

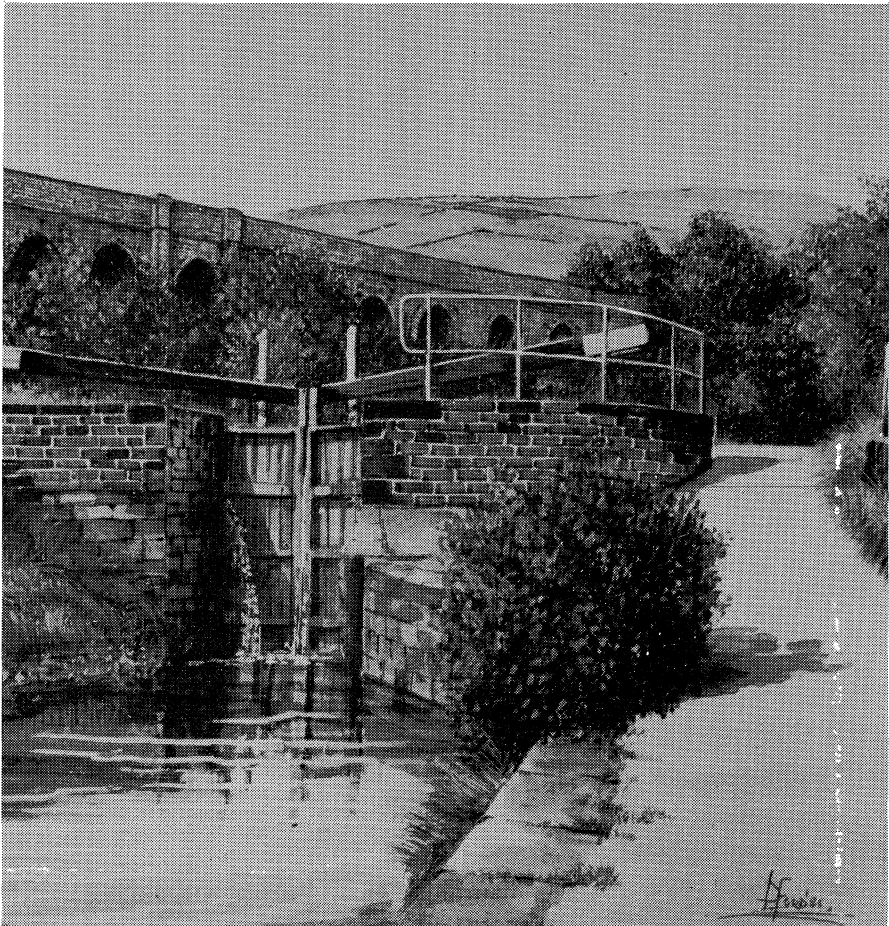


**25p**  
FREE TO  
MEMBERS

# PENNINE LINK

**No.55**

**January/February 1984**



---

Chairman & Uppermill Project	David Sumner	54 High Lea Road, New Mills, Stockport. Tel: Whaley Bridge 4611
Vice-Chairman & Cottages	Trevor Ellis	20 Batley Avenue, Marsh, Huddersfield 34666
General Secretary	Robert Dewey	38 Paris Road, Scholes, Huddersfield Holmfirth 685022 HD7 1UA
Treasurer	Mrs. Susan Bradbury	15 Rowley Lane, Lepton, Huddersfield. Tel: Huddersfield 603467
Sales Officer	Jean Buckley	37 Edward Street, Oldham. 061-624 4881
Publicity Officer	David Finnis	12 Chapel Hill, Linthwaite, Huddersfield. Tel: Huddersfield 846087
Editor	Sue Gibson	14 Simmondley New Road, Glossop. Tel: Glossop 64031
Uppermill Project Manager	Graham Maskell	19 Quick View, Mossley. Tel: Mossley 3992
Boat Officer	John Maynard	29 Thick Hollins Drive, Meltham, Huddersfield 850575
Projects Officer	Keith Gibson	Northcote House, Nields Road, Slaithwaite, Huddersfield. Tel: Huddersfield 844596
Festivals Officer	Mrs Hazel Maskell	19 Quick View, Mossley. Tel: Mossley 3992

---

**non-council posts**

Company Secretary	John Fryer	2 Popley Drive, Meltham, Huddersfield.
Membership Secretary	Mrs Val Dewey	38 Paris Road, Scholes, Huddersfield Tel:Holmfirth 685022 HD7 1UA
West Side Secretary	Miss Jean Wrigley	44 Stamford Street, Millbrook, Stalybridge. Tel:061-303 9027
West Side Chairman	Jean Buckley	37 Edward Street, Oldham. 061-624 4881
East Side Chairman	David Finnis	12 Chapel Hill, Linthwaite, Huddersfield. Tel: Hudds 846087.
Sheffield Branch	Joyce and Phil Calverley	25 Wulfric Road, Eckington, Sheffield, Chesterfield 432140
Stamp Officer	Brian Grant	11 Southfield Road, Aldmondbury, Huddersfield.
Press Cuttings	Neil Frazer	84 Broomfield Road, Marsh, Huddersfield.

**Cover photo:** shows photo of a water-colour painting of Dungebooth Lock by David Ford. (see article on page 17)

**Photo:** Kedrick Whitehead.

HCS LTD. REGISTERED OFFICE: Ramsdens, Ramsden Street, Huddersfield.

**THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY LTD.**

Council Members/Non-Council Members .....	inside front cover
Editorial .....	1
Chairman's Remarks/First Craft Fair .....	2
Uppermill Progress Report .....	3
Tunnel End Cottages/Local Industries support Canal Centre .....	4
HCS Treasure Hunt/AGM/Advance Notice of AGM .....	5
HCS on the Box/Grand Auction/HCS Flag Day/Plea from Toepath '83 .....	6
Boats/Happiness at Diggle/10th Birthday Party .....	7
HCS wins the IWA .....	8
The First Ten Years .....	9
Restoration Report .....	11/12/13
A Memorable Cruise/Waterways Calendar .....	14
Letters .....	15
Legal Niceties .....	16/17
Dungebooth Locks, Uppermill .....	17/18
Crossword No.16 .....	19
£150 Donation .....	21
Classified Ads/Advert Rates/Deeds of Covenant/ Press Cuttings/Membership Competition .....	23
Sales List .....	25
Press Date/Stamp Collection .....	27
Not just an Engineer .....	27/28/29
Membership .....	inside back cover
Diary .....	back cover

---

## editorial

Welcome to the first Pennine Link of 1984. We have, as usual, plenty in store for the coming year, including Festivals, the first starting in Diggle on Good Friday, the annual motorised Treasure Hunt, the official opening on May 26th, of the two locks in Uppermill, and speakers arranged for monthly meetings.

A full evenings entertainments have been arranged for the AGM which, we hope you will attend on April 27th.

Sponsorship money for Toepath '83 is unfortunately still only slowly coming in, so please help your society by getting any monies promised in to us as soon as you can.

SUE GIBSON

When Society membership rises dramatically over the last twelve months; when the Inland Waterways Association supports our cause; when anglers talk of improved fishing and hold meaningful meetings with us; when local amenity groups want an end to dereliction; when canal-based events attract hundreds of supporters (Tameside, Mossley, Tunnel End Festivals, Toepath Walk, etc.); when all our riparian local authorities are discussing canal improvements including maintenance commitments and when Kirklees and West Yorkshire County Council have approved, in principle, the 2½ mile restoration scheme, then perhaps the time has arrived to publicly state that most people want the Huddersfield Narrow restored to navigation. But when commercial enterprises begin to show an interest in a restored waterway, then surely we can justify the public expenditure required in restoring our canal, for a commercial involvement is concomitant with breathing life into a waterway and must closely follow the lead of the public bodies.

Perhaps it is now appropriate to call for a co-ordinated and properly managed approach to restoration. The Huddersfield Canal Society, with over nine hundred members, is the only single body committed to restoring the whole canal yet with mere volunteer officers, we have to regularly liaise with as many bona-fide institutions, organisations and public bodies as there are miles in the length of our canal. We can only do so much.

If British Waterways Board need the Society to 'weigh in' the evidence in favour of restoration, we can produce it. Would restoration be speeded if the lead came from the Board? We can continue to restore in a piecemeal way and, within a relatively short period, we shall have more isolated stretches of canal undergoing restoration. But perhaps a co-ordinated approach will best serve the communities in the Colne and Tame Valleys who want restoration.

One undisputed fact — the restoration of the Huddersfield Narrow will provide hundreds of temporary jobs and many, many permanent jobs. The best present for 1984 for all the thousands of people supporting our cause would be commitment from BWB to see the canal restored. Sir Frank — how about it?

## **first craft fair at tunnel end a success**

The Society's first craft fair at Tunnel End a fortnight before Christmas attracted over 500 people and raised over £200.

The event was officially opened by Dave Hodgson of Radio Leeds and in his official speech he called for more liaison between the Rochdale and the Huddersfield Canal Societies, a point which your Council is prepared to promote.

Many crafts were on display but probably the most popular stall was the Society's own tea and cake stall manned by Judith Weston, Sue McBride and Janet and Brian Eastwood. All the cakes were made by a few Society members and I would like to thank everyone who helped make the event a success.

DAVID L. FINNIS.

We had a very successful year in 1983 and gained much experience along the way. Despite delays to our plans both locks at Uppermill are complete with gates.

I would like to thank everyone who has been involved throughout the year with the working parties. We were however, unable to put the icing on the cake and officially open the restored section, this has now been deferred until the spring.

We intend spending the winter months carrying out maintenance on our plant and van. If anyone can assist with this, with perhaps an odd evening or day at the weekends please contact me, this will probably only appeal to those members living locally to the canal. However all members will be most welcome to attend working parties during 1984. Dates are as follows:

4/5th February	3/4th March
31st March/1st April	20/23rd April (Easter work camp)
19/20th May	26th May (Official opening)

As you can see we are to run our own Easter work camp, a new venture for us and I hope one that will be well attended.

For further details about working parties or maintenance work please contact me on **Mossley 3992**.

GRAHAM MASKELL



Photo shows the gated Lime Kiln Lock. The Brownhill Visitor Centre can be seen on the right hand side.

Since the last report, our exhibition centre at Tunnel End has settled down to a routine of opening each weekend, and as I write we have achieved 3 months without major problems. Opening hours have been reduced to 11.00 a.m. to 4.00 p.m. for the winter period.

On the exhibition front, we have acquired a Huddersfield Canal sign from the Boat Museum. This dates from pre-1923 and must have remained in use for some time afterwards as the raised letters 'E North Western' in the owners' name have been removed and 'Midland and Scottish' painted in. In addition we have had two paintings donated, but these will not be displayed until we can guarantee a suitable environment. Thanks to both artists.

Looking to the future, if anyone can spare some time at weekends to staff the sales area, please give me a ring on Huddersfield 34666. At the moment we can manage about one turn in 2 months, but I would like a few more people to give flexibility.

TREVOR ELLIS

## **local industries support canal centre at tunnel end cottages in marsden**

The Society's recent appeal for financial assistance for its new exhibition centre in the Tunnel End Cottages at Marsden has proved successful and we are pleased to announce that we have received donations from J. Bailly Ancion Ltd., of Marsden, John Crowther & Sons (Milnsbridge) Ltd., Thornton & Ross Ltd., of Linthwaite and the Raymond Montague Burton Charity Fund.

In addition to the above we have also received substantial fire fighting equipment from West Yorkshire Fire Protection Services Ltd., in Huddersfield.

Tunnel End Co-ordinator, Trevor Ellis says 'We are very grateful to all these people for their generous donations and are pleased that we can receive backing from our local industrialists. However, we are still trying to obtain a suitable industrial vacuum cleaner, tables and benches and if anyone can help us out with these pieces of equipment we would be very pleased to hear from them.

As last year's winners we have the (un)enviable task of organising this years event which is to take place on Sunday 25th March, 1984.

All we can say at this stage is that it will start at a canal side location and finish at a canal side hostelry which serves real ale, food and welcomes children.

Previous years events have proved popular so it is important that you enter early, because by law only 12 cars can take part.

All you have to do to enter is to contact us at 12 Chapel Hill, Linthwaite, Huddersfield, Huddersfield 846087 and we will put your names down on the list. Further details will appear in the March/April issue of Pennine Link.

DAVID L. FINNIS & SUE McBRIDE

## **annual general meeting**

Once again we are going to hold the AGM at the Coach and Horses, Standedge, Marsden and it will follow the usual format business being followed by a slide and film show, a pie and peas supper and disco.

As 1984 sees 10 years of HCS the slide/film show, will, trace Society's developments during its existence. If anyone does have any suitable film or slides they feel they would like showing, please don't hesitate to contact me, similarly, all those requiring pie and pea suppers please let me know in advance so I can advise the landlord.

## **advance notice of the annual general meeting**

The Fourth Annual General Meeting of the Huddersfield Canal Society Ltd. will be held on Friday April 27th 1984, commencing at 8.00 p.m. at the Coach and Horses, Standedge, Marsden, Huddersfield.

Formal notice, including the detailed agenda will appear in the next issue of Pennine Link, but the business to be transacted will include the Annual Reports of the Chairman and Treasurer and elections to the Council.

Accordingly, nominations are invited from members for election to the Council Such nominations will need to include the name and signature of the proposer and seconder and the nominee, and should be sent to the Company Secretary, John Fryer, at Ramsden Street, Huddersfield.

Please note that it has been the Council's custom that all members of Council should be allocated a specific job/area of responsibility. Prospective nominees are asked to consider where they feel they would best be able to help the Society's work. Vacancies exist for fund-raisers, exhibitions officer, publications officer (to name but three).

For those of you living in the Yorkshire TV region will have the chance to see the Huddersfield Narrow on 'Country Calendar' on 23rd February 1984.

This is the film made by one of the TV crews who attended the Tunnel End Festival weekend in September and features our Chairman, David Sumner, together with the Marsden rain. For those not able to see the programme but who can get to the AGM needn't worry, as we hope to have it on video tape to show at the AGM.

## **the grand auction cheese and wine evening**

The Grand Auction, Cheese and Wine Evening held at the Uppermill Museum on 26th November raised a total of £330. The evening was a joint event between HCS and the Chairman of the Saddleworth Parish Council's Charity, each charity receiving £165.

## **hcs flag day raises £146.15p**

The Flag Day held in Huddersfield Town Centre on 3rd December raised £146.15p. Considering there were only twenty collectors in total all day with four or five out at a time we feel it was quite an achievement.

Apart from the financial side of the day it was very gratifying to hear members of the public supporting our campaign and wishing us much success with our aim.

## **desperate plea from toepath '83**

Help! At the time of writing only 120 of the 264 sponsorship forms for Toepath '83 have been returned.

The money is desperately needed by the Society — please don't feel embarrassed that you've left it too long — all the money will be very gratefully accepted.

Please do it now — send your forms and money collected straight away to the Toepath Chairman Brian Badminton, 62 Rawthorpe Lane, Dalton, Huddersfield.



Very little to report since last time; this is not the season for boating. Stan has now been moved into the boathouse at the Cottages and renovations are underway ready for next season.

Benjamin Outram is still at Whaley Bridge being renovated. The arrangements for her debut at Uppermill next season are now being put in hand. Manning is going to be a problem as we hope to run trips for parties during the week as well as the regular trips at weekends; Stan will also have to be run at Marsden. These problems and others are being considered by the boat committee.

Have you any ideas? Or would you be willing to help? All this of course is on top of other calls on members for working parties, festivals and manning the cottages. HELP!

JOHN MAYNARD

## **happiness at diggle**

On Good Friday 20th April the Society is planning a Diggle Canal and Craft Fair incorporating the annual Diggle Barrel Roll.

If you would like to join our team organising events, or taking part on the day please contact either Jean Buckley 061-624 4881 or me Peter Freeman on Heywood 64468.

PETER FREEMAN.



## **10th birthday party**

As 19th April, 1984 sees the tenth anniversary of the formation of HCS we are pleased to announce that we will be holding a special 'Birthday Party' at the Diggle Hotel, Diggle, from 8 p.m. onwards.

Plans are not yet finalised but we hope to see as many members and friends present as possible to celebrate this special occasion.

Watch out for more details in the next Pennine Link.

## **hcs wins the iwa — north east branch regional cup**

The North East Region Branch of the Inland Waterways Association have awarded their 'Society Cup' to HCS. This is awarded annually to a Canal Society within the North East Region who, according to the Region Committee, make the most meritorious contribution to the waterways cause.

The cup was awarded to our society this year on three counts:

- 1) to mark the restoration of Tunnel End Cottages, Marsden
- 2) H.C.S.'s work on developing Manpower Schemes in West Yorkshire
- 3) (Although the work itself was outside the Region) the Uppermill Restoration Project.

The Cup together with a donation of £50 was presented by the Region's Chairman, Paul Monahan to H.C.S. Vice Chairman, Trevor Ellis at the Society's annual Bonfire held recently in Marsden.



Photo Shows: (left to right): Trevor Ellis, Stuart Moreton, Paul Monahan, Dennis Brookes and Mrs. Monahan.

Of course, there is no way to say when the first germs of the idea of restoring the Huddersfield Narrow started. For me it began with a visit to Standedge soon after moving north in Autumn 1972. How could this magnificent waterway be derelict — I'd seen far worse towpaths on the Grand Union, which, at the time I knew it, was in commercial use.

A letter to BWB Leeds regarding the tunnel brought the response that the tunnel was closed to the public 'owing to the danger of lock (yes Lock) falls from the roof'. A lengthy letter from the Peak Forest Canal Society discussed the problems of Stalybridge. Then I discovered IWA and a small paragraph in 'Towpath' (the regional magazine) included a plaintive cry won't anyone do anything about the Huddersfield Narrow? A single phone-call to an unknown lady in Mirfield and my solo effort to save the waterway (well my solo dream) changed, and Margaret Sinfield organised a meeting to set things in motion.

The first correspondence on the HCS files is a series of letters from Margaret to BWB. Firstly a letter from Alan Blenharn Amenity Services Manager (15th November 1973) saying "Clearly this (H N C) is a future target for restoration". Encouragement indeed.

A meeting was held on 7th March 1974 on board 'Elizabeth B' moored in Aspley Basin — as I recall about a dozen attended and we discussed our ideas. A further meeting on March 20th was for just 3 or 4 (depending on whose memory you rely on) and we decided that we should form the Huddersfield Canal Society. April 7th was an IWA towpath walk from Huddersfield to Marsden. Then it all began in earnest on April 19th with the inaugural meeting. Doubtless there'll be more about that in the next Pennine Link.

I've no idea where I thought we'd have got to at the end of the first decade. I know at time we talked glibly about restoration taking at least ten years. I think I knew it would take a long time to get things started — don't forget they were still filling the canal in then.

It's certainly no easier to predict where we'll be at our twentieth birthday. Whilst it would be lovely to dream that it'll all be finished by then, I don't think it will be. I'm sure that a large percentage of the work will be complete. I hope that everyone in authority will be 100% committed to the restoration. That is certainly still a very important goal; until all those in power are convinced, we must devote so much of our effort to behind the scenes lobbying. Much of this will never be publicised but it is absolutely essential.

Keep with us, we need all of you. Whilst I can no longer say that I know you all, I do personally value all your support and I am always saddened by anyone dropping out.

BOB DEWEY

**SELF-ADHESIVE SIGNS  
STICKERS  
TRANSFERS**



Where there's a need for plant equipment, there's a need for Pearlan Decals.

Made to your individual requirements — in tough self-adhesive vinyl.

Contact us for a quotation stating size, quantity and number of colours.

**PEARLAN DECALS LTD**  
18 Hereward Rise, Halesowen,  
West Midlands.

Telephone: 021-560 8116



Equipment  
Supplied by



Now has over 30 crafts including:

ADVERTISING DESIGN, ART GALLERY, WOODEN TOYS, LEATHER CRAFT, PAINTINGS, GLASS CRAFT, CLOTHES DESIGN, SOFT FURNISHINGS, CHINA CRAFT, PICTURE FRAMING, WOOD-TURNING, MODELLING, KNITTING & CROCHETING, SOFT TOYS, ORNAMENTAL BRASS & COPPER, T-SHIRT PRINTING, GARDEN CRAFT, WEAVING, TOY EXCHANGE, ANTIQUE BOOKS, CRAFT & HOBBY MATERIALS, WOODCARVING, INTERIOR DESIGN, APPLIQUE, POTTERY, FURNITURE RESTORATION, KILT MAKER, PLUS TEAROOM & CAFE.

Open Wednesday—Sunday 10.30-4.30



Please use museum car park

**UPPERMILL**

## **Crompton Batteries Ltd**

Supply Automotive batteries for car and diesel engine starting, Traction batteries for fork trucks and electric milk floats and of course batteries for electric boats.

Local depots at:

Manchester — 0204 700927/700902

Leeds — 0532 776457/790539

Quiet, pollution-free transport  
takes to the water...  
The Huddersfield canal electric  
boat is powered by

## **CHLORIDE**

Chloride Industrial Batteries Ltd., P.O. Box 5,  
Swinton, Manchester M27 2LR, England

## **THE LITTLEFORD GALLERY**

Specialising in High Quality Paintings and Sculpture  
Original Oil Paintings, Watercolours, Pastels etc.  
Artists original and signed limited edition prints.  
Individually made Pottery, ceramics, shipware and glassware and woodcraft.

Commissions accepted by established artists specialising in Landscape, Portrait and Wildlife.  
Old Paintings bought and valued.  
Exhibitions by selected artists and groups.

### **OPENING TIMES**

WEEKDAYS — 11 a.m.—4.30 p.m.  
SAT., SUN. — 11 a.m.—5.30 p.m.  
CLOSED TUESDAY

**THE LITTLEFORD GALLERY  
ALEXANDRA CRAFT CENTRE,  
HIGH ST., UPPERMILL, OLDHAM**

Telephone: Saddleworth 3094

## **J. CROWTHER (ROYTON) LTD**



### **MARINE ENGINEERS**

EDEN WORKS, HONEYWELL LANE,  
OLDHAM, LANCOS OL8 2JP. Tel: 061-652 4234/5

WE DESIGN AND MANUFACTURE PROPELLERS AND STERN GEAR TO CUSTOMERS OWN REQUIREMENTS  
PROPELLERS MANUFACTURED UP TO 30" DIAMETER AND STERN GEAR UP TO 3"

WE HAVE A REPAIR SERVICE FOR PROPELLERS

WE OFFER PROMPT SERVICE  
FOR ALL DEMANDS SMALL OR LARGE

PUBLICATION OF AN ADVERTISEMENT IN 'PENNINE LINK' SHOULD NOT BE TAKEN TO IMPLY HUDDERSFIELD CANAL SOCIETY APPROVAL OR RECOGNITION OF THE GOODS OR SERVICES ADVERTISED.

## UPPERMILL

Graham Maskell reports elsewhere on the progress with the Society's volunteer project in Uppermill. The locks are almost completely restored now, and we are considering the problems of the section infilled to allow road widening between the Brownhill Visitor Centre and Woolroad.

## MARSDEN—SLAITHWAITE

The Manpower Services Commission have approved the Kirklees/West Yorkshire scheme to restore this section of the canal by a Community Programme scheme. The number of people likely to be employed will be about 50 on the canal with others in a lock gate factory. The Unions involved have raised no objections to the proposed work. John Miller and David Wykes of Kirkless' Technical Services Directorate have burnt a great deal of midnight oil in preparing for the scheme to go ahead and costing it. We have provided what help we could to them.

At the time of writing there are only two further hurdles before work can start. First, the two Councils have to formally agree to carry out the project. They had approved it in principle earlier. We have stressed the benefits — not just environmental, but social advantages through the creation of jobs and the canal as a central feature helping to revitalise the Colne Valley both in our initial reports on the project, and later in discussions with Members & Officers of the two Councils. With so much time and effort put into the scheme already and so much enthusiasm shown by the Local Authorities we are hopeful that this hurdle will not prove too big. The second hurdle concerns the Manpower Services Commission. The Community Programme has become a victim of its own success. So many schemes have started that the Commission is in danger of exceeding its budget and has put a stop to new projects starting. Although this embargo is only temporary, it will, inevitably, delay the start of work.

## ASHTON—STALYBRIDGE

Progress on this project is behind the Marsden—Slaithwaite scheme, largely because the Greater Manchester Council are considering carrying it out in a different manner involving grant-aid. This simply cannot be hurried.

GMC are also taking a very close look at their canals at the moment, not just the navigable ones, but also the two where restoration is taking place — "ours", and the Rochdale. What will come of this interest remains to be seen, but we hope that the initiative could lead to further restoration work. Can you imagine a trip round the "South Pennine Ring"? From Marsden, down the Huddersfield Narrow to Huddersfield, then the Huddersfield Broad and the Calder & Hebble to Sowerby Bridge, the restored Rochdale Canal through Hebden Bridge over the Pennines into Lancashire and to Manchester, then back up the Ashton and the restored Huddersfield Narrow through the Tame Valley and back to Marsden through the Standedge Tunnel. The environment and economic sense of restoring the trans-Pennine canals is increasingly apparent — and not just to canal enthusiasts who look forward to the re-opening of the "South Pennine Ring".

## **TAMESIDE CANALS DEVELOPMENT ASSOCIATION**

As I reported in the last issue, the Tameside Canals Development Association has been set up, chaired by Councillor Frank Ruffley and including your Society amongst its members. The Association has applied to Tameside Council to act as managing agents for a Manpower Services Commission Community Programme scheme on and around the canals of Tameside. Discussions have been held with the British Waterways Board regarding projects. As a first step, towpath works on the Peak Forest Canal are proposed.

We have written a report discussing how this scheme can then turn to restoration of the Huddersfield Narrow between the Tameside/Oldham boundary (at Calf Lane between the Royal George Aquaduct and Lock 17W) and Grove Road. We have made an initial estimation of the costs of this project for the Association. Negotiations are continuing.

## **FUTURE VOLUNTEER PROJECTS**

We have been looking for work for our enthusiastic volunteers to continue, with help from the Waterway Recovery Group and others after Uppermill. I have to say it isn't easy. We have discussed the section of the canal in the centre of Huddersfield by the Polytechnic including Locks 1 & 2E with Kirklees and West Yorkshire Councils. It seems likely that restoration work will take place here, but whether by volunteers is very much in doubt.

As a Society our aim is to restore the canal. We cannot hope to do it by volunteer effort alone within a sensible timescale. Our aim has to be to persuade other people (which essentially means the Local Authorities) that restoration is not just desirable but necessary. We are convinced of the benefits. It's up to us to get our message across — and to do so without any sign of bias or of exaggerated claims. The Local Authorities are naturally concerned about job creation in these times and are supporting projects which create work. That has to be more important than allowing enthusiastic volunteers to carry out their hobby. Without the support of the Local Authorities to pay the additional maintenance costs of a restored canal, the British Waterways Board cannot allow work on the canal. It's a difficult situation. As a Society we need our volunteers and we need to be actively involved in restoration, but we have to balance that need with the more pressing need to restore the canal. The Local Authorities have already done a great deal to help our cause and generally now seem to be convinced of the desirability of restoration. In time, I hope, we can move towards further voluntary work, but in the immediate future that has to take second place to our prime task of restoration through negotiating MSC and other projects.

## PROGRESS

In terms of actual progress, what does all this mean?

i) Work in progress:

HCS Uppermill Project —  $\frac{2}{3}$  mile — 2 locks

ii) Work proposed:

Kirklees/West Yorkshire

Marsden/Slaithwaite project — 3 miles — 19 locks

GMC Ashton—Stalybridge project — 1 mile — 3 locks

Tameside Canals Development

Association project —  $1\frac{3}{4}$  miles — 9 locks

Kirklees/West Yorkshire

Locks 1 & 2E project —  $\frac{1}{3}$  mile — 2 locks

So of our total length of canal (just under 20 miles) we are on the way to having  $6\frac{3}{4}$  miles and 35 locks restored, all being well. That is, nearly half of the locks and about a third of the length.

And that isn't all. We are still considering and talking about other projects — including a rather well-known tunnel at Standedge. Rumours abound about its condition — rock falls, etc., etc. Don't believe them! It certainly needs maintenance and repairs — wouldn't any structure that's been disused for so long — but we haven't another Blisworth, Preston Brook or Netherton on our hands. Although repairs might be costly, they are unlikely to cost the sort of figures one hears of being spent on repairing other tunnels, and grant-aid must be forthcoming for restoring what surely is a national monument to the canal age, the longest and highest canal tunnel in the country.

We have problems, of course, to resolve before the canal can be completely restored. How to get through Stalybridge, or restore a bridge under Wakefield Road in Huddersfield, for instance. These problems are no more severe, though, than some of our northern neighbour, the Rochdale Canal, where restoration is now going ahead very quickly. At the end of the day, they are financial problems rather than practical ones. The money to resolve them will appear when a sufficient length of canal is restored for these problems to be real obstacles to through navigation. The social benefits through the number of permanent jobs likely to be generated by a restored canal are so considerable that it should then be possible to get grants from several sources. The costs will hardly fall on local purses.

Due notice had been given to the Great Western Railway that clearance would be required under the fixed bridge at Lifford on the Northern section of the Stratford Canal at 8.00 a.m. on Saturday morning. 'Cornwall' was to lead the I.W.A. convoy, towing another narrow boat 'Roseland' which had no engine, but 'Cornwall' was at Tardebigge. On Friday evening, after I had finished work at Stourbridge, I collected my crew and went on to Tardebigge. 'Cornwall' was soon on her way but, as usual, the marine gearbox gave up the ghost.

There was much hectic coming and going and by 3.00 a.m. a rigid carden shaft replaced the gearbox and 'Cornwall' completed the run to Cadbury's wharf at Bourneville, mooring next to 'Roseland'. Several other smaller cruises were already there, some with inboard engines and some with outboards.

At 8.00 a.m. precisely the convoy arrived at Lifford bridge which was already jacked up to the exact legal height, and all the boats passed through safely, but was the last straw as far as the G.W.R. was concerned, and a proper swing bridge was installed soon afterwards. Our troubles were now just beginning as one boat after another picked up bicycles, prams, various types of upholstery-springs and other assorted soft and hard ware. The outboard people were alright, they could lift their props up and speak to them, but the inboard folk were in dire trouble and one after another they were hitched on behind 'Roseland' and soon 'Cornwall' had a tow of six or seven boats apart from 'Roseland'. Having cone propellers and slide-off suction grids, 'Cornwall' was immune from any big hardware, and if any soft stuff got onto a suction grid, shutting down the engine for a few seconds usually moved it.

Our approach to the top of Lapworth locks was at about ¼ m.p.h. but we got there and moored in Kingswood basin. Next day there was much pulling, cutting, shoving, and cursing as the inboard crews strove to free their propellers. I could check my cones by removing two inspection plates inside the boat, and my only trouble was a length of wire from a bicycle tyre wrapped round one of the rotor shafts. Strangely enough, all the boats chose to return to Birmingham via the Grand Union, but we had made our point.

R. NORTH of ALREWAS

## **waterways calendar**

Even BWB have problems it seems. The 1984 BWB Calendar was not available this year due to 'production difficulties'. Ironic when 1984 is Heritage Year, BWB promise one for 1985 though.



29 Thick Hollins Drive,  
Meltham,  
Nr. Huddersfield,  
Yorkshire.

Dear Editor,

May I as 'The Oldest Inhabitant' of H.C.S. (I think) be allowed to add a bit to your note in reply to Mr Brian Minor's letter in the last issue of Pennine Link.

The problem of where to start restoration has plagued the Society ever since it was formed way back in 1974.

The difficulty is that the two major blockages are at either end; and it would be very hard to have convinced anyone to spend a large amount of effort and money on Wakefield Road Bridge in Huddersfield or the infilled section in Tameside when the rest of the canal was closed. It was decided therefore to produce the 'Green Report' detailing all the problems and opportunities along the whole length of the cut. We then had a document to issue to interested parties and start the long up-hill struggle — which is at last bearing fruit — to persuade individuals and organisations that restoration was both possible and desirable.

We also agreed that a close watch should be kept on any development on the line of the canal and to take the opportunity to restore as and when possible. For example if we found a road widening scheme or a bridge being rebuilt we would campaign for a navigable channel to be provided rather than further culverting. By these means of siezing chances as they arose we would eventually have enough restored lengths to justify the major project at each end.

Yours sincerely,  
J.K. MAYNARD.



Photo by David L. Finnis shows County Cllr. John Sully and Society Chairman David Sumner (left) looking at a derelict stretch of canal below Bailey Street, Stalybridge.

The Law and the Huddersfield Canal make strange bedfellows, yet the two by force of circumstances kept company over many years. Following the opening between Huddersfield and Marsden in 1798 great difficulty existed through inadequate access between the two parts of Marsden separated by the River Colne. A Committee was established to build Kaye Bridge to enable traffic to reach the canal warehouse and a contract was let to Nathaniel Gott to construct a bridge at a cost of £52.10.0d and letters signed by Nicholas Brown indicated that John Rooth would pay a portion of this on behalf of the Huddersfield Canal Company. Payment however was protracted and the matter was eventually dealt with by the High Court, Queens Bench Division in 1807.

A dispute in 1850 saw the LNWR defend the terms of a sludging contract for work to be undertaken between Lockhead and the 31st Pool at Parkgate at a rate of 5d per yard of which 2629 yards were to be dredged. Wasting water was prosecuted with vigour and at Stalybridge in 1855 two boatmen, having opened both top and bottom cloughs at lock 5 fought as to whose boat should pass through first, being fined £2 each with the alternative of two months imprisonment. Later three boys were apprehended at Slaithwaite for stone throwing, but the charges were not proceeded with, the action being brought simply as a warning "as the boys were not bad boys, and who attended Sunday School". At the time five Canal Constables took the oath of office but their precise status is a matter of speculation for all were canal employees and the matter raises the question — did they wear a uniform or were they akin to Special Constables?

One of the most frequent places where canal officials were seen was the Coroners Court following suicide, persons "found drowned" were near weekly occurrences. Often at night-time a person returning home on the towpath in a state of intoxication would later be found floating in the water and Canal night-watchmen had regularly to recover bodies and occasionally save lives. At Ramsden Mill lock, for reason of space limitation, the arm of the upper lock gate was placed on the side opposite the towpath, so when closed it passed into a wall recess. It was there in 1857 when the Kenworthy vessel Calder was using the lock, that a young child met her end. At the inquest it was disclosed that as a result of the accident the arm of the lock gate had been shortened and the cavity where the child had been crushed had been sealed up. After a fatality in 1873 at lock 17 the Canal Superintendent, Edward Greenwood was asked if the LNWR could be prevailed upon to erect fencing round locks, and as a result a number were so treated. At a similar occurrence in 1875 Greenwood was asked what preventative measures could be taken to avoid persons being drowned, and to the amusement of those present he replied "I suggest nothing better than keeping people sober"! During a week in June 1878 no fewer than five boys were rescued from Shaw Foot Mill Goit, Aspley, and a commercial traveller taking a short cut over a lock to Carr Lane from Bridge Street, Slaithwaite fell in and was rescued by onlookers before receiving the act of a good samaritan at the Commercial Hotel.

In June 1872 a vessel moored near Spring Mill was burgled by another boatman at 4.00 a.m. while the person in charge, Samuel Pogson of Slaithwaite was asleep and whose possessions were stolen, for which the offender was sent to prison for one month.

Two important matters in 1874 saw the LNWR successfully repulse a claim for £1000 for goods damaged by flooding at Royal George warehouse "the canal not being responsible for the River Tame overflowing" while in the Queens Bench Division of the High Court the LNWR sought a mandamus against the Overseers of Marsden in respect of a claim for excessive canal rating demand of £53.18.0d but their application was rejected.

1875 saw the LNWR introduce a Parliamentary Bill aimed to legalise their sale of canal water. A matter strenuously opposed by Huddersfield Town Council. At the time Mills and industrial premises alongside the navigation between Huddersfield and Marsden were using some 681,162 gallons daily. The canal cause found a worthy champion in Alderman Brooke who addressing the Town Council said "the action of the canal authorities has very largely developed property and increased trade and prosperity". The proposed Corporation scale of charges would be at a rate of 7 ½ d per 1000 gallons, eight times higher than the canal charges.

By contrast in 1878 the Nuisance Inspector was ordered to take action against the LNWR after Linthwaite Local Board complained of huge accumulations of mud causing a hindrance on the towpath at Milnsbridge.

NEIL FRASER.

## **dungebooth lock "uppermill"**

We are pleased to announce a remarkable offer that will be attractive to all canal lovers and especially to well-wishers of the H.C.S. We are obtaining a limited edition of 250 full colour prints of a beautiful water-colour painting of Dungebooth Lock, Uppermill, painted within a week of the first lock gates being hung.

The work, which was commissioned by H.C.S. member Mrs. Anne Wright of Dobcross and which is being copied with her kind permission, is by David Ford, who is undoubtedly Saddleworth's most popular water-colour artist and has exhibited at the Royal Academy Summer Exhibition.

The prints, which measure 15" × 11" (380cms × 280cms) can be purchased mounted only (for postal delivery) or mounted and framed in a polished wood frame, overall size 20 ½" × 16 ½" (520cms x 420cms) for delivery local to canal or for collection.

Each print will be numbered and signed by the painter and will have a descriptive label on the back, explaining the significance of the painting.

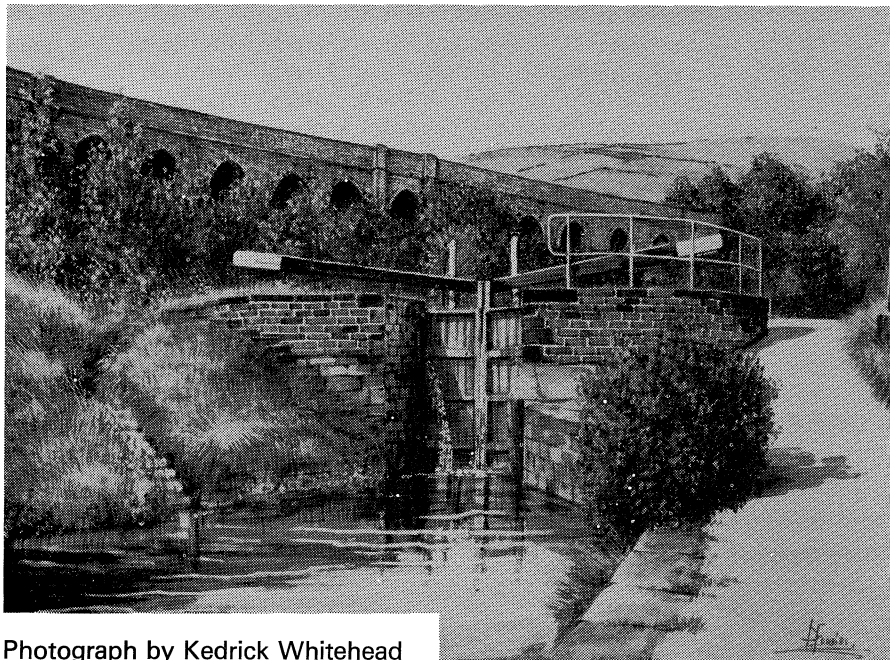
Prices are as follows:—

Print, double mounted in white and dark green in a polished wood/gilt frame, ringed and strung, ready for hanging £12.50

Print, single mounted in dark green, unframed, including packing and postage £8.00

Please send cheque with order to Jean Buckley, 37 Edward Street, Oldham.

By kind permission of the owner, Mrs. Anne Wright of Dobcross, Saddleworth



Photograph by Kedrick Whitehead

## **THE PEAK AND PENNINE LINE...**

narrowboat cruising at its best ...

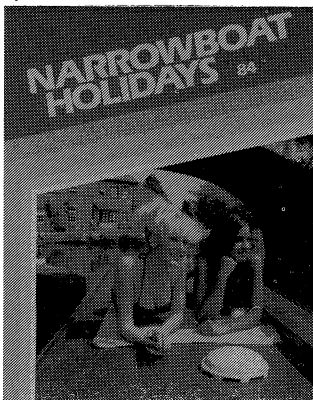
Our canal cruising holidays offer an unrivalled variety of routes, scenery, boats and prices.

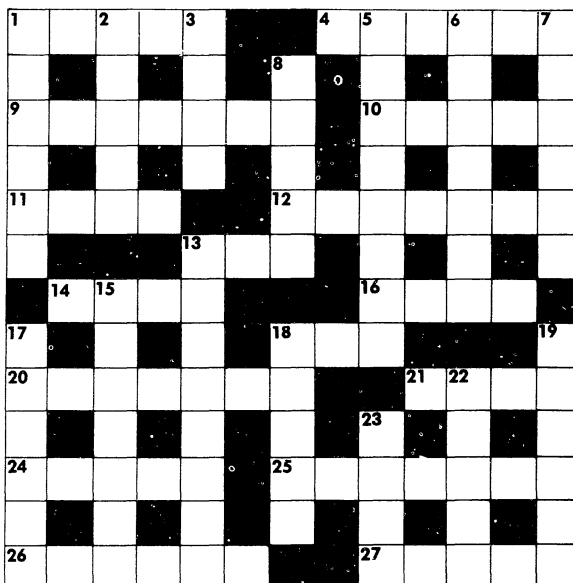
Cruise through the glorious Yorkshire Dales, National Park on the Leeds/Liverpool Canal — enjoy the scenic delights of the Cheshire ring and pretty Peak Forest Canal in Derbyshire.

Free 'Two Base' colour brochure from:

**The Holiday Booking Service,  
21/23 High Street, Gargrave,  
Skipton, North Yorkshire.  
Tel: Gargrave (075 678) 8105**

**'A UNICON MARINE  
PRODUCTION'**





**ACROSS**

- 1 and 4. Movable Cross Over (5 and 6)
- 9. Whistle Cord (7)
- 10. Presents (5)
- 11. Engrave (4)
- 12. Refrain (7)
- 13. Friend (3)
- 14. With 16 and 24 Across A Famous Canal 'Staircase' (4,4,5)
- 16. See 14 Across (4)
- 18. Clinger (3)
- 20. Maltreated (7)
- 21. Two (4)
- 24. See 14 Across (5)
- 26. Stand Firm (6)
- 27. Dad (5)

**DOWN**

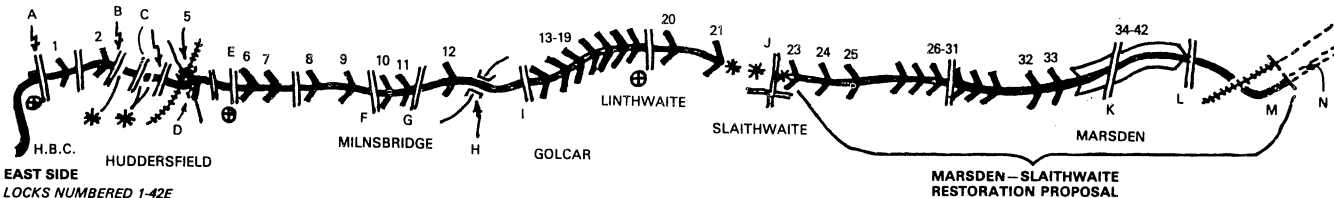
- 1. Choked Up (6)
- 2. Greek Column Type (5)
- 3. May Win A Match (4)
- 5. Recording Office (8)
- 6. Pays The Cost (7)
- 7. Relieving (6)
- 8. Perfect (5)
- 13. Continues (8)
- 15. Pests (7)
- 17. Semi Soft Drink (6)
- 18. Brain Waves (5)
- 19. Public Speaker (6)
- 22. Separate (5)
- 23. Vessel (4)

Crossword kindly sent in by Mr. James Crosland.

**SOLUTION TO CROSSWORD No.15**

**ACROSS:** 1 Paddles, 5 Sable, 8 Anti, 9 Tameside, 10 Tents, 11 Bright, 12 Tie, 13 Trader, 15 Exists, 18 Air, 19 Starry, 21 Plant, 24 Festival, 25 Neon, 26 Ridge, 27 Crashes.

**DOWN:** 2 Annie, 3 Drifted, 4 Eats, 5 Steer, 6 Bridges, 7 Event, 10 Tot, 11 Beer, 12 Tray, 14 Amassed, 16 Islands, 17 Set, 19 Safer, 20 Rhine, 22 Noose, 23 Slur.



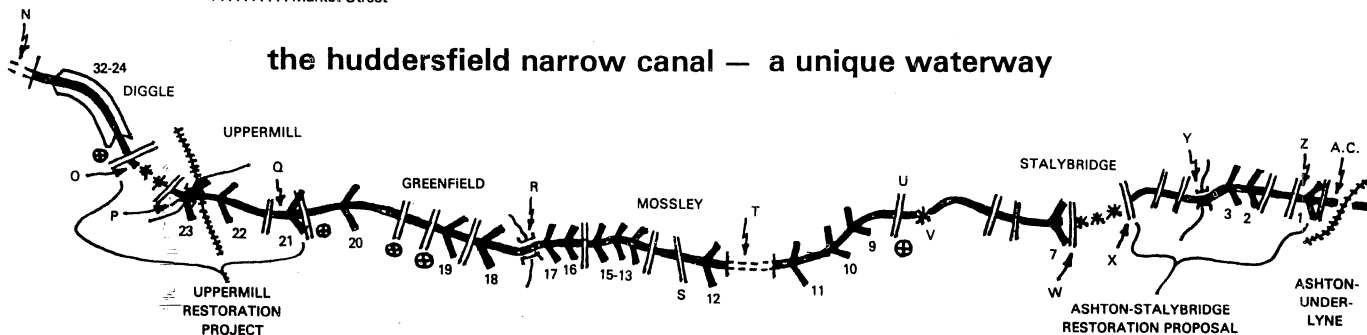
The Huddersfield Narrow Canal — built 1793—1811. Engineer: B. Outram. Closed: 1944. Last recorded passage across Summit: 1948. Restoration began 1981. Length: 19 7/8 miles. Summit pound: 645 ft. above sea level through Standedge Tunnel — 3 miles 418 yards long.

- H.B.C..... Huddersfield Broad Canal
- A.C..... Ashton Canal
- A..... Wakefield Road
- B..... Queen Street South
- C..... Manchester Road
- D..... Paddock Foot Aqueduct
- E..... Stoney Battery
- F..... Market Street

- G..... Morley Lane
- H..... Golcar Aqueduct
- I..... Golcar Swing Bridge
- J..... Britannia Road
- K..... Warehouse Hill
- L..... Station Road
- M..... Tunnel End Cottages
- N..... Standedge Tunnel
- O..... Wool Road Warehouse and Brownhill Visitor Centre
- P..... Saddleworth Aqueduct (old Sag)
- Q..... Uppermill Museum

- R..... Royal George Aqueduct
- S..... Egmont Street
- T..... Scout Tunnel
- U..... Grove Road
- V..... Hartshead Power Station
- W..... Mottram Road
- X..... Bayley Street
- Y..... Stalybridge Aqueduct
- Z..... Whitelands "Tunnel"
- \*..... Infilled sections
- +..... Culverted or lowered bridges

## the huddersfield narrow canal — a unique waterway



The Saddleworth Round Table have kindly donated £150 towards our Uppermill Restoration Project. The project which has involved the restoration of two disused locks — Dungebooth and Lime Kiln — in Uppermill has been taking place since April 1981.

The donation is obviously very much appreciated and will allow us to begin various environmental work around the locks and to buy paint for the lock gates.



Photo: W.T. Robbins

Photo taken 22nd October shows the Vice Chairman of the Saddleworth Round Table, Brian Knowles, presenting a cheque to the Uppermill Project Manager Graham Maskell, with HCS Publicity Officer, David Finnis and Round Table Publicity Officer Alan Wallace looking on.

# **FRANK BENNETT**

**T.ENG, M.I.E.C.  
MARINE ENGINEER  
AND SURVEYOR**

**Tel. 061-303 0466**

**"Lynwood"**

**81 Lodge Lane, Dukinfield,  
Cheshire SK16 5JF**

**PLEASE NOTE  
WE HAVE MOVED**

and I am now available from the above address and telephone number to undertake the Survey of All Inland Waterways Craft for B.W.B. Certificates of Compliance, Insurance/Damage Reports and Pre-Purchase Reports.

# **celtic canal CRUISERS LTD.**



If you're hooked on canal boating, why not try a holiday on the Irish waterways. From our base on the Grand Canal you may travel West to the River Shannon or East to the River Barrow, offering a variety of routes. Easy access by car to our base via Holyhead/Dublin car ferry. Our fully equipped Narrowboats are built to high standards in England. For further details write or phone (direct dial) for our brochure. Celtic Canal Cruisers Ltd., Tullamore, Co. Offaly, Ireland. Tel. 010353506/21861. Telex 33738.

# **PAINTINGS**

**Including Numerous Canal  
Scenes by James Crosland  
Visit the Spend and Save  
Gallery**

**Byram Street Left Below  
The Princess Cinema  
Huddersfield**

**(Opposite New Monday Market)**



The Witters of Chester support restoration of the Huddersfield Canal — and would like all Diggles to know that at their canalside factories they make very good canoes, paddles, helmets and trailer towing brackets.

## **pennine link advertising rates**

	per issue	6 issues
¼ page	£2.00	£10.00
½ page	£3.50	£17.50
Full page	£6.50	£32.50

Classified ads 5p per word  
Box No. 50p

## **deeds of covenant**

If you wish to help the Society further by paying your subscription under a deed of covenant then please write to or phone me for details.

*Sue Bradbury*, Treasurer

## **press cuttings**

If you see anything mentioning the Huddersfield Canal or the Society in newspapers, magazines, etc., please could you cut out and send to Neil Frazer, 84 Broomfield Road, Marsh, Huddersfield. Neil has now taken over as press cuttings officer.

## **membership competition**

Again there is a chance to take part in the membership competition. All you have to do is enrol a new member to the Society and on the form where it says 'I heard about the Society from...' they must fill in your name to be eligible to enter the competition. The lucky winner receives £5. This issue's lucky winner is Tony Lockwood.

# Victoriana Tea Room and Grill

23 High st  
Uppermill

LICENSED



Tel. Saddleworth 3589  
after hours 5960

Tea rooms every day 10.00am-5.30pm Restaurant—  
**BISTRO NIGHTS + Weekly special £5.50 for two people +**  
Tuesday-Saturday 6.30pm-10.30pm  
**Sunday lunches and weekend grills**  
**Next to Saddleworth Museum and car park!**

## JOIN NOW

Your support is needed now. The more members we have, the more effective is our voice. Help to re-open the Huddersfield Narrow with your pen, your spade, your moral support or in any other way you have to offer.

To: The Membership Secretary, Huddersfield Canal Society, 38 Paris Road, Scholes, Holmfirth. Telephone' Holmfirth (048 489) 5022

I/We wish to join the Huddersfield Canal Society.

Name/s .....

Address .....

.....

.....

Postcode ..... Telephone: .....

Occupation .....

Amount enclosed £ ..... Cheque/PO/Cash

I heard about the Society from .....

### MEMBERSHIP RATES

Family membership £2.50. Junior (under 18) £1.00

Associate £5.00 (voluntary societies)

Corporate £10.00 (minimum) Life £50.00

Members receive free copies of 'Pennine Link', the society's bi-monthly magazine.



**ORDERS TO SALES OFFICER: Mrs JEAN BUCKLEY**

HCS logo Sweatshirts (Red) (small, medium, large)	£8.95	50p p&p
HCS logo sweatshirts (Navy) sm, med, large	8.95	50p p&p
HCS logo sweatshirts (Navy) XL	9.25	50p p&p
Lovely Shetland Wool Sweaters with HCS motif — various colours — please write or phone for details	£15.00	
Ladies HCS T-shirts (round or vee neck) pastel colours	£3.25	25p p&p
TCF White T-shirts (small, medium and large)	£2.75	25p p&p
'I've Been on Stan' Badges	30p	S.A.E.
Pennine Link	25p	+ 2nd class postage
Tunnel End postcards	10 for £1.00	inc. p&p
Various coloured postcards	9p each	S.A.E.
HCS Ties — Maroon, Brown and Blue	£2.95	25p p&p
HCS Brass Plaques	£7.25	£1.00 p&p
HCS Badges	20p	& 2nd class stamp
T-Towels (Reproduction of old Standedge Tunnel poster	£1.75	& 25p p&p

**BOOKS AND MAPS**

Filled t' top wi' rubble (Mossley Report)	75p	15p p&p
The Rochdale Canal	95p	15p p&p
Nicholson's Guides (latest editions)	£4.95	25p p&p
Yorkshire Waterways	£1.60	25p p&p
Lancashire Waterways	£1.75	25p p&p
Birds of Hedgerows...Mountains...		
Inland Water and Gardens each	85p	15p p&p
Wild Flowers of Waterways	85p	15p p&p
Ladybird Book of Canals	50p	15p p&p
The Ashton Canal	90p	15p p&p
Huddersfield Canals Towpath Guide	£2.50	40p p&p



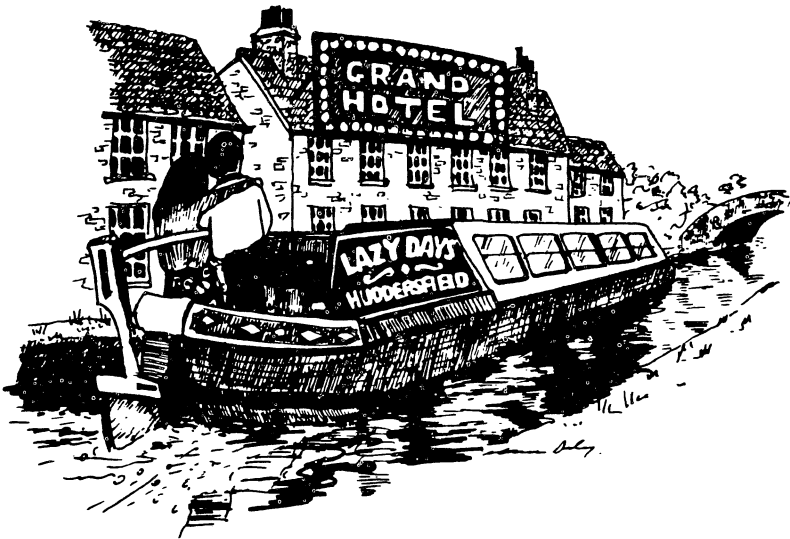
**T-TOWELS**

Reproduction of old Standedge Tunnel Poster

Colour: Sepia on Cream background.

Only £1.75 + 25p p & p

Cast off with  
**ROBINSONS CRUISERS - - -**  
**DEWSBURY**



- - - AND TAKE YOUR  
HOLIDAY HOME  
WITH YOU!

SAVILE TOWN, DEWSBURY  
Telephone: Dewsbury 467976

*Carefree comfortable canalling  
at its enjoyable best*

Articles for inclusion in the March/April issue of Pennine Link must be received no later than the 1st February.

## stamp collection

Having taken over as stamp officer from Sue Gibson, I now fully realize what a "Labour of Love" means (Sue, you must have been absolutely besotted) I've also noticed a marked improvement in the behaviour of my two youngsters. A stamp soaking and sorting session has become the ultimate deterrent.

With the stamps now at hand, we also have a number of Green Shield, Coop and other trading stamps, cigarette coupons and cards, and old postcards. I would be pleased to accept these also, no matter how little — they all help to raise much needed cash. Thanks to all that have sent stamps to me, too many to name — but all appreciated.

BRIAN GRANT.

## not just an engineer

A profile on John Freeman in the December 1960 issue of the Board's magazine *Waterways* referred to his appointment in 1948 and said 'He liked British Waterways and he stayed'. In fact he stayed 35 years.



Photograph: Leslie Bryce

Caught on camera at the IWA National Rally at Wigan, when John was looking at the Board's local historical display in the old canalside toll house.

After serving in the Fleet Air Arm during World War II, John Freeman joined the waterways in 1948 in the drawing office at Northwich. In 1956 he went to the former North Western office in Liverpool as a draughtsman. He was appointed work study assistant in 1958 and promoted to district inspector of the South Lancashire district in 1960. On re-organisation in 1963, John was appointed Wigan area engineer.

These are the facts of John's career up to his appointment as area engineer, but they do not reveal the man behind the facts. Character, personality,

forthrightness, sincerity, dedication, these are just some of the attributes that have made John the man who prompts many canal enthusiasts to say "John is not just an engineer, he is a waterways man." And 'just' is an appropriate word, because everyone who has worked with John will appreciate his reference to the 'Just Period'. Most of us have had a touch of the 'just' bug. You know, "I was just going to..."

At a presentation in Melbury House (or Melburyland as John calls it), Sir Frank Price, who had an appointment in Birmingham earlier that morning, had made a determined effort to get back to London in time to be present at the ceremony and to add his own words of tribute.

### ASHTON CANAL

Sir Frank said he had a very high regard for engineers like John Freeman with his 'earthy' qualities and straightforward and honest approach. Sir Frank said that John would probably be remembered for many many things, but in particular as the man who had restored the Ashton Canal against the greatest of odds.

At the same presentation both the chief executive and Martin Japes, director of engineering, paid tribute to John. Martin Japes, who firstly presented John with a 35 year long service badge said that because John represented an end of an era of engineers the Board thought it appropriate to mark his retirement with a luncheon at Melbury House.

He said that Wigan area was one of the most disciplined areas in the Board and referred to John's own personal efforts involving many hours of his own time liaising with voluntary groups. A special gift was presented by Martin on behalf of the Board the book *Archeology of Canals* by P.J. Ransome.

It needed a long large table to hold the many wrapped gifts and cards. As someone commented, it was like Christmas but with only one person receiving all the gifts. These included a crystal water jug from the area office, a beautiful Alan Firth painting of Springs Branch and a carriage clock purchased from the donations made by colleagues. Some section inspectors gave a personal gift as their way of saying thank you to John. Mounted photographs of Standedge Tunnel were presented by the chairman of the Huddersfield Canal Society and he also made John a 'Freeman' of the Standedge Tunnel with a special hat to wear. A framed photograph of Bingley Five was presented by the Skipton section. Peter White, architect/planner, presented his own drawing of the offices at Hillmorton (Canal House) that John had visited many times. Les Croft, Wigan repair yard manager, presented a specially constructed model of a maintenance boat which he said was a Freeman-class dredger. Then there was a beautifully carved walking stick made by hand from a single branch of ash that was presented by David Hall, retired Lancaster Section inspector on behalf of Lancaster Section canalman Tom Atkinson who had a personal reason to thank John.

Even the flowers of the buffet table were special. Each posy had been professionally arranged by John Jackson, Liverpool length foreman, using flowers from his own garden.

---

## PENNINE LINK

---

He will now have more time to continue his interest in the maintenance of the fabric of church buildings. He has been a trustee of three churches and secretary of two Trust Committees formed to raise finances for repairs. He is involved with dramatic groups and choir concerts. He has become an expert in bee keeping and is in demand as a public speaker on this subject, Methodism and of course waterways.

John will be receiving a retirement album, that we hope will help him recall his full and happy life on the waterways.

Quoted from BWB Waterways News, December 1983 number 136.

I'm sure you will all join in with us at HCS in wishing John a very long, happy and healthy retirement.

## membership

We are pleased to welcome the following new members:

- 1120 James W. Flynn, [REDACTED]
- 1121 Mr and Mrs A. Starr, [REDACTED]
- 1122 Linda and Ernest Tebb, [REDACTED]
- 1123 Peter C. Cole, [REDACTED]
- 1124 Trevor Cawthorne, [REDACTED]
- 1125 John Alfred Baker, [REDACTED]
- 1126 Cynthia and Bryan Armitage and family, [REDACTED]
- 1127 D.J. Mirrlees, [REDACTED]
- 1128 Mr and Mrs K. Preston, [REDACTED]
- 1129 D.B. Hewitt, [REDACTED]
- 1130 Miss Christine Edwards, [REDACTED]
- 1131 J.R. Chapman, [REDACTED]
- 1132 David Arnall, [REDACTED]
- 1133 Mike and Chris Cowling, [REDACTED]
- 1134 Mrs Susan Rhodes and Michael Kronman, [REDACTED]
- 1135 Naimi Ratsep, [REDACTED]
- 1136 Lawrence Johnson, [REDACTED]
- 1137 Mrs K. Muhlethaler, [REDACTED]
- 1138 Mr and Mrs Schwenk, [REDACTED]
- 1139 Leslie and Florence Sykes, [REDACTED]
- 1140 Hubert Haywood, [REDACTED]
- 1141 Mary E. Holt, [REDACTED]
- 1142 Joan and John Leslie, [REDACTED]
- 1143 Joan Mills, [REDACTED]

*Val Dewey* — Membership Secretary

5th Jan.	8pm	Illustrated talk on the Rochdale Canal by Brian Holden at the Commercial Hotel, Slaithwaite.
11th Jan.	8pm	Social meeting at the Station Hotel, Ashton.
17th Jan.	8pm	Natter and Noggin at the Diggle Hotel, Diggle.
19th Jan.	8pm	Illustrated talk about the West Yorkshire Countryside Ranger Service at Tunnel End Cottages, Marsden
25th Jan.	8pm	Social meeting at the Grapes, Trippet Lane, Sheffield
2nd Feb.	8pm	Social meeting at the Junction Inn, Tunnel End, Marsden
8th Feb.	8pm	Social meeting at the Cheshire Ring, Hyde.
16th Feb.	8pm	Slide/tape presentation by Tom Lonsdale entitled 'Marsden' at Tunnel End Cottages, Marsden
21st Feb.	8pm	Natter and Noggin at the Diggle Hotel, Diggle
22nd Feb.	8pm	Social Meeting at the Grapes, Trippet Lane, Sheffield
1st March	8pm	Illustrated talk on Commercial Carrying by Geoff Wheat at the Four Horseshoes, Milnsbridge, Huddersfield
7th March	8pm	Social Meeting at the Farrars Arms, Grasscroft
25th March	TBA	HCS Treasure Hunt
19th April	8pm	HCS 10th Birthday Party at the Diggle Hotel, Diggle.
20th April	TBA	Diggle Canal and Craft Fair and Diggle Barrel Roll
27th April	8pm	HCS Ltd. 4th Annual General Meeting at the Coach and Prompt Horses, Standedge. Slide/Film show, pie and pea supper and disco. Come along — don't be shy — we like to meet members old and new.

## uppermill working party dates

4th/5th February  
 3rd/4th March  
 31st March/1st April  
 20th/23rd April (Easter Work Camp)  
 19th/20th May  
 26th May (Official opening)

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

© Huddersfield Canal Society Ltd 1984

ARTICLES may be reproduced in allied magazines without prior reference providing the source is acknowledged.  
 The Diggles © Huddersfield Canal Society Ltd 1984

