

# PENNINE LINK

No.58

July/August 1984



Chairman & Uppermill Project	David Sumner	54 High Lea Road, New Mills, Stockport SK12 3DP. Tel: Whaley Bridge 4611
Vice-Chairman & Marsden-Slaithwaite Project	Trevor Ellis	20 Batley Ave, Marsh, Huddersfield. HD1 4NA. Tel: Hudds 34666
General Secretary	Robert Dewey	38 Paris Rd, Scholes, Huddersfield HD7 1UA. Holmfirth 685022
Treasurer	Mrs Susan Bradbury	15 Rowley Lane, Lepton, Huddersfield HD8 0JN
Sales Officer	Jean Buckley	37 Edward Street, Oldham OL9 7QT Tel: 061-624 4881
Publicity Officer & Tunnel End Editor	David Finnis Sue Gibson	12 Chapel Hill, Linthwaite, Huddersfield HD7 5NJ. Tel: Hudds 846087 14 Simmondley New Rd, Glossop. SK13 9LP. Tel: Glossop 64031
Uppermill Project Manager	Graham Maskell	19 Quick View, Mossley, Ashton-under-Lyne, Lancs OL5 9DU Tel: Mossley 3992
Boat Officer	John Maynard	29 Thick Hollins Drive, Meltham, Hudds HD7 3DL. Tel: Hudds 850575
Projects Officer	Keith Gibson	Northcote House, Neilds Rd, Slaithwaite, Huddersfield HD7 5HT. Tel: Hudds 844596
Festivals Officer	Mrs Hazel Maskell	19 Quick View, Mossley, Ashton-under-Lyne, Lancs OL5 9DU. Tel: Mossley 3992

## **non-council posts**

Company Secretary	John Fryer	2 Popley Drive, Meltham, Huddersfield HD7 3LU
Membership Secretary	Mrs Val Dewey	38 Paris Rd, Scholes, Huddersfield. HD7 1UA. Tel: Holmfirth 685022
West Side Chairman	Jack Carr	19 Sycamore Ave, Euxton, Chorley, Lancs.
East Side Chairman	Dave Irving	416 Blackmoorfoot Road, Crosland Moor, Huddersfield HD4 5NP.
East Side Secretary	Mrs Anne Crosland	44 Marina Terrace, Golcar, Huddersfield HD7 4RA. Tel: Hudds 659748
Sheffield Branch	Joyce & Phil Calverley	25 Wulfric Rd, Eckington, Sheffield S31 9GE. Tel: Chesterfield 432140
Press Cuttings	Neil Frazer	84 Broomfield Road, Marsh, Huddersfield HD1 4QD
Stamp Officer	Brian Grant	Elland WMC, Roseberry St, Elland.

**Cover photo** shows: Mayor and Mayoress of Oldham Clr. Kevin Leyden and his wife Mary unveiling the plaque on Dungebooth Lock.

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## **The Journal of the Huddersfield Canal Society Ltd.**

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## **editorial**

At the time of writing — the middle of June — things on the HCS front are now in full swing.

We're now over the festivals at Diggle, Huddersfield, Uppermill and Colne Valley which have all been successes and we're now looking forward to the three-day festival at Ashton in July. Many thanks indeed to those of you who've bought the raffle-tickets we sent out with the last Pennine Link, we really appreciate you buying them — and of course we have plenty more if you can sell them!

No doubt you have read in the national press about Mikron Theatre Co.'s plight, regarding the cut, from next year, of their £28,000 Arts Council annual grant. This loss of grant will obviously threaten their existence.

If you feel Mikron should be saved please let this be known by writing to The Arts Council of Great Britain at 105 Piccadilly, London W1V 0AV as soon as possible.

**Sue Gibson**

Big news stories seem to have been given prominence over events on the restoration front in our local newspapers recently. The official opening of the locks at Uppermill by the Mayor of Oldham, Councillor J. K. Leyden, and the unexpected and very welcome news that the Society had been named as one of the two Charities to benefit from the Mayor's Charity Appeal in Kirklees this year.

The Lock Opening Ceremony was a great success. I thoroughly enjoyed the day — especially the excellent buffet provided at the Brownhill Visitor Centre. More important: so did our invited guests. Functions such as this are wonderful for meeting and talking to people. For getting Councillors and Officers from our various Councils and British Waterways Board Officers together in a relaxed and friendly atmosphere. They seemed to enjoy the day as I did. I think everyone present was impressed by what our volunteers had achieved.

We have known for some time that the Kirklees Council was serious in backing our aim to restore the canal. That they accepted that tremendous benefits would result particularly in terms of improvement to the environment and the creation of jobs. The news that Councillor S. Dawson the new Mayor had named us as one of the two Charities to benefit from his Charity Appeal was totally unexpected though. Thank you Councillor Dawson. The Society will certainly be most grateful for this help.

I started by commenting on the prominence given to various stories by local newspapers. The very fact that canal events occupy so many column inches shows that at least we are making real headway in our campaign — as does our rapidly growing membership. Talking of membership, does anyone in the Colne Valley or Saddleworth area want to take on the task of addressing "Pennine Link" envelopes? The only equipment you need is a typewriter!

The item which received less column inches in the press, but which is so important? I haven't forgotten! Kirklees and West Yorkshire Councils have begun work on the Manpower Services Commission Community Programme project to restore the canal between Marsden and Slaithwaite.

At the time of writing there are 30 labourers, 5 supervisors and 2 craftsmen employed under Project Engineer, Ian Preston, who has been seconded from the County Council to the project. The workshop unit at Colne Valley Workshops, Spring Grove Mills, Linthwaite, has been occupied and is being prepared for producing lockgates. The wood has been ordered for the first set of lockgates. An access has been constructed and fenced to a site off Warehouse Hill, Marsden, where it is intended to tip dredgings and set up site cabins. This is on Waterways Board land last used for dredgings many years ago. Temporary site cabins are on land alongside the canal off Station Road.

Work is being concentrated initially on the section below Lock 42E to Lock 37E. A temporary site road has been made on the off-side of the canal from the Warehouse Hill access point by Lock 39E to Lock 40E. A Bailey bridge is to be placed across this lock to allow access via the towpath to Lock 41E and the pounds between the locks. Work on the canal started on the capped Lock 39E. Earth has been removed from the reinforced concrete cap which has been split into sections ready for removal by crane. Most of the bywash has

been cleared. Work is progressing on clearing the forebays of the other locks so that stop planks can be fitted. When I was last there an excavator was working on Lock 40E, and a gang of workmen were clearing the bywash to Lock 41E. Others were lopping trees in the pounds between the locks and starting to clear the overgrowth by the bywash to Lock 38. It looks to me as though by the time you read this Lock 39E should be practically cleared of debris, ready for any pointing and remedial work prior to the fitting of gates and work may have begun on removing infill material from the other lock chambers or the silt from the pounds between the locks. In the two weeks or so that work has been going on the progress has been amazing to someone used to the pace of weekly volunteer working parties!

The second Community Programme scheme in which we are involved has also begun work. The Society has associated itself with the Peak Forest Canal Society in the Tameside Canals Development Association chaired by Tameside Councillor Frank Ruffley. Work has begun on towpath improvements on the Peak Forest Canal by the Association's Community Programme scheme. At the time of writing nearly 50 people are employed on the scheme under its Manager Steve Whitby. Work is beginning behind the "Cheshire Ring" public house in Hyde. Financial aid is being given to the project by the British Waterways Board and the Greater Manchester Council. I know its not on "our" canal, and the scheme is taking a lot of your Chairman's time and my time, but if it can continue with work on the Huddersfield Narrow later it will be worthwhile.

Greater Manchester Council's Planners appear to be finding the Ashton-Stalybridge restoration project suggested by this Society and Waterway Recovery Group more difficult to set up than we had hoped. It is within their programme of work, but whether it will commence before the demise of the Metropolitan Counties which now seems inevitable must now be open to doubt. Similarly whether it will now be carried out by contractors using substantial grant-aid (which was the Council's intention) must also be doubted. Progress on this scheme may have been slow — but it is progress, and I have no doubt that eventually work will start. Its a shame about the Metropolitan Counties though. The canal restoration movement, like the Arts, needs their ability to put capital into local projects from the proceeds of a minute proportion of their very large Rate income. After 1986 canal restoration will become much more expensive for the areas through which the canal runs. District Rate funds cannot spread the net wider to the regional level of the Counties — sad because the region as a whole benefits, not just the District.

Talking of the Metropolitan Counties brings me to my final topic for this issue — Standedge Tunnel. It now seems pretty much public knowledge that a survey of the tunnel will cost about £100,000 and that it is suggested that this cost be met mainly by the West Yorkshire and Greater Manchester Councils and the British Waterways Board. It is vital that this money be found. The backlog of maintenance in the tunnel (when was it last maintained? — in the 1920's?) cannot be carried out without a proper survey first. The tunnel cannot be reopened without the maintenance and repairs necessary. It is by far the longest canal tunnel in this country, and is on the highest summit pound of any canal in the country. It is a national monument to the canal age which

people want to see and have a right to see. Dudley Tunnel in the West Midlands attracts about 40,000 visitors a year in public trips. How many more would Standedge attract? The benefits to the economy of Marsden, Diggle and Uppermill would be tremendous.

*Keith Gibson*

## **boats**

**STAN** was not able to attend the Diggle Festival due partially to lack of manpower and absence of a secure mooring. However she did manage to make an appearance at the Huddersfield Festival and made many trips adding her quota to the events, enjoyment and, we hope, the profit and success of this event. Her next engagement will no doubt be at the Colne Valley Festival on the 16th and 17th of June.

**BENJI** was launched at Uppermill, as reported in the last issue, and gave trips over the Easter Holiday period in spite of being plagued with both engine and steering troubles. Many of the trips had to be curtailed due to breakdowns. These troubles have seriously reduced her earning capacity as when she was running she has been extremely popular with queues of people forming for a ride in spite of her 40 seat capacity.

Eventually the engine had to be removed and given a complete overhaul and reinstalled in time for the official lock opening ceremony on 26th May. This was achieved on the Thursday and a final check and run up to the lock took place at 10.00 p.m. on the Friday. Trouble with the steering was again experienced on the way back that night; this was eventually cleared just as the party of VIP's arrived to board on the Saturday morning! However fate had not yet finished with us and as we set out for the locks the steering again jammed. We had arranged to have a horse standing by in case so this was hitched up and we proceeded up and through the locks in the traditional manner; very enjoyable but a bit of an embarrassment. The steering problem cleared itself as soon as we had off-loaded the VIP's at Brownhill's and trips were run for the public for the rest of the day, on Sunday (in spite of the rain) and Monday.

Troubles with the engine should now be a thing of the past as the overhauled engine is under guarantee and we have retained the services of an engine mechanic to keep an eye on it, as well as being available for call-out at weekends.

The jet unit — which both drives and steers the boat is still giving cause for concern and this is going to be investigated further.

When the boat was launched the internal painting had not been completed — this was to save cost and to enable an early launch to get her into service as soon as possible — this has now been completed by a number of volunteers during the time that the engine was out and trips could not be undertaken. Finally I would like to thank the many people who have given their time, not only running the boat in both fair and foul weather but to spend many hours in the engine room and under the boat rectifying the faults.

*John Maynard*

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## Uppermill lock openings and festival

The official re-opening of Dungebooth and Lime Kiln locks took place on Saturday 26th May 1984 and it was indeed a proud moment for H.C.S.

Things ran reasonably smoothly. Unexpected troubles were taken in their stride. Benjamin Outram, fitted with a re-conditioned engine, painted and scrubbed until she shone, and blessed by Reverend John Sykes was not quite ready for her inaugural trip. Contingency plans were put into action and Sonny towed the boat in traditional fashion through both locks, much to the delight of the guests aboard.

Uppermill Junior Brass Band serenaded us at each lock side, in style, with some lively music including, most appropriately "For those in peril on the sea".

The plaques were unveiled and the ribbon was cut by the Mayor and Mayoress of Oldham, everyone sighed with relief, and David Sumner finally smiled.

At brownhill we sampled the gourmet delights of Felipe and Guy. After speeches by David, the Mayor and Councillor Pete Scott of GMC the guests were taken by vintage bus to the King George V playing fields where the Lock Opening festival was in full swing.

The Festival Committee had worked hard over the last few months to provide an attractive and lively afternoon.



Photo shows 'Sonny' pulling Benjamin Outram from Dungebooth Lock up to Lime Kiln Lock



## PENNINE LINK

Uppermill Brass Band continued to entertain and Saddleworth Morris men danced. There were craft stalls, kiddies rides, a bouncing castle, sideshows, traditional boatmen's games and the inevitable beer tent.

Plans for next year could see this festival becoming a weekend event covering two days and certainly an annual event in the HCS calendar. Its title — U.L.O.A.F.85 (Uppermill Lock Opening Anniversary Festival).

Many thanks to all who helped in the organisation of this memorable day.

Extra special thanks to ..... the Tame Valley Wardens and staff at Brownhill Visitors Centre, British Waterways Board, Hugh Wainwright, Tameside Transport Collection and our two chefs.

Very special thanks to all those navvies, they made it possible.

**Hazel Maskell** (Festival Officer)

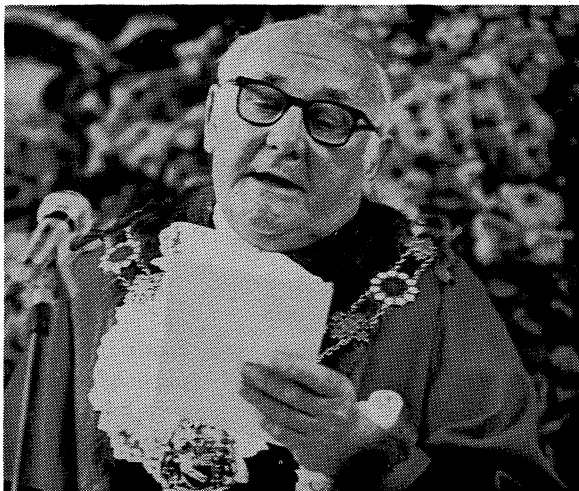


Photo shows Benjamin Outram entering Lime Kiln Lock



Photo shows the Mayor of Oldham cutting the ribbon at Lime Kiln Lock

photos: D. L. Finnis



Councillor Stanley Dawson, Mayor of Oldham

photo by Huddersfield Examiner

## **HCS chosen for mayors' charity appeal**

Canal loving councillor Stanley Dawson is backing moves to restore the "narrow" in a practical way as he takes over as Mayor of Kirklees.

Clr. Dawson, an ex-sailor, is also a devotee of the country's land-locked waterways and confesses that his most enjoyable holidays were spent in a narrowboat.

His official charities as civic head of Kirklees will be water based. He said that one charity appeal will be for money to refurbish the "E. Austen Johnson" which is operated under the Duke of Edinburgh's Award Scheme and which gives disabled children in Kirklees the chance to enjoy canal and river trips.

His other charity will be the Huddersfield Canal Society. Clr. Dawson told fellow councillors and guests when he was elected Mayor "The strenuous efforts by the Huddersfield Canal Society to restore the Huddersfield Narrow Canal over the last few years have my sympathy and so my appeal will be aimed in this direction".

In a practical appreciation of the work of the society he added "Indeed one of my hopes during the next twelve months is to see an advancement in the work currently being undertaken in improving navigation on the narrow canal, at least along the stretch from Tunnel End to Slaithwaite".

"In particular I would like to see a feasibility study undertaken of the possibility of the Standedge Tunnel being eventually re-opened to the public".

Sentiments which all canal society members will echo, and it is good news that Kirklees Council, which has been realising the tremendous benefits which would spring from a restored canal, now has a civic head who appreciates the attractions of the country's waterways.

13th-15th July

Not long to go now, so here are the final few bits of information:

**RAFFLE:** Many thanks to all of you who have bought or sold raffle tickets. This provides us with valuable income before the event. Don't be afraid to ask for more if you need them. As usual we are going round the local pubs every weekend selling raffle tickets, so if you fancy a pleasant night out, why not come and join us!

**PUBLICITY:** I have plenty of posters and handouts if you can find suitable outlets for them.

**HELP:** If you are coming to the Festival and can spare us the odd hour, we would be very grateful for any help, particularly in manning the gates. Advance notice would be appreciated but you can always enquire at the site tent on the day.

**CONTACT:** Myself or Hazel Maskell for further information.

Looking at the programme, you will notice we once again have Bernard Wrigley on Friday evening. Bernard is joined by a local group of nutters called 'The Black 'Edds' and together they should provide an hilarious evening's entertainment. On Saturday evening we have 'The Three Crows', a very popular local group with their own brand of comedy and folk. During the day we will have a wide selection of entertainments and activities to suit all ages and tastes. Tameside Transport Collection will be running their vintage buses and the CAMRA beer tent will again have an excellent selection of beers for you to sample.

That's the last word from me; please come along and support us if you can.

*Laurence Sullivan (061-303 7785)*

## PROGRAMME OF EVENTS

### Friday Evening — 13th July

7.45 p.m. Bernard Wrigley and The Black 'Edds  
7.00-11.00 p.m. CAMRA Beer Tent and Barbecue

### Saturday Afternoon — 14th July

12 noon CAMRA Beer Tent and Catering Tent open  
12.30 p.m. Burnage Brass Band  
1.30 p.m. Mystery Hyny  
2.00 p.m. Civic Cruise starts  
2.00 p.m. St. Anne's Choir  
2.30 p.m. Saddleworth Morris Men  
3.00 p.m. OFFICIAL OPENING  
3.15 p.m. Sokil Ukranian Dancers  
3.45 p.m. Burnage Brass Band  
4.30 p.m. Mystery Hyny

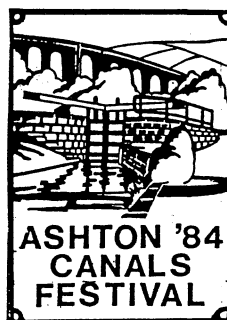
### Saturday Evening — 14th July

8.00 p.m. The Three Crows  
7.00-11.00 p.m. CAMRA Beer Tent and Barbecue

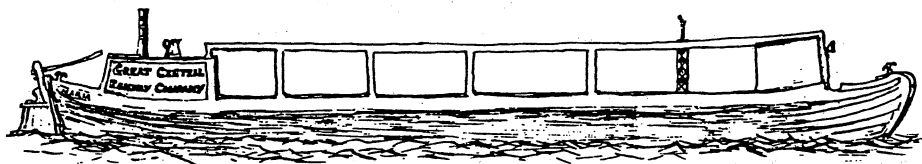
### Sunday — 15th July

10.00 a.m. Morning Service  
12 noon CAMRA Beer Tent and Catering Tent open  
12.15 p.m. Denton Brass Band  
1.00 p.m. Dan Dan the Punch and Judy Man

1.30 p.m. Mystery Hyny  
2.00 p.m. Denton Brass Band  
2.45 p.m. Saddleworth Morris Men  
3.30 p.m. Dan Dan the Punch and Judy Man  
4.00 p.m. Mystery Hyny



## Local Canal Trips



by Horse-Drawn Narrowboat

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All special Sunday excursions are bookable in advance. Passengers assemble at Dukinfield Junction, Ashton at 10.30 a.m. and 2.00 p.m. Return by coach. Trip duration approximately 4½ hours.

### **PRICES**

#### **Sunday public excursions**

Adults — £2.50, Children — £1.50, O.A.P.'s — £2.00

#### **Party Bookings**

(trips approx. 3¼ hrs) — £60.00

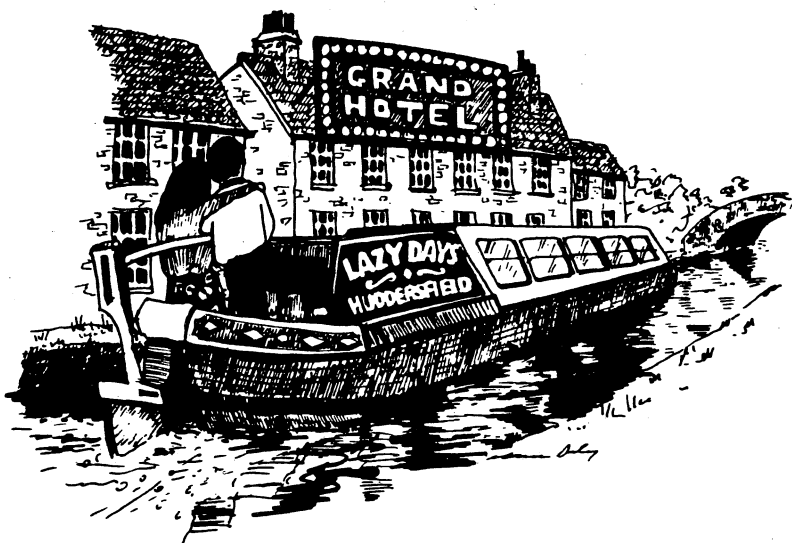
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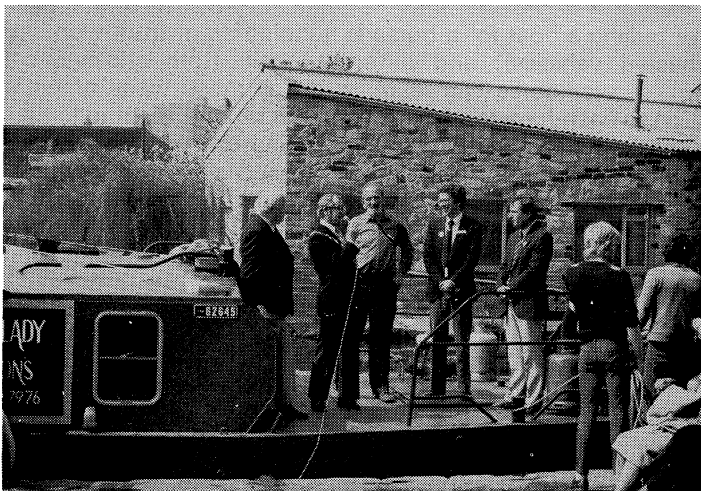
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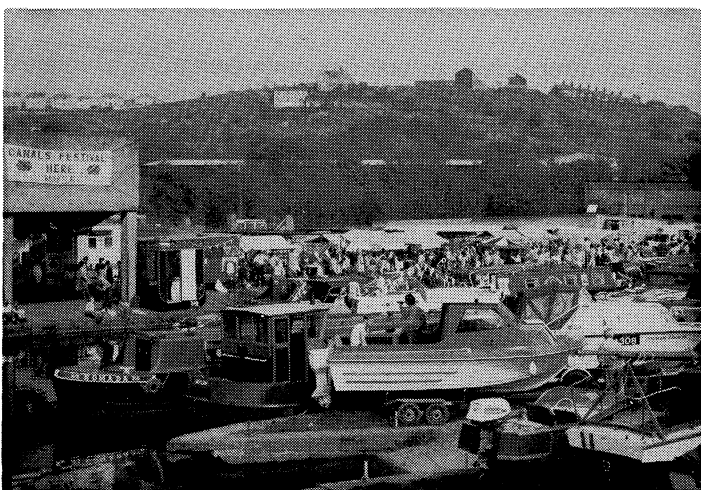


## huddersfield festival - huge success

The Festival held in Huddersfield over the weekend 5th/6th May went off remarkably well. The weather, fabulous on the Saturday but cooler on Sunday remained dry and brought the crowds from far and wide to sample the many entertainments provided. There were many boats, making a spectacular and colourful display in the marina.



The official opening by Councillor Alf Ramsden, Ralph Kirkham, **David Sumner** and Barry Shearman MP standing by.



The scene of the marina with the Festival in full swing.

photos: Tony Lockwood

There were several mystified faces at the Uppermill Festival because I had advised that Sonny, the horse of the Ashton Packet Boat Company, be brought in to pull Benjamin Outram, rather than my horse Tanner who was to be on site anyhow, with my living-waggon. Wouldn't any workhorse do, I was asked? So here's my attempt to explain.

The job of pulling a boat for a horse is quite different from working in shafts (with wheeled vehicles), and different again from chainwork (such as ploughing). A workhorse can learn to do all these types of work, but an introduction to each form is advisable in the form of sympathetic training. Had I been asked to move a boat under easier circumstances I would have leapt at the chance. In view of the importance of the occasion, a civic cruise under the public eye, with trips for the public arranged afterwards, there was no question in my mind of allowing hiccups! So instead I rode Sonny over from Guide Bridge (Ashton Canal). As the boat's engine was still having trouble, Sonny was used for the civic cruise.

The problem involved for a horse towing a boat, is that he is pulled backwards and sideways towards the canal. Horses can be pulled into the canal — especially possible in Tanner's case, because he would not expect to have to need to brace himself against such a pull. In shafts, he leans straight forward into his collar, and the wheeled vehicle comes easily behind (except uphill, over Stalybridge!) In towing a boat, he would have to lean to one side and expect a drag behind him. Having trained shaft-horses to work in chains, dragging implements behind, I have seen mystified faces on horses too!

The method used for Sonny to pull Benjamin Outram is of interest because Benjamin Outram's steering is dependent on its engine, and no rudder was available as is usual on a horse-drawn boat, when the horse just provides motive power. Bow hauling without steering can work if the towing rope happens to be attached to the exact correct point on the boat (but loading varies this), and if the line of the canal is suitable. But more often than not, without steerage, the towing of the horse or person tends to pull the boat into the bank, or on a corner, the boat can go across the canal hitting the other bank.

So to be certain of the boat's path, it was therefore necessary to create steerage by means of pole and rope forming a rigid triangle with the tow-line. The pole pushes the boat out from the canal bank (counter-acting the towline's inward pull), and the rope prevents the boat drifting across the canal. This rigid triangle was used as Sonny pulled the boat up to Brownhill Visitor's Centre and back.

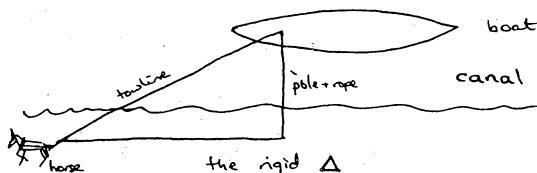


## PENNINE LINK

I travelled last summer for eight weeks on tour with two living-waggons providing entertainment for children with clown and puppets shows. Having hauled the waggons up and down hills between Leeds and Manchester, I have fully come to appreciate the relief carters of former days must have felt when the canals were built. I can assure anyone that Sonny pulling a 70' narrowboat of 12 tons, with 50 passengers, can do 20 miles a day with much greater ease than Tanner can pull a living-waggon of three-quarters of a ton from Slaithwaite to Uppermill (and back). My own interest in canals therefore is also for the ooooo of my horses, leaving hills and traffic behind. And so for this summer I am now organising a week's theatre tow by the Manchester University "Umbrella Theatre Company", with Sonny and the narrowboat 'Maria'. For anyone wishing to find us, we will be travelling from the Ashton Canal via the Lower Peak Forest onto the Macclesfield from July 21-28, using canalside pubs as lunchtime venues and community centres in the evenings usually.

I hope to get increasingly involved in horse-boating! Any help or enquiries can find me at Huddersfield 845582.

*Sue Day*



## THE PEAK AND PENNINE LINE...

narrowboat cruising at its best ...

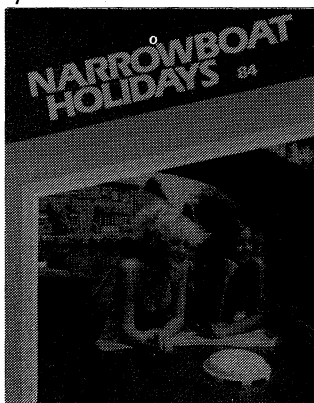
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**'A UNICON MARINE  
PRODUCTION'**



Dear Editor,

I would like to add to Bob Dewey's 'The First Ten Years' in No.55 Pennine Link, starting with a small correction. There were four of us at the meeting when we decided to form the Huddersfield Canal Society. My vague recollection was that it was suggested that the name should be the Huddersfield Narrow Canal Society.

At that time, Margaret Sinfield was Chairman of the West Riding I.W.A. and John Maynard was a member of that committee. I was Honorary Secretary of the Calder Navigation Society and therefore had experience of running a canal society. The three of us had worked together very closely in the Sowerby Bridge Festival of 1973.

In mid-March 1974 Margaret asked me to attend a meeting to discuss the future of the Huddersfield Narrow Canal and the possible formation of a Canal Society. Apparently, a young man had been in contact with her expressing great concern about the canal. Margaret, John and I attended a meeting on March 20th 1974 where I was introduced to the so far unknown young man. It was not long however, before his enthusiasm infected us all. The young man was, of course, Bob Dewey. After some little discussion we decided that a canal society would be the best way to progress the issue. We discussed ways and means, the organisation of such a society and decided that we would do so and call a public meeting to elicit support and new members. The trouble was that we had no money — not even for postages. The CNS annual subscription was £1.00 and we agreed on the same amount. I then put my one pound on the table and it was quickly followed by three more.

The public meeting was held on April 19th at the Zetland Hotel, Huddersfield. I was very dubious as to what active role I could play. I was already Secretary of the CNS, an elected member of the newly formed IWA North East Region and was already at work preparing for the IWA National Rally at York in 1975 and, of which, I was Rally Director. I need not have worried. The public meeting was packed. The Peak Forest Canal had been re-opened and there were many young members of the PFCS who were simply looking for something new to tackle. There was no shortage of volunteers. John Maynard became the first Chairman and Bob Dewey became the first Secretary of the Society, a post which he still occupies. Apart then from being able to claim to be the first paid-up member I did not take an active role in the day-to-day working.

At that time the CNS 'looked after' the Calder & Hebble and the Huddersfield Broad. I suggested that since the new society had no water on which boats could sail, we should 'give' them the Huddersfield Broad. The CNS Committee willingly agreed.

My job for the Aspley Canals Festival, May 5th and 6th was to organise the VIP cruise and visit. I wrote to Sir Frank Price but because of the pressure of work involved in his termination of employment, he was unable to come. He did, however, in a letter, say something which is worth repeating over and over again. He wrote: — "I HAVE TAKEN THE VIEW FOR SOME TIME NOW THAT THERE ARE FEW WATERWAYS WHICH ARE BEYOND RECALL — EVERYTHING IS POSSIBLE".

## PENNINE LINK

Ten years ago those were our thoughts but it took more than six of those ten years to convince others including local authorities that restoration of the Huddersfield Narrow Canal was not only viable but also essential. The campaign is not over. There is much to be done. There are problems to be overcome.

At the first AGM the guest speaker posed the question. "If the Huddersfield Canal is restored?" I had been asked to respond and said, "It is not a matter of **if** but **when**". This got a great cheer but, in our wildest dreams we had our own doubts.

Now, part of the canal is in water. Not only STAN but a full length narrowboat are in operation. We do, however, have to thank those local authorities and agencies who are carrying out such valuable work whilst not forgetting that that modest £4.00 of ten years ago has been multiplied thousands of times through donations and fund-raising to enable the HCS to build lock gates and to carry out restoration work as an example of what can be done.

It is, I suppose, easy to say that had we not founded the HCS in 1974, someone else would have done so. That is conjecture. What is fact is that all that has been achieved is due to the members, the present Council and their predecessors, the various committees of the HCS but, above all others, to Bob Dewey who started the ball rolling.

***Ralph Kirkham**, 1 St. Mary's Walk, Mirfield, W. Yorks WF14 0QB*

## FRANK BENNETT

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Holidays  
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- Other activities include Breeding, Showing, Working, Smallholding  
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- + + + + + + +
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+ + + + + + +

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**Telephone: Huddersfield 845582**

## **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.

+ + + + + + +

Keep the bells ringing in! The scarce numbers seem to be 3, 13, 39 and 42. If you have any of these we might be able to make up several sets. Please send them to Mr R. Stiles, 94 Hindes Road, Harrow, Middlesex HA1 1RP or pass on to any council member.

## **SOLUTION TO CROSSWORD NO.18**

ACROSS: 1—Paddles; 5—Fleet; 8—Paid; 9—Stagnant; 10—Chain;  
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21—Sloop; 24—American; 25—Keel; 26—Sites; 27—Channel.

DOWN: 2—Awash; 3—Dodging; 4—East; 5—Fight; 6—Elation; 7—Tithe;  
10—Cut; 11—Asia; 12—Gets; 14—Neglect; 16—Oilskin; 17—Dip; 19—Leaks;  
20—Trips; 22—Obese; 23—Inch.

## **press date**

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



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	per issue	6 issues
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Full page	£6.50	£32.50
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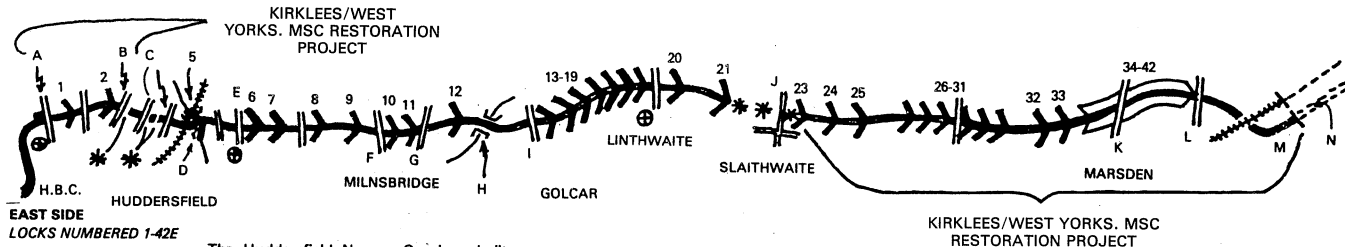
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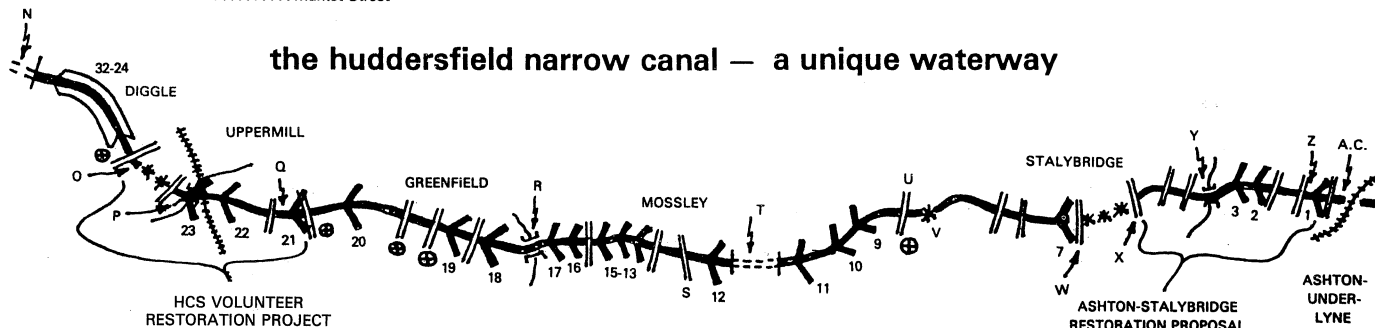


The Huddersfield Narrow Canal — built 1793—1811. Engineer: B. Outram. Closed: 1944. Last recorded passage across Summit: 1948. Restoration began 1981. Length: 19<sup>7</sup>/<sub>8</sub> miles. Summit pound: 645 ft. above sea level through Standedge Tunnel — 3 miles 418 yards long.

- 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

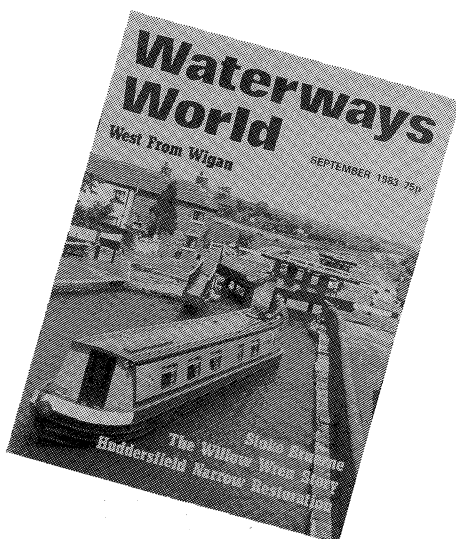
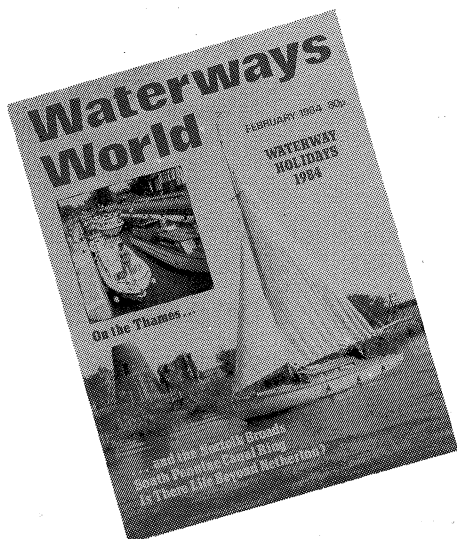
- G. .... Morley Lane
- H. .... Golcar Aqueduct
- I. .... Golcar Swing Bridge
- J. .... Britannia Road
- K. .... Warehouse Hill
- L. .... Station Road
- M. .... Tunnel End Cottages
- N. .... Standedge Tunnel
- O. .... Wool Road Warehouse and Brownhill Visitor Centre
- P. .... Saddleworth Aqueduct (old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



**WEST SIDE  
LOCKS NUMBERED 1-32W**

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## **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.

## **for sale**

11'-6" Dinghy, trailer, oars, ropes, evinrude s/s 4 outboard, flat bottomed. Suitable for canals and lakes. **£350** Low Ireby 437.

## **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, 46 Woods Avenue, Marsden, Tel: (0484) 842963, work: 061-620 4421.

### **THE HORSE-DRAWN CLOWN AND PUPPET CIRCUS**

Wherever possible the shows will be horse-drawn but motorised transport will attend venues unsuitable for the horse-drawn tour.

The company organisation is as flexible as possible — with horses, dogs and rabbit. There are performers, musicians, painters and puppeteers, who will offer clown shows, puppet shows, Punch and Judy, drama workshops, parades and spectaculars such as stilt-walking, fire eating, juggling, etc. Some or all of the entertainers will attend each venue.

The shows will be open-air, weather permitting; adaptable for indoors if necessary. We will attend festivals, playschemes, community centres, hospitals and other special institutions. The main show can be supplemented by smaller street shows and processions. Unlike motorised transport, our travelling pace is slow enough to provide spontaneous theatre, much interest being generated by the passage of our permanent "procession". It is possible to stop en route to perform short impromptu shows...

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HCS Ties — Maroon, Brown	£2.95	25p p&tp
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The Ashton Canal	90p	15p p&tp
Huddersfield Canals Towpath Guide	£2.50	40p p&tp
Tunnel End Brochure	50p	15p p&tp

**deeds of covenant**

Those who 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

**£500 donation for hcs**

We at HCS are delighted to announce a £500 donation from Tenneco Europe Inc. Tenneco is a multi-national organisation, their business seems to include anything from oil exploration to processed foods and insurance.

**RESULTS OF BARREL-ROLLING COMPETITION**

**Men's Team:** David Bradbury and Mark Kenworthy won a gallon of beer, kindly donated by the Diggle Hotel.

**Ladies' Team:** Judith and Andrea Weston won a bottle of wine, kindly donated by the Diggle Hotel.

Winning Programme No.36 wins a bottle of whisky.

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## JOIN NOW

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

I/We wish to join the Huddersfield Canal Society.

Name/s .....

Address .....

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

Occupation .....

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

I heard about the Society from .....

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Family Membership £3.50. 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.



We are pleased to welcome the following new members.

- 1206 Frank Bradley, [REDACTED].
- 1207 Richard James Talbot, [REDACTED].
- 1208 Ian Davenport, [REDACTED].
- 1209 Peter John Furnival, [REDACTED].
- 1210 Julie M. James, [REDACTED].
- 1211 Marcus James Frost, [REDACTED].
- 1212 Ronald Bradley, [REDACTED].
- 1213 Janet Danson, [REDACTED].
- 1214 Paul Andrew Sykes, [REDACTED].
- 1215 Edward Brenton Hinchliffe, [REDACTED].
- 1216 G. Jones, [REDACTED].
- 1217 Ronald Kershaw, [REDACTED].
- 1218 Kenneth A. Watson, [REDACTED].
- 1219 Alan Neill, [REDACTED].
- 1220 Helen Haigh, [REDACTED].
- 1221 June J. Salmon, [REDACTED].
- 1222 George Proctor, [REDACTED].
- 1223 Les D. Robinson, [REDACTED].
- 1224 Raymond and Christine Davey, [REDACTED].
- 1225 William E. Wickens, [REDACTED].
- 1226 T. Webb, [REDACTED].
- 1227 Donald Brook, [REDACTED].
- 1228 Mr & Mrs R. W. Hughes, [REDACTED].
- 1229 Janet K. Graydon, [REDACTED].
- 1230 Mark Williams, [REDACTED].
- 1231 John T. Flint, [REDACTED].
- 1232 H. Burton, [REDACTED].
- 1233 Willie R. Cannings, [REDACTED].
- 1234 Gavin J. Robinson, [REDACTED].
- 1235 Graham Beaumont, [REDACTED].
- 1236 John M. Crossley, [REDACTED].
- 1237 Jeffrey Kershaw, [REDACTED].
- 1238 Paul A. Lockwood, [REDACTED].
- 1239 Harry Noyes, [REDACTED].
- 1240 K. B. West, [REDACTED].
- 1241 Lynda M. Firth, [REDACTED].

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## PENNINE LINK

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1242 Craig Watson,  
1243 Gary Watson,  
1244 G. Hancock,  
1245 David Williams,  
1246 David & Janice Cooper & Family,

1247 Michael & Mavis Green,

*Val Dewey*, Membership Secretary

## diary

- 5th July 8.00pm Illustrated talk by Anthony Burton at the White Swan, Kirkgate, Huddersfield.
- 11th July 8.00pm 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 Huddersfield Town Hall.
- 26th July 7.30pm Sheffield Meeting. Meet at Worsborough Mill, Worsborough, Nr Barnsley, at 7.30 p.m. for short walk.
- 28th July Flag Day in Stalybridge. Details and offers of assistance to Jean Buckley on 061-624 4881.
- 2nd August 8.00pm Social Meeting at the Railway, Marsden.
- 8th August 8.00pm Illustrated talk by Victor Croasdale, 'Journey across Europe by Train' at the Cross Keys, Uppermill.
- 23rd August 7.30pm Sheffield Meeting. Venue to be arranged. Phone Chesterfield 432140 for details.
- 25/27th Aug National Rally at Hawkesbury Junction.
- 6th Sept. 8.00pm Royal Oak, Linthwaite. Speaker from BWB.
- 12th Sept. 8.00pm Social Meeting at the Farrars Arms, Grasscroft, Oldham.
- 17th Nov. Flag Day in Huddersfield.

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

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