield

It was already apparent, when the last issue of 'Pennine Link' was published, that the Society was not making any impression on BWB in our negotiations. We therefore asked West Yorkshire to take over the task in the hope that an organisation of their power would be able to obtain some sort of deal. This they did in late September, but at the time of writing (9th. Dec.) there has been no substantial improvement in the offer.

We have now re-inforced our attack by writing to the Chairman of IWAAC (the Inland Waterways Amenity Advisory Council) asking him to raise the matter at his December meeting with the Board. He should get some answer as the Board are legally bound to respond. I will also be raising the question at the Kirklees-sponsored "Narrow Canal Group" on 15-12-81, where several interested bodies (including BWB) will be represented.

The situation is now critical; at their first meeting in the New Year, West Yorkshire will have to re-allocate the funds if no decision has been made. Whether BWB Estates Dept. are capable of movement in the time available must be doubtful.

Trevor Ellis

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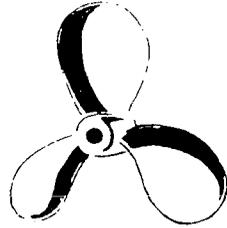
Date for your Diary

TAMESIDE CANALS FESTIVAL 1982

This year's Tameside Canals Festival is to take place over the weekend 16th - 18th July, 1982 at the Portland Basin, Ashton under Lyne.

PENNINE LINK

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£20 per person...maximum per 6 berth boat £60...3 days*

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Mammoth Trek

You might think it not the least unusual when I tell you that I had to abandon my transport when going to give a Society talk on December 15th. - however, it was not because the road was blocked - in fact the reverse was true, and my vehicle was not a wheeled vehicle.

As my car was blocked in by several feet of snow, which would have taken hours to dig I decided to load my tackle onto a sledge and slide the couple of miles to the venue. As the road became clearer, sledging became more difficult, and eventually impossible....so I walked across the fields in up-to-the-waist deep snow....what fun!

What a good job there was a good turnout at the meeting!

Bob Dewey

Secondhand Books

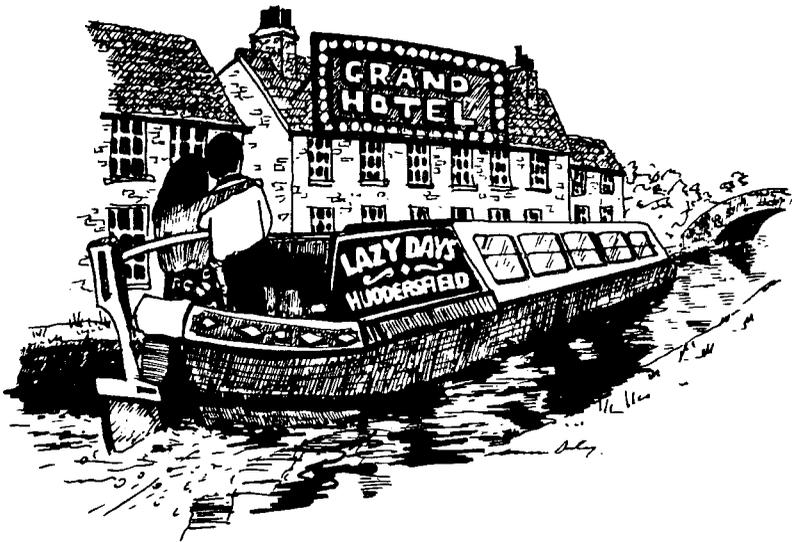
Dave Weston is now doing a roaring trade in secondhand books and hopes you'll keep them coming. Either soft or hard backed books he can sell as well as magazines, childrens books, and comics etc. For anyone with any to spare, it may be easier for you to contact a member of the Council who in turn will see that Dave gets them. All profits from the books goes to the Society.

PENNINE LINK

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JANUARY: A quiet time with 'Stan' in winter quarters for repairs to the motor, prop, floor and seats. A towpath walk was held from Diggle Tunnel End to Mossley and back with lunch at "The Tollemache Arms". Meetings were held at "The Commercial", Slaithwaite (With Bob Dewey's infamous slide show) and "The Station", Ashton.

FEBRUARY: Work continued by John Maynard and friends on 'Stan'. Trevor Ellis organised working parties to weatherproof the cottages at Tunnel End which the Society hope to lease from BWB. Meetings were held at "The Tollemache Arms", Mossley and "The Four Horseshoes", Milnsbridge (With a film show from BWB.)

MARCH: A certain well known crew were hopelessly lost on Simon Taylor's Treasure Hunt between Huddersfield and Marsden but we made it to "The Railway". That same hostelry featured 3 weeks later in Dave Finnis's sponsored pub crawl which raised over £400 and led to a lengthy correspondence in "Pennine Link". A towpath walk was held from Tunnel End Marsden to Slaithwaite with lunch at "The Swan". Fifteen Society members met at "The White Lion" in Sheffield and decided to form a Sheffield Branch. Kirklees designated Tunnel End, Marsden as a Conservation Area and Bob Dewey submitted a planning application to Oldham proposing the re-creation of the 100 metre section of canal which has been filled in between Brownhill and Woolroad.

APRIL: The most significant event in the Society's history? On April 4th. after a trip on 'Stan' from the Museum basin at Uppermill, T.V. personality Anthony Burton began breaking up the concrete capping on the infilled Dungebooth Lock. The exploratory dig allowed by BWB on this lock was the culmination of months of effort to begin physical restoration on a project to restore the section from the Museum to Woolroad Warehouse put forward jointly with the Saddleworth Historical Society. Waterways Recovery Group members turned up in force on that first Historic weekend. "Stan" continued giving trips from the Museum on weekdays for the next 3 months. The Marsden based (& Society members) Mikron Theatre Company began their 10th National Tour of the waterways with local productions of "Mud in Your Eye" and "I'd Go Back Tomorrow". Meetings were held at "The Diggle Hotel", Diggle and "The Railway", Marsden.

MAY: It was announced that Chris Farrar was resigning as Chairman because of his move to Surrey. Society members continued work at Dungebooth Lock. Progress was slow. The concrete capping was thicker than expected and the infill material a sticky heavy mixture of sand, clay, stones and rocks. Waterways Recovery Group North West arranged a 3 day working party at Spring Bank. A towpath walk from Ashton along the Peak Forest Canal and a coach trip to the Boat Museum, Ellesmere Port. Brian Badminton and other members entered a float in The Mayor's Parade in Huddersfield. Meetings were held at "The Commercial" Slaithwaite and "The Old Hunters Tavern" Stalybridge.

JUNE: David Sumner took over as Chairman and Trevor Ellis as Vice Chairman. £500 was granted towards the Uppermill project from the Oldham Lottery and the Society announced it was to apply for this year's Shell Awards. "Stan" and the lock working parties continued every weekend at Uppermill. Meetings were held at "The Tollemache Arms", Mossley and "The Albion", Longroyd Bridge.

(To be Continued)

Since the last issue of Pennine Link amounts have been paid into the account from the following:

Saddleworth Museum - Transport Weekend, Greater Manchester Council Official Lottery, Surplus on the Calder and Hebble Boat Trips, Sponsored Towpath Walk.

Many thanks to all the above but we still require more money in order to achieve a satisfactory end. Please send donations to the treasurer or it can be paid direct to the National Westminster Bank, Uppermill Branch (Code 01-08-99) for the credit of 'Huddersfield Canal Society Ltd. - Uppermill Project' Account No. 84219262. Giro Account No. 609 2357.

Members wishing to pay their subscriptions or covenants by Giro Standing Order please contact the Treasurer on 01-633-2690.

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Date for your Diary

August 28th — 30th 1982 IWA NATIONAL RALLY

This year's IWA National Rally is to be at Titford Pools in the West Midlands the scene of the successful 1978 Rally.

Entry forms available from: Mrs. C. Mantle, 3, Princefield Ave. Penkridge, Stafford. Please enclose a S.A.E.

PENNINE LINK

recruit a member competition

EVERY ISSUE.....

ONE £5.00 CASH PRIZE TO BE WON!!

All you have to do is recruit a new member to the Society and send in their application form and first subscription - then *your* name goes into a hat for the prize draw. To start you off there is a membership form with this issue of Pennine Link and more can be obtained at East, West or Sheffield meetings, or by post (on receipt of suitable S.A.E.) from:
28 Cinderhills Road, Holmfirth, Huddersfield HD7 1EH.

Your name will be included once for each new member so the more new names the greater chance you have of winning.

RULES

1. The competition commences with the issue of this Pennine Link and the draws will take place at the committee meeting held immediately before press date i.e. the first Weds. in February., April, June etc.
2. The recruiting member's name must be shown on the membership form in the space "I heard about the Society from....."
3. Forms must be accompanied by the appropriate subscription.

PAINTINGS

INCLUDING NUMEROUS CANAL SCENES

BY JAMES CROSLAND

VISIT THE SPEND • SAVE GALLERY

BYRAM STREET LEFT BELOW

THE PRINCESS CINEMA

HUDDERSFIELD

(OPPOSITE NEW MONDAY MARKET)



We are pleased to welcome the following new members:

- 817 Robert Smith, [REDACTED]
- 818 James & Esther Flynn, [REDACTED]
- 819 Dr. Ian Kelly, [REDACTED]
- 820 Kenneth & Susan Bradbury, [REDACTED]
- 821 Elizabeth Holt, [REDACTED]
- 822 Robert Wadsworth, [REDACTED]
- 823 David J. Foster, [REDACTED]
- 824 Peter N. Grinham, [REDACTED]
- 825 Graham Joyce, [REDACTED]
- 826 Chris Farmer, [REDACTED]
- 827 John F. Courtman, [REDACTED]
- 828 Steven Mitchell, [REDACTED]
- 829 Angus G. Cameron, [REDACTED]
- 830 Michael & Janet Spick, [REDACTED]
- 831 Eric & Margaret Free, [REDACTED]
- 832 Peter James Walker, [REDACTED]
- 833 Stuart F. Willis & Family, [REDACTED]
- 834 S.J. Marris, [REDACTED]
- 835 Stephen O'Loughlin, [REDACTED]
- 836 Philip Riley, [REDACTED]
- 837 Julian R. Wood, [REDACTED]
- 838 John C. Tomlinson, [REDACTED]
- 839 Lynda & Michael Winson & Family, [REDACTED]
- 840 Richard & Elizabeth Sheard, [REDACTED]
- 841 Michael J. Sheridan, [REDACTED]
- 842 Alan & Andrea Grimster, [REDACTED]
- 843 Clive Durley, [REDACTED]
- 844 Jean & Roy Warner, [REDACTED]

Val Dewey
Membership Secretary

- 5th January 8pm Sheffield Meeting at the Fat Cat, off West Bar, Sheffield
- 7th January 8pm East Meeting. The Commercial Hotel Slaithwaite, Huddersfield.
- 13th January 8pm West Meeting. Talk by Ian McCarthy (Big Mac) 'How not to Restore Canals' at the Cross Keys, Uppermill.
- 2nd February 8pm Sheffield Meeting at the Fat Cat, off West Bar, Sheffield
- 4th February 8pm East Meeting. Taking place on board 'Calder Lady' at the Aspley Basin. Guest speakers: Dave Lambert and John Galvin 'The trials and tribulations of running Calder Cruisers'
- 10th February 8pm West Meeting. Station Hotel, Ashton under Lyne.
- 21st February 10pm Boat Lane Walk from Diggle Tunnel End.
- 2nd March 8pm Sheffield Meeting at the Fat Cat, off West Bar, Sheffield.
- 4th March 8pm East Meeting. Mike and Sarah Lucas talking about their life with Mikron Theatre. White Cross, Bradley, Huddersfield.
- 10th March 8pm West Meeting. Talk/ Slide Show by John Greenway 'From France to Scotland via the Huddersfield Narrow'. Woodend WMC, Manchester Road, Mossley.
- 28th March 10am HCS Treasure Hunt. Starting at the Marsden Tunnel End.
-

Date for your Diary.

28th March. HCS TREASURE HUNT:

Val and David Milsom are bound to be feeling a little sad at the thought of losing one of their most valued possessions, the magnificent HCS Treasure Hunt Trophy, which, for the last year has had pride of place on their fireplace — some have said in the fireplace but David assures me these rumours are completely unfounded. The Treasure Hunt for 1982 to be set by the Milsoms starts from Marsden Tunnel End on Sunday 28th March at 10am. By law the number of cars eligible to enter is 12 so it's a case of first come, first s(w)erved. Further details in the next Pennine Link, or contact David or Val on Huddersfield 850032 to avoid disappointment.

EDITOR: The editor holds the right to edit or withhold articles and letters or to retain them for publication at a later date.

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