



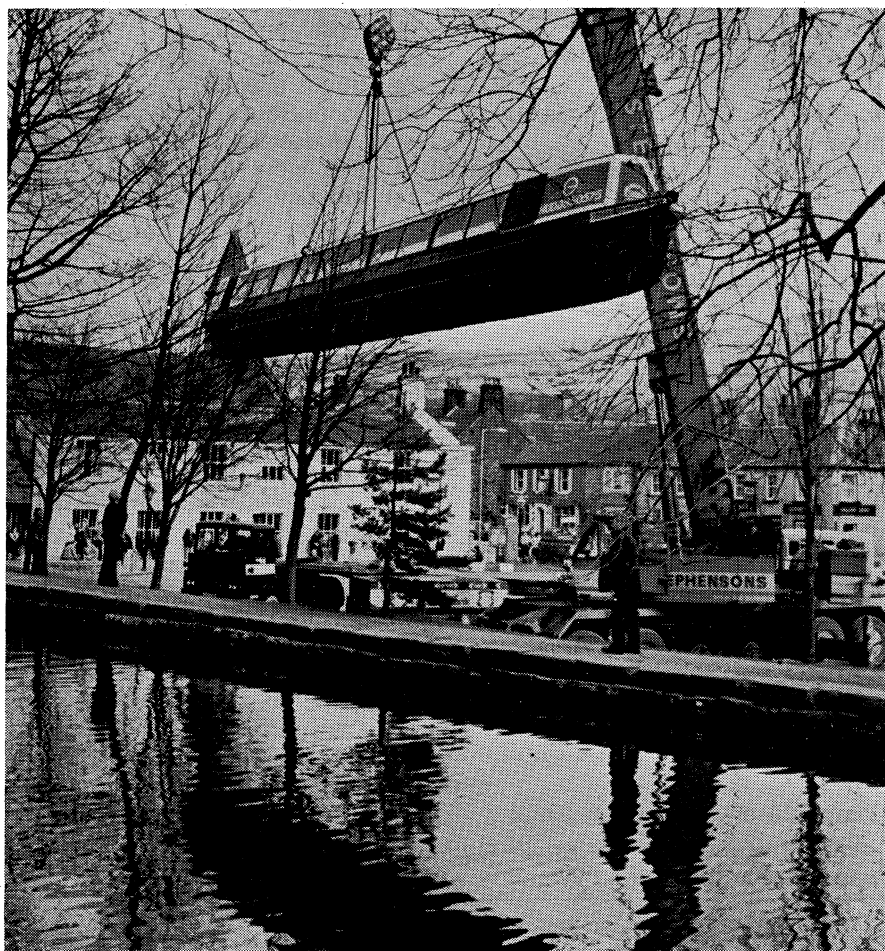
**HUDDERSFIELD
CANAL
SOCIETY**

25p
FREE TO
MEMBERS

PENNINE LINK

No.57

May/June 1984



Chairman & Uppermill Project	David Sumner	54 High Lea Rd, New Mills, Stockport. Tel:Whaley Bridge 4611
Vice-Chairman & Marsden-Slaithwaite Project	Trevor Ellis	20 Batley Avenue, Marsh, Huddersfield 34666
General Secretary	Robert Dewey	38 Paris Rd, Scholes, Huddersfield HD7 1UA. Holmfirth 685022
Treasurer	Mrs Susan Bradbury	15 Rowley Lane, Lepton, Huddersfield. Tel: Hudds 603467
Sales Officer	Jean Buckley	37 Edward St, Oldham. 061-624 4881
Publicity Officer & Tunnel End Editor	David Finnis	12 Chapel Hill, Linthwaite, Huddersfield. Tel: Hudds 846087
	Sue Gibson	14 Simmondley New Rd, 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. Tel: Hudds 850575
Projects Officer	Keith Gibson	Northcote House, Niels Rd, Slaithwaite, Huddersfield. Tel: Hudds 844596
Festivals Officer	Mrs Hazel Maskell	19 Quick View, Mossley. Tel: Mossley 3992

non-council posts

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Cover Photo shows 'Benjamin Outram' being craned into the canal at Uppermill. Photo by Brian Worsnop.

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY LTD.

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editorial

With the better weather upon us we hope you'll be able to take advantage of HCS's summer activities. If you live a little further afield maybe you could combine a trip to one of our festivals with a visit to the canal, the Tunnel End Cottages, the two restored locks and a new trip boat at Uppermill.

Please try and support your society — maybe by spreading the HCS word, recruiting a new member or by leaving a membership form or a Pennine Link on a hired boat (that's how the Celtic Cruisers ad came about!).

Sue Gibson

1983 saw the most progress towards restoration of the Huddersfield Narrow Canal since we began our campaign in 1974. Much has been achieved through meetings with the Metropolitan County Councils, the three District Councils and with British Waterways Board. Our most spectacular success has been the regating of the two locks at Uppermill now awaiting an official opening in May 1984. Future restoration will need the full co-operation of these public bodies as well as the continued support of the members of the Society, the local people and organisations in Colne and Tame Valleys and private industry. Restoration of two locks in a particularly attractive part of the Tame Valley has provided the stimulus for other restoration schemes and focused attention on the canal and its potential for improving the environment, providing tourist amenities and creating employment.

It is the job creation element that is providing the most attractive feature of canal restoration to the riparian local authorities. The Tunnel End Cottages at Marsden were opened in September 1983 by the Chairman of the West Yorkshire Metropolitan County Council after a community programme scheme had restored two derelict houses into a museum for the Society with a meeting room and a base for the West Yorkshire Ranger Service. The Society has campaigned for many years to restore these cottages as a prelude to restoration of the Tunnel and the local authorities gave due recognition to the Society's efforts by rewarding us with a lease for one half of the building.

At the end of the year both Kirklees and West Yorkshire approved our Marsden to Slaithwaite scheme — 19 locks and 2.75 miles. This restoration will be a Manpower Services project lasting 2-3 years and providing over fifty jobs including a lock gate manufacturing workshop. The Society had put forward plans to restore Locks 1 and 2E in Huddersfield as a volunteer project but these are now included in the main scheme leaving the Society to find other volunteer sites.

We have stated before that the role of the Huddersfield Canal Society is to act as a pressure group to bring together interested parties to promote the full restoration of the Huddersfield Narrow. Volunteer working parties at Uppermill have shown that, by regular weekend work assisted by the Inland Waterways Association and the Oldham Community Service Group, small schemes can be undertaken to show the way for more ambitious projects managed by local authorities or by British Waterways Board. We are looking for more sites to keep a Society presence on the canal but we cannot hope to achieve wholesale restoration alone nor will our limited funds provide the required sets of lock gates. We were particularly pleased in 1983 to receive a major donation towards the gates in Uppermill and to see British Waterways Board undertaking extensive towpath renovations in Tameside.

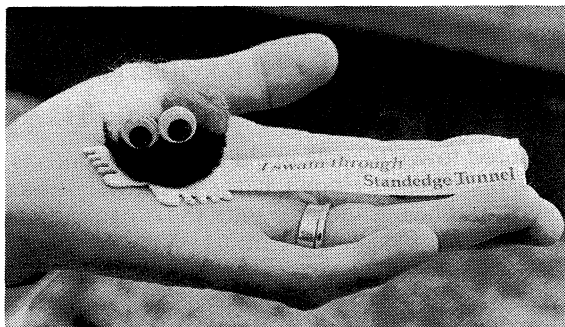
Our wide coverage in the local and national Press and TV of the campaign and related topics, has helped increase our membership to approaching 1,000 members in 1983. Various festivals, the 'Toepath' walk and smaller events have contributed to the Society's fund-raising efforts and the attendant publicity kept the local press aware of our presence in the Valleys. We shall endeavour to keep the campaign in the public eye during 1984.

In 1984 we shall experience more successes. We shall launch Benjamin

PENNINE LINK

Outram, our new narrowboat and start public trips; open the two lock gates; witness the start of the Marsden-Slaithwaite scheme and consolidate and expand the exhibition at our new home at Tunnel End. Phase II of the Uppermill project will be launched; new volunteer schemes will be evaluated and your Council will continue to meet local organisations, Councils and British Waterways Board to press for further restoration schemes. 1983 was a momentous year. The foundations of the success were laid.

In 1984 — National Heritage Year — we hope to ensure that everyone with an interest in the environment will recognise the need to restore our canal and make it part of our living heritage.



What, you may be asking yourselves are Digglettes? The colourful baby Diggles with googly eyes claim to have either swam through Standedge Tunnel or been found floating in Aspley Basin with a self adhesive backing they can go anywhere with you, stay at home, travel in, or on the car, boat, in fact you should never be without one.

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Brookes duo win the fourth HCS treasure hunt

The Society's fourth Annual Motorised Treasure Hunt held recently was won by Kath and Dennis Brookes from Denby Dale and Mossley respectively.

Over 30 competitors in a dozen cars took part and followed a sometimes circuitous route from Tunnel End, Marsden to the Sair Inn, Linthwaite where a traditional Sunday lunch and ample supplies of beer from the Linfit Brewery were waiting.

Following a committee decision the honour of arranging next years event was awarded to Stuart Moreton from Marsden

DAVID L. FINNIS & SUE McBRIDE

toepath '84

This annual sponsored towpath walk in aid of Society funds is being held this year on **Sunday 7th October**. Hopefully the event will be as successful as it has been previously, but help is required with the organisation. If anyone feels they could help out at all, Please Contact:

ALISON FISHER

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Marsden.

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There was so much about the Marsden — Slaithwaite project in the last issue of "Pennine Link" that I had no space to write about other projects. There should be a separate article about Marsden — Slaithwaite in this issue. Now the project is under way I will be less involved. It seems strange setting out to write an article without mentioning it. Maybe it will be shorter than usual (sighs of relief all round!)

What's been happening on other projects since I last wrote about them in the January/February issue?

Regular sufferers of my contributions to this august journal will remember that the Society is involved with the Peak Forest Canal Society and Tame Valley Wardens in the Tameside Canals Development Association. 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.

Tameside Councillor Frank Ruffley is the Chairman of the Association, David Brown of the Peak Forest Canal Society it's Treasurer and our Chairman, David Sumner, its Secretary. I attend meetings as the general dogsbody who writes reports and thinks about costs etc. The Manpower Services Commission have now approved the scheme submitted to them by Tameside Council's Community Programme Agency on the Association's behalf. Interviews should have been held for Supervisor for the 60 person project when you read this.

Although the first work is not on the Huddersfield Narrow Canal it is relevant, and we hope the Association will gain experience to be able to tackle actual restoration next. We have written a report setting out how the scheme can restore the canal between Grove Road and the Tameside/Oldham boundary at Calf Lane (between the Royal George Aqueduct and Lock 17 west), and made an initial estimate of the likely cost. As work progresses on the Peak Forest towpath we hope to be able to pursue this project further and sort out the financial and other implications in time for the scheme to transfer to our canal.

You might remember that together with Waterway Recovery Group we produced a report about 16 months ago proposing the restoration of the canal between Ashton and Stalybridge. Greater Manchester Council have expressed the intention to carry out this project, but it is not yet in a programme of work.

For some time we have been discussing the canal through Greenfield, Uppermill and Diggle with Oldham Council's planners. These discussions are still continuing and we hope they will lead to further restoration work probably using Manpower Services Commission labour and possibly "Operation Groundwork" funds. I am hoping that we might even find work here for our volunteers to tackle after Uppermill.

We haven't forgotten the rest of the canal. Your Council is actively talking to the Local Authorities, British Waterways Board and other people to forward our cause. More news when there's something to report!

KEITH GIBSON

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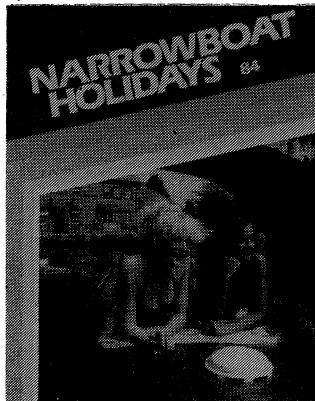
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**'A UNICON MARINE
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We still have no firm date for the commencement of the spillway mentioned in the last issue of Pennine Link mainly because planning permission has yet to be granted for the work.

The exhibition centre has continued opening and has attracted an increasing number of visitors as the weather has improved.

A group recently met to consider improvements and extensions to the present display and these changes will be made as soon as possible.

TREVOR ELLIS

scouts take the plunge

How to get yourself press ganged into writing a magazine article — talk to Dave Finnis with an idea for a Waterways Trip. I don't usually do this nor do I attempt to do it at 7.00 a.m.! However, as I am in at the deep end (is there one on a canal?) here goes.

I read in the Halifax Courier that the Canal Society is offering certificates for anyone who would navigate from Aspley Basin to Tunnel End and I said that Scouting could oblige.

We have, therefore, set the trip for 20th May — 10.00 a.m. at Longroyd Bridge (main group) 10.00 a.m. Aspley Basin (Instructors). The boys concerned are from Huddersfield North Scout District and have never canoed before (now who is in at the deep end) and they will be accompanied by three B.C.U. qualified leaders.

We hope to make the trip in four hours and trust that somebody will be available to stop us before either we head into Standedge Tunnel — like a series of windmills — or to pull tired bodies from canoes.

May I take this opportunity on behalf of local scouting to wish the Society well and look forward to being able to join in your future activities.

C. MIDGLEY

(West Yorks. Scout Canoeing Adviser)

Uppermill Official Lock Opening and Festival

Saturday 26th May 1984

Craft Stalls, Canal Trips
and

Entertainments from 12 noon

For further details 'phone Jean Buckley on
061-624 4881 or

Peter Freeman on Heywood **64468**

We are now pleased to announce that two flag days have been arranged. The 28th July sees the first in Stalybridge and the second Huddersfield flag day is November 17th. Please, if you can help it would certainly be appreciated, the money needs to be collected in collecting tins so manpower is important. For Stalybridge flag day please contact Jean Buckley 061-624 4881

stop press....stop press....stop press.... Kirkless/West Yorkshire MSC scheme

Rapid progress is now being made on the Kirkless and West Yorkshire sponsored scheme to restore the canal between Tunnel End, Marsden and Slaithwaite, and in the centre of Huddersfield. This community programme project has been given the go ahead by the Manpower Services Commission since the last issue of Pennine Link.

Ian Preston the Engineer, seconded from West Yorkshire Council and Kirkless Councils MSC team headed by Stuart Plant have been busy preparing for work to start. Negotiations are well under way to lease an industrial unit at Colne Valley Workshops, Spring Grove Mills, Linthwaite which will form the lock gates workshop. This former textile mill at Hoylehouse owned by Illingworth Morris Plc has been divided into small industrial units with a large parking and loading area alongside and good access to the main A62 Manchester Road. It will form a good working base and should soon be available for occupation by the MSC team.

The posts of supervisors to the scheme have been advertised and interviews will soon be held, people may well be in post by the time you read this, after which interviews for other workers will be held.

If all goes well, we should be able to report that work has started (at Marsden) in the near future.

KEITH GIBSON

appeal to whisky drinkers

There is a certain brand of whisky whose name may ring a Bell with you. When you buy a bottle there is a golden tag hanging round the neck. If you haven't noticed there is the story of a bell on it and there are 42 different ones to collect.

One of our regular meeting places the Diggle Hotel has informed us that if one collects the whole set the manufacturer of the whisky gives away a range of prizes and also gives donations to charities.

If you can help to collect all or part of a set, please forward the tags to Mr R. Stiles, 94 Hindes Road, Harrow, (or pass on to an HCS Council member) who has kindly agreed to help our Society.

national rally at hawksbury junction

This year's national is to take place during the weekend of 25-27 August at 'Sutton Stop'. Although it may seem a little early to start planning who is going etc., it isn't. If you will be going to the national please could you let us know to enable us to plan duty rotas etc., for our sales and exhibition stands. If anyone is going on a boat and can offer accommodation to our volunteers manning the stands please also let us know.

David Finnis

The 1984 Tunnel End Festival, planned for June has had to be changed due to the British Waterways intentions of carrying out substantial construction work in the immediate vicinity of the cottages. Work is due to commence in April 1984 and will carry on throughout the summer. As the area will be a building site during this period, it was thought wise to find an alternative site for the festival. The now Colne Valley Canal Festival will take place on Saturday 16th and Sunday the 17th of June at **Old Bank, Slaithwaite**.

Many entertainments have been planned for both days, craft stalls, games, Morris dancers, and hopefully a local band and majorettes. Activities for the children will include a clown and a fun castle, so there should be something for everyone.

A few people have been invited to bring their boats to the festival, so along with Stan there should a wide variety of boats on show to the public.

On Saturday (June 16th) a canoe race has been planned. It is due to commence at 12 noon at the bottom end of Slaithwaite proceeding down to Longroyd Bridge in Huddersfield and then back again, ending with a sprint finish at the festival site. For further details of the race or entry form please contact, R. Meakin, 14 Brougham Road, Marsden. There will be a £1 entry fee.

The festivities are not just limited to the daytime, on Saturday evening a disco will take place at Slaithwaite Leisure Centre, tickets will be available nearer the time. We hope as many people as possible will support this event.

SANDIE DOWNSBOROUGH

trailed boats for Colne Valley Festival

Following on from the "super fantastic mega festival" at Aspley Basin in May. The other good news is that the Society is arranging a canal festival in Slaithwaite, Hooray! The not so good news is that the only way get a boat into Slaithwaite is by road. Therefore if any member or friends have a trailed boat that could be "sailed" on a 700 yds stretch of canal on the weekend of 16th — 17th June would they please ring me on 061-682 6148

STEVE CONNOLLY

Boat Officer (Colne Valley Canal Festival)

car stickers

HCS would once again like to thank Pearlan Decals Ltd. of Halesowen, W. Midlands for a further donation of HCS Car Stickers.

Solution to Crossword No.17

ACROSS: 1-Boatmen, 5-Fades, 8-Tudor, 9-Caisson, 10-Youngster, 12-Eve, 13-Detest, 14-Estate, 17-Elm, 18-Houseboat, 20-Getaway, 21-Inert, 23-Demur, 24-Diggles.

DOWN: 1-Butty, 2-Aid, 3-Mirages, 4-Nicety, 5-Friar, 6-Desperado, 7-Sincere, 11-Ultimatum, 13-Dredged, 15-Stewing, 16-Buoyed, 18-Hewer, 19-Totes, 22-Eel.

souvenir plates for festivals

Following the success of last year's 'Tunnel End' plate commissioned to commemorate the official opening of Tunnel End Cottages, we have decided to produce three further plates this year.

The plates which will be of similar manufacture enabling you to start a collection, will feature Turnbridge, Dungebooth Lock and Portland Basin, scenes of three festivals at Huddersfield, Uppermill and Ashton.

The plates are being made by Ted Underhill of Mytholmroyd and are designed by Sue McBride. They are all limited editions of 250, each bearing the individual number and description of the design and reason for the commemorative plate on the reverse.

These plates will all be on sale at Tunnel End Cottages at £5.95 or £6.25 with plate hanger. They will also of course be available at the Festivals but hurry, demand is bound to be great. To make sure of yours now, they can be ordered from Jean Buckley the Sales Officer on 061-624 4881.

Ashton canals festival 1984

If you've been wondering what's happened to Tameside Canals Festival this year well, you've guessed it, we've changed the name. The idea is by no means a new one, and seems to have caused much heated discussion since the festivals first started. The new name should give the event a more 'local' flavour, and indeed it is the support of the local population that has made it such a success. However, old hands like myself are having problems and still keep calling it T.C.F.! Now for a few bits of information:

DATES: 13th-15th July

RAFFLE: You should have some tickets with this issue. Please try and sell them if you can. If for any reason you do not wish to take part in the raffle then simply discard them.

ENQUIRIES: To me please. Offers of help on the day will of course be most welcome. More details will appear in the next issue of Pennine Link.

LAURENCE SULLIVAN

24 Church Street, Stalybridge, Cheshire SK15 1BE.

Tel: 061-303 7785

Members may have noticed that no article on boats was included in the last issue of Pennine Link. This was because nothing had happened.

Stan has now been refurbished and will, if all goes well be operating at the Diggle Festival.

The Boat Committee has met twice and discussed the running arrangements for Benjamin Outram. A lot of details have been agreed; and some have been left to resolve themselves in the light of experience of running.

Finally the best news of all — Benjamin has now been launched at Uppermill and is safely moored between the museum and the bridge. She looks very smart with her new paint. The launch, which took place on Tuesday the 3rd April in bright sunshine, was a most spectacular event. To see 70' and 12 tons floating high above Uppermill, as she was craned off the low loader over the trees and into the cut was a sight not to be missed.

After the launch — and a short beer break — she was taken for a trial run up to Dungebooth lock. Unfortunately some teething troubles with the engine necessitated her being bow hauled back to her moorings. This trouble will be rectified and training sessions for skippers run on 14 & 15th April with the first trip for the public on Good Friday.

re-opening the Slaithwaite section

For years we have fought shy of committing ourselves to a decision about how the canal could be re-opened through Slaithwaite town centre.

The recent Kirklees Colne Valley Plan (see last PL) resulted in Colne Valley Society stating that they supported re-opening through the centre provided that the cherry trees are retained.

Naturally we also wish to see them retained (or as many as possible) and a small band met on 7th April to set out a possible new line through the town. Armed with chalk and bright orange tape we started by the bus turn round. Will there be room for turning and car parking?

We progressed towards Britannia Road reducing down to a 9 feet wide channel near the trees still allowing them plenty of space. According to survey levels there is just enough headroom under the road and by careful juggling we could put the canal back without destroying the trees.

We hope to look at the river to see whether a diversion is feasible that way and ultimately we will be producing a report with recommendations as to the new line. It will include artists impressions and certainly we realise that we have a very difficult P.R. job to convince some people that the canal will be an attractive addition to Slaithwaite.

BOB DEWEY

Glancing sadly at a growing number of grey hairs recently it came as something of a shock to recall that I was first involved in waterways restoration over twenty-five years ago. It seems only yesterday that a tiny Kennet and Avon Canal Society (as it was then) talked of reopening the canal from Reading to Bath and that work had yet to start on restoring the Southern Stratford Canal. Only a few years earlier there had been a real prospect that the entire canal system outside the main river navigations would be closed for good. Even the Inland Waterways Association lamented that restoration of the Thames and Severn Canal was now impossible after a major embankment and aqueduct had been removed.

Watching so many new waterways societies develop, thrive and reach their objectives has been an enjoyable pastime over those fleeting years. Today, with nearly a hundred societies in the country, each postal delivery brings fresh news of restoration work in dozens of different locations up and down the country.

There have been losses, of course, as well as disappointment. Two important restoration schemes of national importance have failed to strike effective roots in their respective localities. Nevertheless it is hard to escape the conclusion that the general picture has been an encouraging one and that there is far more public awareness today of the potentialities of canals than ever before. Who would have believed a decade ago that local authorities in the Montgomery, Droitwich Barge, Rochdale, Fourth and Clyde and Huddersfield Narrow Canal areas would play such a constructive role in these important restoration schemes?

Different restoration societies have achieved different degrees of success according to the difficulty of the task involved and the skill and energy with which they have applied themselves. You have only to observe the slow but sure changes in public perception along the Wey and Arun Canal, for example, to see that this 'impossible' restoration scheme is not nearly so unlikely as it was. Project that general and now well established trend forwards another decade and it is possible to see the Wey and Arun Canal Trust leading one of the major restoration schemes of the 1990's. A similar conclusion could be reached on the Foxton Inclined Plane, the Monmouthshire Canal, the Grantham Canal, the Chesterfield Canal beyond Norwood Tunnel, the Upper Lancaster Canal, the Wilts. and Berks. Canal and perhaps a newly established society not too far from the Welsh border currently confining itself to low level clearance to build up local credibility.

From following the activities of these societies over a long period of the time I have concluded there are three inter-related processes involved in waterways restoration and that the most successful trusts are well aware of the importance of them all. No long term restoration and subsequently successful operation takes place without carefully following this format. Two completed restoration schemes which have ignored these guidelines have been a constant headache to the IWA, engineers, water authorities and accountants ever since with no immediate signs — in one case over twenty years after — that these troubles will have any end. In the final analysis a restoration threatened constantly with physical, financial and organisational collapse

cannot be counted as successful. They are merely object lessons in how **not** to proceed — a lesson sadly that one or two trusts well known to informed IWA members have perhaps yet to appreciate.

The difficulty in describing these three essential ingredients for success is that each of these processes is not separate or isolated from the other two and that developments in one field invariably have beneficial repercussions elsewhere.

So in seeking to describe the three processes individually I simplify an essentially complex interaction and thereby distort reality. Nevertheless, provided we bear this reservation in mind, it remains instructive to see the three processes as individual ones which follow one another in sequence. For purposes of identification I label these three processes in the order in which they occur — the political, the financial and the physical.

If we accept that the prime objective of the waterways restoration movement is to renovate disused navigations and develop their potential, it may seem surprising to argue that one of these processes — the actual physical restoration on the ground — is the easiest and least important of the three. I do not suggest for one moment that serious restoration work is easy — you have only to think of the backbreaking work done on Carreghofa Locks by the SUCS working parties, the grinding work by the superb MSC teams on the Rochdale Canal or the arduous effort by many WRG organised teams on many sites all over the country. Nor do I suggest that such restoration is unimportant. On the contrary, it is realising the ultimate objective of the various trusts — the total restoration of their own canal throughout. The comparison then is purely relative — compared with the two earlier processes the final process of physical restoration is essentially straightforward.

What is the significance of the two earlier processes and why is their successful completion so crucial to ultimate success? We can answer this outlining the content of tasks involved.

First of all there is the time consuming long winded, often frustrating sometimes disappointing but absolutely vital educational discussions with district and county councils, water authorities, statutory bodies like the Nature Conservancy Council as well as the wider campaign with taxpayers, ratepayers and the general public at large. This initial process is by far the most important long term activity of any restoration trust. It is primarily a political campaign — persuading reasonable people that this course of action (restoration) is preferable to that course of action (neglect) and that it is in their personal and collective interest to follow it. This first process is crucial too because local and national authorities do not often seek to damage inland waterways. In many cases, like Powys County Council's view of the Montgomery Canal a decade ago, they were hardly aware of the existence of the canal let alone its potential amenity and economic potential recently identified by the influential Atkins report. It never occurs to the great majority of such myopic authorities (and I speak as a District Councillor myself!) that restoration is a practical possibility. Bringing the canal to their attention, showing by limited restoration work for the example of schemes elsewhere what can be done, pointing out the benefits that can accrue from restoration, gives these authorities a new perspective. County and District Councils are far more ignorant than wilful.

PENNINE LINK

Whether they like it or not an active restoration society gradually changes a local Council's perception of the inland waterways and in the long term makes them think of canals as part of their planning processes. In some cases this is so successful that a consortium of local authorities take on the entire restoration as on the Rochdale Canal. A superbly run Huddersfield Canal Society, probably the most well run of the restoration trusts formed in the early 1970's, shows every sign of achieving a comparable coup.

This initial educational process often takes a decade or more. Sometimes, understandably, impatient committee members of restoration trusts argue this is too long, that only physical restoration work **on the ground**, only the work of the navvies, is important. In the long term they are mistaken. The first political process is absolutely crucial because without it, without a successful job of persuading people living in the area that restoration is possible, preferable and practical, long term success in restoring **and maintaining** a derelict navigation is never ever a feasible option.

The two subsequent processes — the financial and the physical — are therefore totally dependent on a successful first one. The Kennet and Avon and Basingstoke Canals restorations are now within sight of completion not primarily because of the enormous amount of labour expended nor because of the finance provided by the Trust, local and national bodies over a quarter of a century. They approach completion because the two trusts have organised a skilful and persuasive campaign over a long period of time to convince enough people that restoration is possible, preferable and practical. Money (the financial stage) and labour (the physical stage) have therefore been made available in sufficient quantities to complete the task.

Sometimes, as in the case of the Bridgewater and Taunton Canal, money can quickly be made available once the initial political phase is complete. Occasionally local authorities may be totally convinced a restoration scheme is desirable but hesitate because they believe the local waterways trust is deficient in organisation, personnel or management. It is not unknown for a member of the highest family in the land to express a general interest in a scheme and indicate that general interest might find more concrete expression if a County Council were prepared to back such a scheme unconditionally. Such a county council might support a scheme in principle but be reluctant to move without full district council support. A district council might also support such a scheme in principle but be unwilling to embark upon it unless a trust is run on professional lines with sensitive, competent and well organised personnel. In these sad circumstances a trust could be regarded by those whose support is essential for eventual success as the greatest single **obstacle** to total restoration. This might conceivably explain why some initially promising restoration schemes have achieved so little on the ground and been left behind by trusts more recently established. There is nothing to be done until the ordinary members of such a trust realise the wasted potential and take matters in hand to establish constructive relations with the relevant local authority. No successful restoration scheme has relied on volunteers **alone** for finance and labour. If they try to proceed without substantial local authority financial support another decade brings the ultimate objective of

total restoration only an extra lock or two nearer. In these circumstances the restoration has failed.

The second phase of restoration, which follows a successful political campaign and precedes large scale restoration, is raising the money to get things done. This can also be a difficult, long winded and frustrating process though smaller sums to restore short lengths or the occasional lock from public appeals are easier to raise. Judging by the track record of waterways restoration over the last twenty five years or so this essentially financial campaign is only successful if a well established, carefully run and thoughtful trust has been working hard locally for many years. There are apparent exceptions to this. The Montgomery Waterways Trust, established in 1980, assisted in the publication of the impressive Atkins report late last summer and since then £2¼ million has been promised towards the c. £10m total restoration cost during 1985-90 with every indication the full sum will be raised over the next year or so. But the seemingly spectacular results of MWT are only tenable if we ignore the sterling work done by the Shropshire Union Canal Society since the Welshpool clearance in 1968.

So the lesson seems to be that if we want to restore a particular canal we must take the long term view and concentrate our efforts on the political campaign to bring it to peoples attention. Minds are not changed in a day but a detailed joint examination of the case for restoration coupled with the responsible activities of a mature society invariably win in the end. 'Get the **politics** of restoration right and the rest will follow in time'. The money for the second financial phase and the labour for the third physical restoration phase do not fall into our lap when we have done this, but the back of the problem is broken.

MICHAEL HANDFORD

natter and noggin

Apologies to those of you who turned up to the February 'Natter and Noggin' when no HCS Council members attended. This was due unfortunately to a number of reasons, there were two down with 'flu, two others at another HCS meeting, one was working and in my own case I was feeling unwell due to the imminent arrival of my fourth baby!

What you may be asking is a 'Natter and Noggin'. Well, it's a chance to chat informally to other HCS members and some of the Council about any HCS matters or problems over a good pint or two. These Natter and Noggins were originally Policy Meetings where a subject was chosen to discuss for the evening but it as it appeared no one had anything to discuss about the subjects we have now made them much more informal.

The Diggle Hotel has always been the venue for these 'Natter and Noggins' mainly because it's central for all, but we've now decided to move the venues round to various areas so now there should be no excuse for many of you coming along. We do hope you'll come and give them your support.

SUE GIBSON

The 2 shows this year have, as always, been researched and written by the Company. They are: "Still Carrying" which is the story of narrowboat "Tyseley" from the day she was built at Yarwoods in Northwich in 1936, through her Grand Union Canal Carrying Co. days, her joining British Waterways' fleet after nationalisation in 1948, and her more recent years as Mikrons water-based home and means of transport. The new production this year is "Manchester-Super-Mare" which details, in the 90th year of its existence, the dramatic history of the building of the Manchester Ship Canal, its effect on Manchester and its future in this age of motorways and giant container ships. The company this year includes as always Sarah and Mike Lucas, co-founders of Mikron, Mark Williams, from Bromsgrove, in his second season with the Company, Sue Dyde and Caron Pascoe are the two new Company members. Both are Drama graduates and have previous experience of community theatre. Sam Lucas, aged 12, completes the line-up as one of the last of the line of travelling boat-children!



Photo shows Mikron line-up:left-right: Mark Williams, Sue Dyde, Caron Pascoe, Mike Lucas, Sarah Lucas.

Waterways Tour 1984 — *Still Carrying **Manchester-Super-Mare

Fossdyke	Wed 23	Pye Wipe Inn, Saxilby Rd, Lincoln 7.30**
Chesterfield	Thu 24	Packet Inn, Station Rd, Misterton 7.30**
	Fri 25	Boat Inn, Hayton, Nr Retford 7.30*
	Sat 26	Chequers Inn, Ranby, Nr Retford 7.30*
	Sun 27	Worksop Boat Rally '84** Contact Chesterfield Canal Society. Tel: Sheffield 558236 for details.
	Mon 28	Fishermans Arms, Church Walk, Worksop 8.00*
Sheffield & S. Yorks	Tue 29	Griff Inn, Drakeholes, Nr Doncaster 7.30*
	Thu 31	New Inn, Stainforth, Nr Doncaster 7.30**
	JUNE	
	Sat 2	Canal Basin, Sheffield 3.00**
	Sun 3	Ferry Boat Inn, Church St, Mexborough 8.00*
Calder & Hebble	Tue 5	The Navigation, Broad Cut Rd, Calder Grove, Nr Wakefield 8.00*
	Wed 6	Jolly Sailor, Thornes Lane Wharf, Wakefield 8.00**
Aire & Calder Leeds & Liverpool	Thu 7	Adelphi Hotel, Hunslet Rd, Leeds 8.00*
	Sat 9	Marquis of Granby, Riddlesden, Nr Keighley 8.00**
	Sun 10	Royal Shepherd, Canal St, Skipton 8.00*
	Mon 11	Cross Keys, East Marton, Nr Skipton 8.00*
	Tue 12	The Anchor, Salterforth, Nr Barnoldswick 8.00**
River Soar	Thu 14	The Boat, Meadow Lane, Loughborough 8.00*
	Fri 15	The Navigation, Mill Lane, Barrow-on-Soar 8.00**
Peak Forest	Sat 16	Marple Boat Rally, Memorial Park, Marple 7.30** Bar and refreshments. Tel. enquiries Poynton 875416
Grand Union	Sun 17	Union Inn, Middleton St, Aylestone, Leicester 8.00**
	Tue 19	Bridge 61 Bar, Bottom Lock, Foxton 8.00**
	Thu 21	New Inn, Buckby Wharf, Long Buckby 8.00**
	Fri 22	Narrow Boat, Stowe Hill, Weedon 8.00*
	Sat 23	Admiral Nelson, Little Braunston, Nr Rugby 8.00*
South Oxford	Sun 24	Napton Bridge Inn, Daventry Rd, Napton 8.00**
	Mon 25	George and Dragon, Fenny Compton 8.00*
	Wed 27	Village Hall, Somerton 8.00* Bar and refreshments
	Thu 28	Boat Inn, Thrupp, Nr Oxford 8.00*

First of all I would like to welcome on behalf of West Side, Jack Carr, who has kindly offered to take over from me as West Chairman. Although Jack lives in Chorley he is an extremely keen member and rarely misses a meeting or social event or indeed a working party so we feel we can have every confidence in him to do the job. After two years as Chairman I feel certainly it is a good thing to have a new face in the 'hot seat' and it also leaves me free to get on with my other job as Sales Officer and hopefully to help with other of our many activities.

Congratulations, love and best wishes go to Jean Wrigley and Bob Hindley who get married on April 28th (Cupid Diggles Strikes Again!) Jean as many of you will know has been West Side Secretary for several years and an invaluable member of the Society for the last seven years. We all wish them every happiness for the future. We also wish Judith Weston luck in her new job talking over from Jean as West Side Secretary.

I'd finally like to thank Liz Lucas who has single handed sold about £30 worth of our new 'Digglettes' mostly to people who've never heard of Standedge Tunnel and also to Jimmy Flynn who is doing his best to catch up with her. Grateful thanks to you both.

JEAN BUCKLEY

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		

membership competition

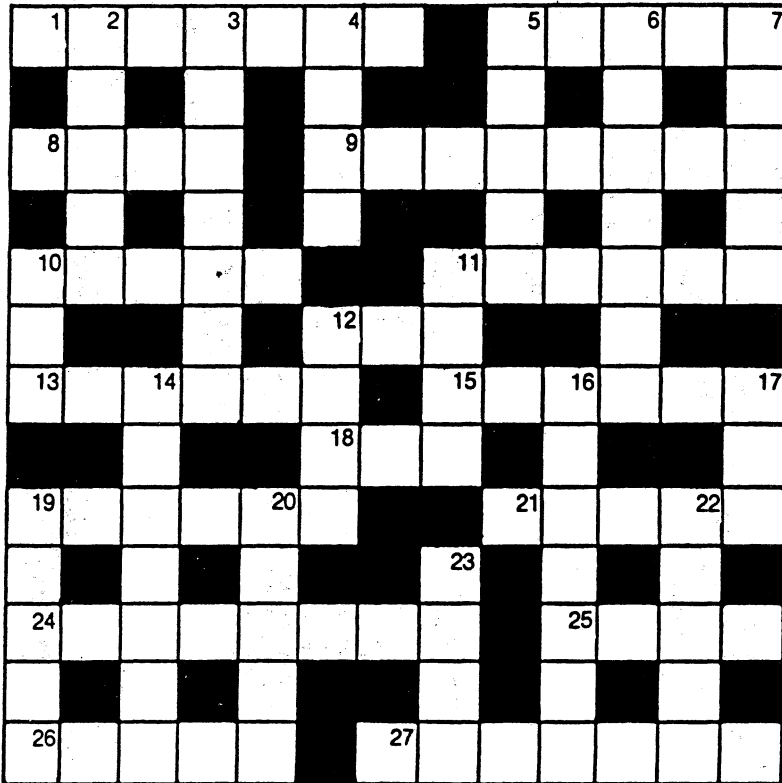
Again there is a chance to take part in the membership competition. All you have to do is enrol a new member to the Society and on the form where it says 'I heard about the Society from...' they must fill in your name to be eligible to enter the competition. The lucky winner receives £5. This issue's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

please don't kill our robot!

Tunnel End Cottages now have a heating system which is controlled automatically. It runs at low temperature during the week and at a higher temperature during the week-end, when the cottages are manned.

The Robot which does this is very reliable if he is kept fed with a regular supply of electricity. If he is deprived of this he stops work and loses his memory; so we either get no heat at all or low heat at weekends and high heat during the week.

Please, if you are working at the cottage do not switch off any of the main switches or the heater switches. Please don't kill our Robot he is doing his best.

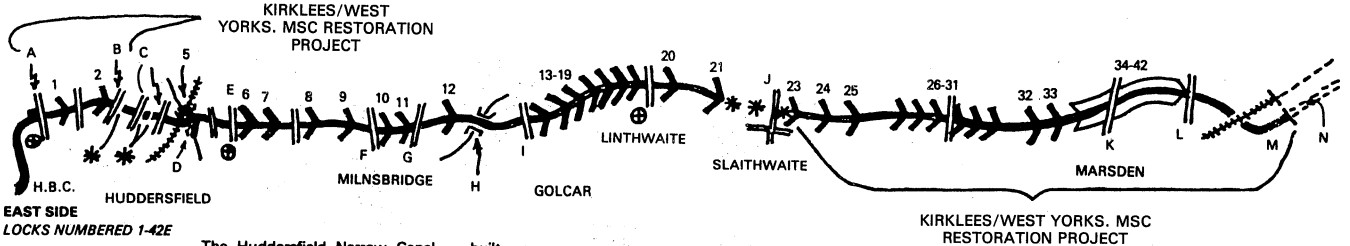


CLUES ACROSS

- 1 Propulsion boards (7)
- 5 Collection of boats (5)
- 8 Settled the account (4)
- 9 Neglected waterways end thus (8)
- 10 Series of links (5)
- 11 Apparel (6)
- 12 Fuel (3)
- 13 Big mix up (6)
- 15 Smoothed out (6)
- 18 Cuppa? (3)
- 19 Illuminations (6)
- 21 One masted craft (5)
- 24 Yank! (8)
- 25 Boats main timber (4)
- 26 Locations (5)
- 27 Water course (7)

CLUES DOWN

- 2 In trouble if the deck is this (5)
- 3 Evading (7)
- 4 This side of the narrow (4)
- 5 Scrap (5)
- 6 Joy (7)
- 7 Tenth of anything (5)
- 10 The canal (3)
- 11 Continent (4)
- 12 Obtains (4)
- 14 Canals have suffered this (7)
- 16 Waterproof coat (7)
- 17 Brief immersion (3)
- 19 Boat worries (5)
- 20 Stan's job (5)
- 22 Rather plump (5)
- 23 Losing out to the m/m (4)



EAST SIDE
LOCKS NUMBERED 1-42E

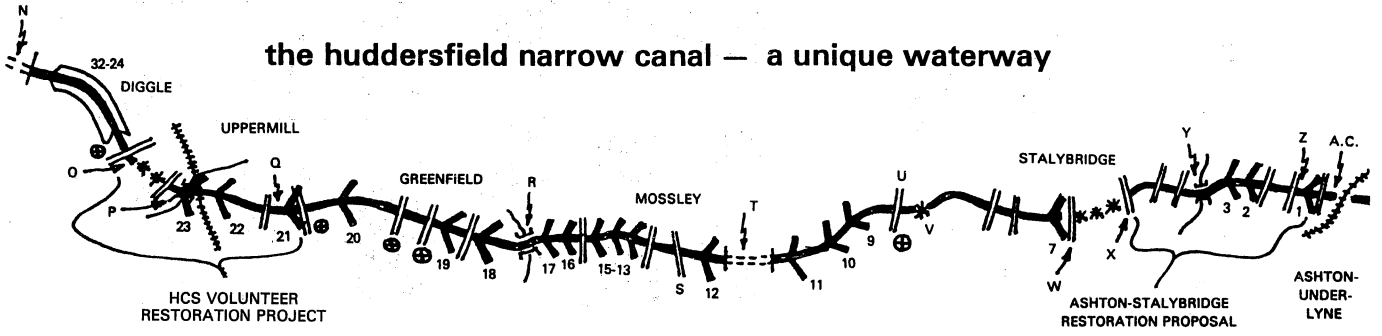
The Huddersfield Narrow Canal — built 1793—1811. Engineer: B. Outram. Closed: 1944. Last recorded passage across Summit: 1948. Restoration began 1981. Length: 19⁷/₈ miles. Summit pound: 645 ft. above sea level through Standedge Tunnel — 3 miles 418 yards long.

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. Tuñnel End Cottages
- N. Standedge Tunnel
- O. Wool Road Warehouse and Brownhill Visitor Centre
- P. Saddleworth Aqueduct (old Sag)
- Q. Uppermill Museum

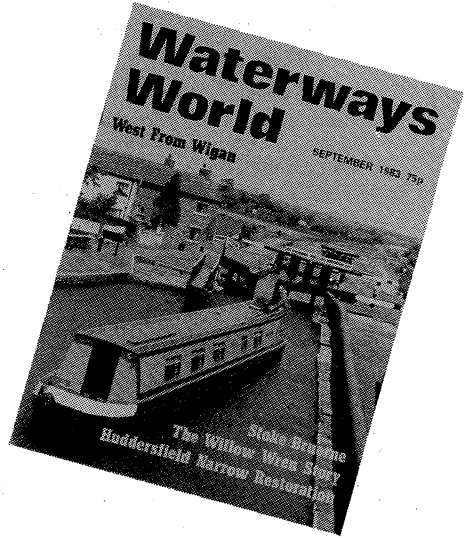
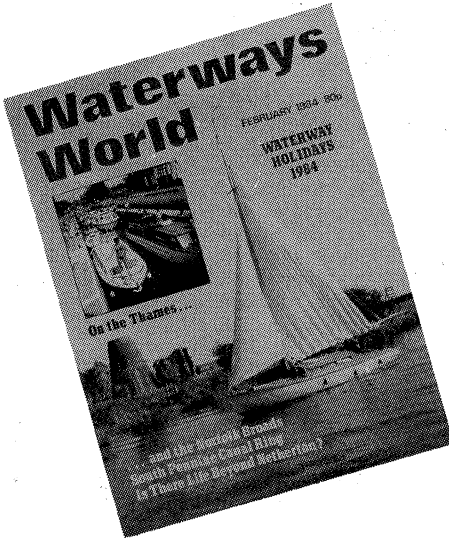
- R. Royal George Aqueduct
- S. Egmont Street
- T. Scout Tunnel
- U. Grove Road
- V. Hartshead Power Station
- W. Mottram Road
- X. Bayley Street
- Y. Stalybridge Aqueduct
- Z. Whitelands "Tunnel"
- * Infilled sections
- + Culverted or lowered bridges

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WEST SIDE
LOCKS NUMBERED 1-32W

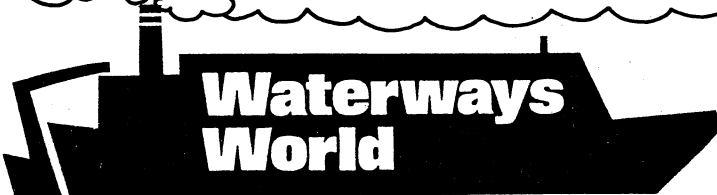
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'MARSDEN UNEARTHED', Photo shows Marsden the narrow boat (left of picture) at Tunnel End.
Photo: Huddersfield Examiner

With regards to the item in today's Huddersfield Examiner and the two vessels raised from the canal at Tunnel End. One of these is of some significance. The Hull of the narrow boat is of a vessel originally named GLEANER, built about 1892 and the subject about 25 years ago of an Examiner article by me. By 1920 it was working for J & E Morton carrying bulk tar between Elland and Milnsbridge and Marsden. That company ceased trading about 1935 and the vessel became owned by the LMS Railway becoming known as MARSDEN, but by 1962 bore neither signs of the name or maintenance and about 1964 was broken up at Tunnel End by removing planking. When about three planks had been taken off the vessel capsized and was allowed to remain where it sank.

NEIL FRASER

press date

Articles for inclusion in the July/August issue of Pennine Link must be received no later than 1st June.

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

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To: The Membership Secretary, Huddersfield Canal Society, 38 Paris Road, Scholes, Holmfirth. Telephone' Holmfirth 685022

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Postcode Telephone:

Occupation

Amount enclosed £ Cheque/PO/Cash

I heard about the Society from

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HCS Badges	20p	& 2nd class stamp
T-Towels (Reproduction of old Standedge Tunnel poster	£1.75	& 25p p&p

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The Ashton Canal	90p	15p p&p
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Tunnel End Brochure	50p	15p p&p



T-TOWELS

Reproduction of old Standedge Tunnel Poster

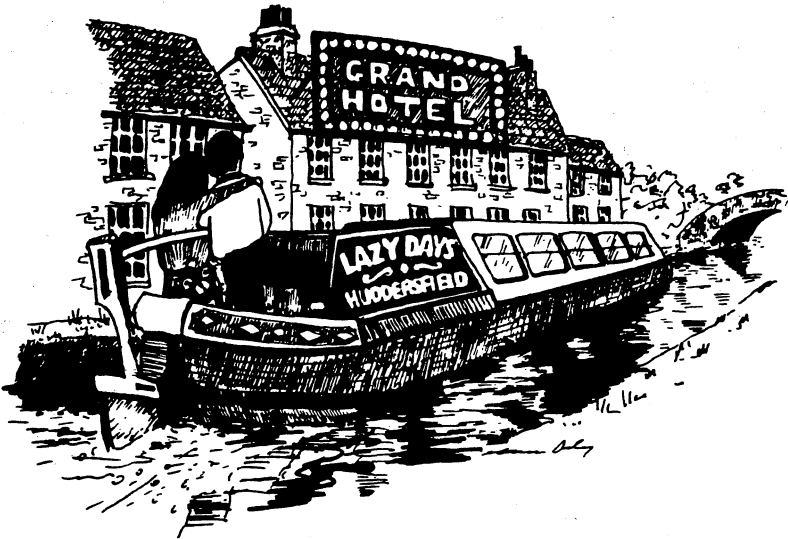
Colour: Sepia on Cream background.

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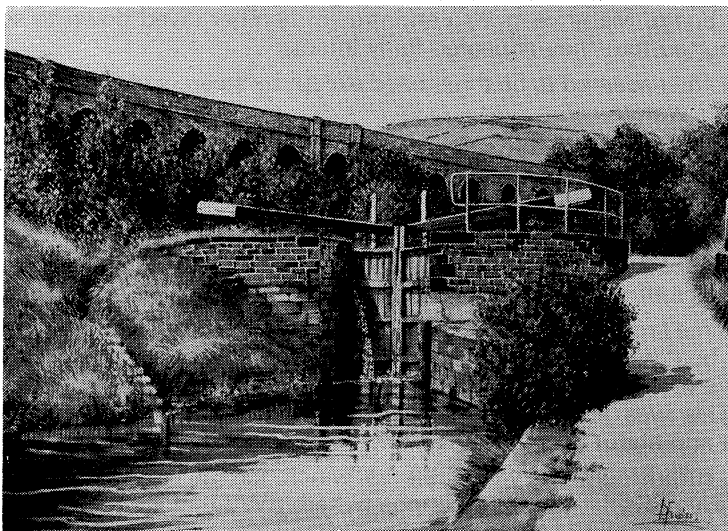
We are pleased to announce a remarkable offer that will be attractive to all canal lovers and especially to well-wishers of the HCS. We are obtaining a limited edition of 250 full colour prints of a beautiful water-colour painting of Dungebooth Lock, Uppermill, painted within a week of the first lock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

The work, which was commissioned by HCS 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" x 11" (380mm x 280mm) can be purchased mounted only (for postal delivery) or mounted and framed in a polished wood frame, overall size 20½" x 16½" (520mm x 420mm) 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. By kind permission of the owner, Mrs Anne Wright of Dobcross, Saddleworth.



Photograph by Kedrick Whitehead

The last 2 issues of Pennine Link advertising the colour print were I'm afraid a little misleading. A minimum of 100 orders need to be received by 30th June in order for us to place the order with the artist. Please contact Jean Buckley, Sales Officer, 061-624 4881 before sending your cheque.

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.

holiday accommodation

Self-Catering, sleeps 2 alongside Kennet and Avon Canal, Wiltshire/Berkshire border. Tel: 0672 870245.

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.

raising the marsden

An event with a target like the Mary Rose, but a rather different method!

Under water outside Tunnel End Cottages there have been for years two sunken boats. Many years ago an intrepid member dived down to see them and reported that they appeared fairly intact.

Since neither seemed to be threatened except by steerers of Stan — they were left under water.

A recent draining of the section revealed both to daylight and when we learned that BWB were planning to break both boats up, we arranged at short notice a dig to attempt to raise them. This took place in rather inclement weather (i.e. continuous torrential rain interspersed with snow) in March.

The two boats are/were/rectangular wooden boat and what appeared to be the remains of an ice breaker, (also wooden)

By the time I reached site at 9 a.m. BWB men had already started to cut up the hopper boat with oxyacetylene torches and a chain saw — so too late to save that. We (i.e. 6 intrepid members) started to remove the silt from the narrow boat. This was achieved quite quickly since the hull only consists of the bottom and about 6" of side planking.

Rather surprisingly we were able to winch the hull out of the mud and eventually moved it to the footbridge (where BWB had stop planks). Here we attached oil drums to act as floats when the pound was refilled. The boat, which after further investigation we believe is the last remaining short narrow boat the 'Marsden' built to fit the narrow locks of the Narrow Canal and the short locks of the Broad Canal. It was sunk about 40 years ago.

It is now tied up in the winding hole opposite the BW warehouse awaiting further developments. BWB are still struggling with their boat!

BOB DEWEY

We are pleased to welcome the following new members

- 1171 Alexander J. Carr,
1172 R.P Stokes,
1173 Neil Mackin,
1174 Bernard Smith,
1175 Adrian & June Ingram,
1176 C.B. Holmes,
1177 Mrs Jenny Whitbread,
1178 Jon & Andrea Tulsovuna,
1179 Tim & Margaret Spafford,
1180 John Andrew Kershaw,
1181 Don McAllum,
1182 Martin Johnson,
1183 Edward Walley,
1184 Joan & Trevor Harvey,
1185 Barbara Evans,
1186 Trevor Thomas Larman,

1187 Christopher B. Archer,
1188 J. M. Swallow
1189 Rev. & Mrs S. E. Williams,
1190 Miss Andrea C. Weston,
1191 Ian Roebuck,
1192 Robert & Shirley Bird,
1193 Derek Parsons,
1194 Robert N. Whitwam,
1195 Mick & Rosanna Roffe,
1196 Mrs E. Schiffer,

1197 Martha & Geoffrey Horne,
1198 Mr S. Bradbury,
1199 Dr George A. Kirkman,

1200 Dominic H. Clarke,
1201 Jane & Susan Wharam,
1202 Elizabeth Ross,

1203 Ronald Crabtree,
1204 Jane Davies,
1205 Andrew Gray,

Val Dewey, Membership Secretary

diary

- 5/6th May Huddersfield Canals Festival 1984 at Aspley Basin,
Huddersfield. Details from D. Finnis on Hudds.
846087
- 9th May 8.00 p.m. Social Meeting at the Farrars Arms, Grasscroft,
Oldham.

- 12th May Tudor Boat Club Boat Gathering at Portland Basin, Ashton-u-Lyne. Evening entertainment bar B Q and Dance. For details contact Jean Buckley on 061-624 4881
- 14th May 8.00 p.m. Natter and Noggin at the Sair, Linthwaite, Huddersfield
- 17th May 8.00 p.m. Illustrated talk about the Huddersfield Narrow Canal at Tunnel End Cottages, Marsden
- 24th May 7.30 p.m. Meet at the car park at the Ship Inn, Swinton, Nr. Rawmarsh, to be followed by a towpath walk meeting in the pub
- 26th May Official Lock Opening and Canal Festival in Uppermill. Dungebooth Lock opening at 1 p.m. Lime Kiln 1.15 p.m. Festival from 12 noon. Further details from Jean Buckley 061-624 4881
- 1st June Pennine Link Press Date
- 7th June 8.00 p.m. Social Meeting at the Railway, Marsden
- 13th June 8.00 p.m. Social Meeting at the Diggle Hotel, Diggle
- 16/17th June Colne Valley Canal Festival, Slaithwaite. Further details from D. Finnis on Hudds 846087
- 18th June 8.00 p.m. Natter and Noggin, Royal Oak, Linthwaite, Huddersfield
- 21st June 8.00 p.m. Illustrated talk about Standedge Tunnel at Tunnel End Cottages, Marsden
- 28th June 7.30 p.m. Meet at the car park of the Railway Hotel, Kiverton, Rotherham for towpath walk. To be followed by a meeting in the pub.
- 5th July 8.00 p.m. Illustrated talk by Anthony Burton at the White Swan, Kirkgate, Huddersfield
- 11th July 8.00 p.m. Social Meeting at the Farrars Arms, Grasscroft, Oldham
- 13-15th July Ashton Canals Festival 1984, Portland Basin, Ashton. Further details from Hazel Maskell. Tel: Mossley 3992.
- 21st July Coffee Morning at Hudds, Town Hall
- 28th July Flag Day in Stalybridge. Details and offers of assistance to Jean Buckley on 061-624 4881
- 25/27th Aug National Rally at Hawkesbury Junction
- 17th Nov Flag Day in Huddersfield.

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