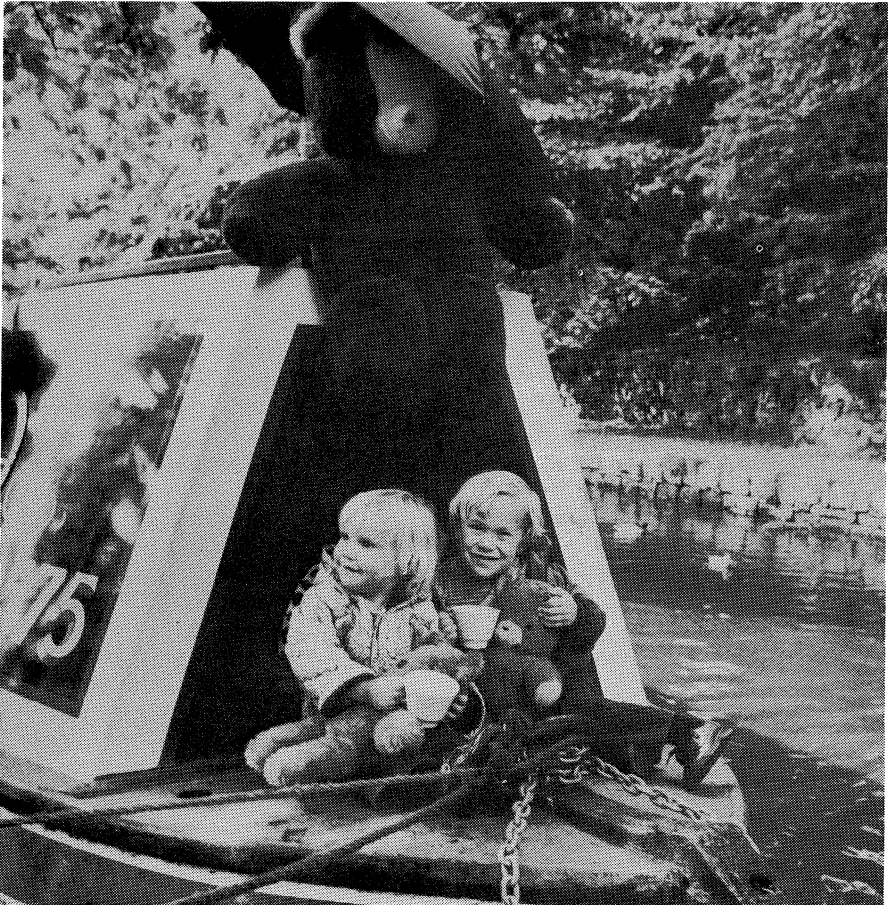


**HUDDERSFIELD  
CANAL  
SOCIETY**

# **PENNINE LINK**

**No.60**

**November/December 1984**



**FREE to Members**

**25p**

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**Front Cover** shows Teddy Bears Picnic on Benjamin Outram.  
Photo courtesy of the Oldham Evening Chronicle.

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**editorial**

As this is only October it does seem a bit premature but I'd like to wish you all on behalf of HCS a very happy Christmas and a restorative New Year.

As usual we've a selection of HCS happenings over the Christmas period and we hope you'll take the opportunity, come along, and maybe put a few faces to names.

As Editor obviously I was overjoyed and very honoured to have had Pennine Link chosen for the Narrow Boat Trophy Award, which was presented at the National Rally.

I would now like to thank **YOU** for all contributions without which Pennine Link wouldn't survive. Expecting the competition to try harder, I'm not sitting back and being complacent, certain changes and I hope improvements will take place over the next few issues, then next year you never know.....

**Sue Gibson**

## **A Statement by the Council of the Huddersfield Canal Society**

On 18th October your Council and Consulting Engineers, W. S. Atkins & Partners are to hold a joint presentation to Members and Officers of the Greater Manchester, Kirklees, Oldham, Tameside and West Yorkshire Councils. Our guests will be taken through the restored Uppermill locks on board "Benjamin Outram". A coach visit to see the work of Ian Preston's team in Marsden will be followed by lunch. The afternoon presentation by the Society and W. S. Atkins will be chaired by Mr R. H. J. Cotton, the British Waterways Board's Director of Leisure.

The meeting is particularly significant as the first occasion when elected Members of all five Local Authorities have met to discuss the Huddersfield Narrow Canal. The main purpose of the day is for the Society to suggest to those present that a Joint Steering Committee should be formed to work together to promote the restoration of the canal. We believe that the Local Authorities, the British Waterways Board, and this Society should all be represented on such a Committee, together with other interested parties.

The two restoration projects on which work has commenced and others now being discussed or agreed, are self-contained schemes to restore individual sections of the canal. When significant lengths of canal are restored it will be possible to plan for the removal or by-passing of the more serious obstacles to through navigation. We believe that it may be easier to obtain grant-aid for these projects if a co-ordinated approach is made to restoration through a Joint Steering Committee. The pooling of knowledge and experience at this early stage would also be beneficial.

The second purpose of the presentation is to float the idea that a Cost Benefit Study of restoration should be commissioned. Cost Benefit Analysis to Treasury approved guidelines is a technique by which the costs of carrying out a project by various alternative methods are considered, and compared to the likely benefits to the Community. A Cost Benefit Study can prove to be the key to unlock significant sources of grant-aid from outside bodies. For several months your Council have been discussing this matter with W. S. Atkins & Partners who successfully completed the similar study of the Montgomery Canal in 1983.

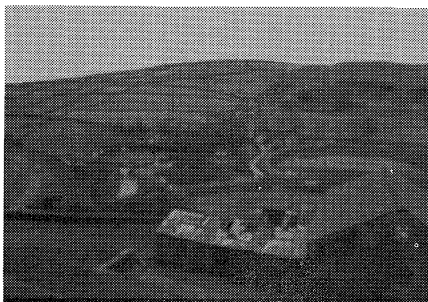
It is hoped that the meeting will provide an opportunity for the Local Authorities, the Waterways Board and the Society to discuss how best to co-ordinate restoration of the canal, and to consider the benefits of full restoration.

British Waterways Board Chairman, Sir Leslie Young has asked to meet members of Kirklees Council's Agbrigg Area Planning Sub-Committee to discuss the Board's controversial proposals to construct a new spillway and drain Tunnel End Reservoir at Marsden. At the time of writing it is understood that no date has been fixed.

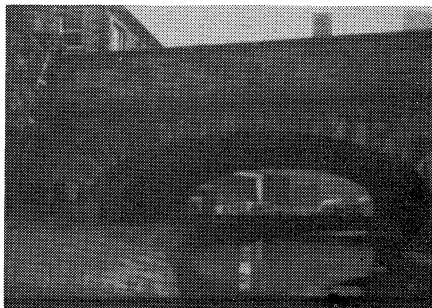
At their meeting on 12th September the Tame Valley Joint Committee (which is composed of elected members from Oldham, Tameside, Stockport and Greater Manchester Councils and the North West Water Authority) noted the progress being made and gave their support to the restoration of the Huddersfield Narrow Canal, including the possible commissioning of a Cost Benefit Study.

The Greater Manchester Council have agreed to restore the entire length of the Huddersfield Narrow Canal in the County over a 10-15 year period. Sadly this decision is one they are unlikely to be able to implement because of the expected demise of the Metropolitan Counties. We must hope that their successor authorities carry out this intention.

*Keith Gibson*



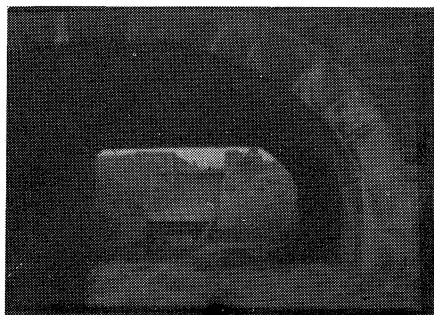
*Tunnel End Reservoir — existing spillway visible over the roof of right hand building in foreground*



*Bates 1984 — view from just above Lock 2E showing Queen Street South Bridge. New building will join building just visible on left right across view*



*Lock 31W — prior to any infilling — about 1963*



*Lock 31W — work on cascading almost complete — about 1973*

I've forgotten exactly when marks I and II took place so much water has flowed under the culvert since. However for those who join the story at this stage, a brief background.

In 197'x' Bates & Co., a textile firm in Huddersfield who have filled part of the canal between Chapel Hill and Queen Street South, Huddersfield, in the 1960's applied for planning permission to put up a further building over the old line of canal. This was granted despite a big fight by HCS. Subsequently they decided not to build this (phew!) and applied again for a single storey building instead. HCS published a booklet 'A New Canal for Huddersfield' which showed that by moving lock 2E westwards by a couple of hundred yards, it would be feasible to erect such a building over the canal in a tunnel. The building was approved with 15 feet deep foundations to enable this to be done.

Two new applications are with Kirklees and are being carefully monitored by your Project Officer and myself. One seeks permission to demolish a small part of the existing mill (which is listed as of historic interest); the other is to erect a three storey building across the canal. But wait...don't start writing to object yet, the building is raised off the ground (canal) level on 12 feet legs, so a canal could apparently be rebuilt under it without the tunnel, thus saving the cost of moving lock 2.

There's a long way to go yet, but the council officers are now very much more sympathetic to our case and are seeking a solution to the problem on our behalf. I am hopeful that a compromise may be forthcoming. Who knows? we may yet be supporting the application!

*Bob Dewey*

## **New Restoration Project**

### **Diggle Locks 31 & 32 West**

We are another step nearer to starting a new volunteer restoration project at Diggle. Oldham Borough Council have recently confirmed that they have no objections to the Society's request to restore Locks 31 and 32 West. Detailed plans will need to be prepared and submitted to Oldham and B.W.B. for their approval before work commences. However, Oldham's permission means that we are likely to be able to start work on site early next year.

Jobs to be tackled will include digging out concrete and rubble, part rebuilding lock chamber walls and reinstating landscaping around the locks — plenty of opportunity to get your wellies wet and your dungarees dirty! At Help will be needed so watch Pennine Link for further news and details.

*Kathryn Goodwin*

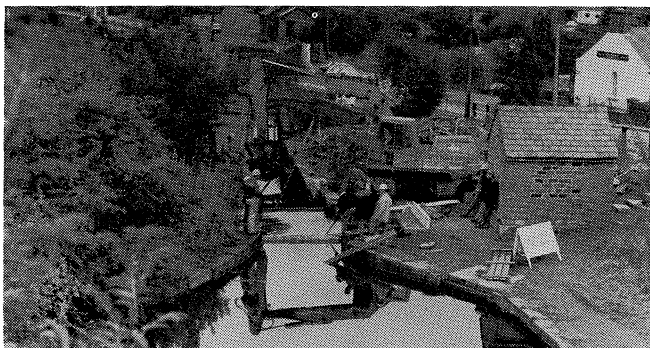


*Photo shows Sue Gibson and the Award Plaque, and Trevor Ellis with the £100 cheque, standing by the HCS stand at the National Rally. Photo: Harry Arnold*

The 1984 I.W.A. National Rally at Hawksbury Junction was a memorable day for Pennine Link's hard-working Editor, Sue Gibson. During the Awards Ceremony at the Rally, she was presented with the Narrow Boat Magazine Trophy by I.W.A. chairman, Ken Goodwin. This new trophy, awarded by Narrow Boat Magazine, is for the best Canal Society Boat Club, I.W.A. Branch or Region Magazine or Newsletter. Out of 32 entries, "Pennine Link" the magazine of the Huddersfield Canal Society was chosen as winner. The Trophy is in the form of a framed plaque, which the Society can keep, and along with this goes a cheque for £100 towards Society funds. Sue also received a replica of the trophy for herself.

Narrow Boat Editor, Harry Arnold said that the final choice was between "Pennine Link" and the Wey and Arun Canal Society's "Wey South". Both in the judges opinion, were excellently presented, very readable, had a good balance of content promoted their societies campaign and good clear illustrations. However it was felt that Pennine Link had the edge with a clearer typeface and consistent page design. A lot of the credit for this must go to Sue. In spite of the demands of four children, during her time as editor she has developed Pennine Link from a photocopied newsletter to the smart and professional-looking magazine we have today. Thanks must also go to all the people who have written articles and submitted photos and drawings for the magazine. Let's keep up the good work and make Pennine Link even better in the coming year.

*Kathryn Goodwin*



### Restoring the Marsden/Slaithwaite Stretch

In the beginning (sounds like Genesis) there was myself and one Supervisor. I had just found the workshop premises at Linthwaite (the units initially considered at planning stage, Cellars Clough, had the advantage of being nearer the site but needed a large amount of structural work in order to make them suitable for handling lock gates). The telephone to the Colne Valley Workshops was a long time coming and we worked off a pile of concrete blockwork which have now become offices, storerooms, canteen, diesel tank bund etc., inside the workshops. We also established a presence on site at Marsden.

The workshops at Linthwaite are now well established and we have erected a lifting frame to turn the lock gates and a system for getting them out of the workshops. This system (yet to be tested!) cost approximately  $\frac{1}{5}$ th the price of the forklift truck alternative.

The manpower has now been built up to 38 people; consisting of my site foreman, three supervisors, one full-time carpenter, one clerk/administrator and 32 labourers. I include in the above 7 labourers recently offered posts to make up for losses. Most of the labourers work a three-day  $23\frac{1}{2}$  hour week, but because of the nature of the work it is essential that dumper drivers, crane operator, chainsaw operatives, etc., should be full-time for safety and planning reasons. I have 6 full-time labourers. In order to keep a fairly constant number on site I have organized the 3 day/week men into gangs of 10 with staggered days. In this way I achieve a constant number of 6 men from the gang of 10 being on site each day, (although unfortunately not the same 6 of course!) This also has the effect of keeping my clerk even busier! I am currently seeking a further gang of 10 part-time labourers, 4 full-time labourers for lock gates, 2 supervisors (preferably with a bricklayer/mason background) and a deputy supervisor ganger.

We have now been in operation 4 months and have removed upwards of 4,000 tons of spoil from the canal and locks. We have completely cleared 4 pounds, dug out 3 cascaded locks and uncapped 1. During the summer months the emphasis has obviously been on muck-shifting, winter will slow down earthmoving operations substantially.



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## PENNINE LINK

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The general modus operandi is:—

1. Achieve access from pound to dredging site (by cutting the temporary roadway along the side of pound 39-40 and placing the bridge across lock 40 access has been achieved from lock 42 downwards to dredging site).
2. Clear head of lock, repair byewash. Getting at the paddles sometimes allows the water to drain through the filled locks and empty the pound above (together with a little help from pumps). It has been necessary to break down the concrete weir wall in some cases as the head paddle recesses have been concreted in.
3. Dig out the pound either by hand, making an access road into it or reaching as far as possible from the banks.

I have now on site a Priestman excavator, this was essential in being able to bring up the 2-3 ton copings knocked into the bottom of the cascaded locks and I have continued to use it on pound 39-40. Even this machine, however, requires a gang of men on the opposite side to it digging the 3 or more feet of silt towards the machine. Being up to the thighs in silt has doubtlessly led to my quite high labourforce turnover but it would have been even higher if I had persisted with hand dig! When the excavator has dealt with the majority of the stone and fill in the cascaded locks, about 3 feet of silt remains to be dug by hand.

During the winter, work will commence on rebuilding the lock walls and quoins. Scaffolding will be erected for this purpose in lock 42 very shortly and I have purchased enough stone to complete this and lock 41. The walls will be gravity walls constructed in mass concrete using either masonry or brick as appropriate as a permanent front shutter. Using this form of front shutter will mean we will have to concrete in 750mm maximum lifts. The thickness of the gravity wall at its base at tailgate position will generally be about 1.5m reducing to 1m at the top of the wall.

The quoins themselves cannot be totally rebuilt from rescued stone and I have made a shutter at Colne Valley to the shape required at lock 42. Unfortunately each quoin leans back and downstream by a different amount on each side of the same lock and the shape of the quoins themselves varies from lock to lock. This may necessitate a new shutter for each quoin.

I hope to get a set of gates in at lock 39 in mid-November and follow fairly shortly afterwards with a set at lock 42. I shall be clearing summit pound by means of a dredger to be loaned by British Waterways Board in November.

A great deal of public interest has been shown in the scheme as well as by both Councils. I obviously welcome this interest without which there would be no scheme but it must be remembered that this is a civil engineering site with all the usual consequent dangers.

If you would like to visit the site please advise me so that an informative and safe visit may be arranged. I thank you for your co-operation and support — get your boats ready!

*Ian Preston*  
Restoration Scheme Project Engineer

**STAN** has now been rescued from Slaithwaite and is safely moored at Marsden where an eye can be kept on her from the cottages. Her future is yet to be decided.

**BENJAMIN OUTRAM** has been running regularly at weekends with volunteer members, and during the week by Harold Nield. The good summer has seen her off to a flying start but inevitably trade is starting to fall off as the autumn approaches. Harold has done a good publicity job and charter bookings are rolling in. So if you want an outing for your club, society, works, school or whatever book now while dates are still available. The installation of heating for the coming winter is under active consideration. We could not have done it during the summer without encroaching on valuable cruising time — just to forestall the inevitable question! Due to a fall-off of Saturday trade it has been decided to operate only on Sundays from the end of October.

**No.2.** For new members this is a 'Day Boat' we were given; about 15' long by 6' wide and constructed in sheet steel. The original cabin has been removed and she is at present upside down at the cottages. The outside of the hull has been cleaned and painted.

We require a member (or members) to take her over and build a cabin top and reburish her. This is an ideal opportunity not to be missed by anyone wanting to do up a boat. She has a very fine line and would be an asset to the Society if done up. It is a shame to let her lie idle due to the lack of a few hours of work a week.

**No.4.** Now that the restoration of the Marsden/Slaithwaite length is under way consideration is being given to the provision of a trip boat, similar to 'Benji', on the east side. Any ideas, offers of help, or offer of a boat would be most welcome.

*John Maynard*

## HCS Flag Day

November 17th sees the second HCS Flag Day. It is to take place in Huddersfield Town Centre and to make the day a success we need lots of volunteers to assist in collecting donations and giving out stickers.

We also hope to have the HCS Sales Stand and Caravan in the town centre as well so there is bound to be plenty for all to do.

Do you use any suitable tins or containers which could easily be converted to use as a donation box? Tins such as the powdered milk tins with the plastic tops etc. are ideal. If you do have any spare would you please contact one of the council members or anyone who regularly attends meetings as we will need as many donation tins/boxes as possible. If you are planning a visit to Tunnel End Cottages take them with you and leave them with the assistant behind our sales counter.

*Dave Irving*

# **CHRISTMAS CEILIDH DANCE**



*featuring*  
**THE ROSE TREE CEILIDH  
BAND  
&  
PIE AND PEA SUPPER  
on  
SATURDAY  
15th DECEMBER**

8pm AT THE FRIEZLAND HALL,  
WELL-I-HOLE, GREENFIELD  
Tickets £2.50 inclusive from  
JEAN HINDLEY (061-483 9144) or  
JEAN BUCKLEY (061-624 4881)

**First Report on Weekday Operation**

With the first two months of operating weekday cruising on “Benjamin Outram” behind us we now look forward with a high degree of optimism to changing patterns of trade. The abundant summer casual tourist trade is sadly finished and, with the return of children to school and holiday-makers back to workbench and office, we found ourselves waiting weekdays for phantom passengers in a deserted village.

This was the sign to abandon the ‘cut’ temporarily for the office — one bedroom overlooking nought but flotillas of Mallard and Muscovy ducks with their now mischievous adolescent broods. Education Authorities, Tourist Boards, W.E.A. District Office, Lancashire Tourism and specific tour operators were contacted and supplied with copies of our newly produced ‘Benji’ leaflet. A real start had been made. Only a matter of days before bookings would inundate us — we were too realistic and long in the tooth for such dramatic expectations and sure enough the trickle of bookings commenced.

Junior, nursery and infant schools have already enjoyed our cruises from the Education Authorities of Oldham, Kirklees and Rochdale. Tameside have as yet been slow to come forward but no doubt they will when they realise what their children are missing.

Other groups cruising with us include North Manchester College YTS, Uppermill Toddlers Club, National Holiday Coaches, Brownies & Cubs Companies, Hadfield Folk Club, Pensioners House Hyde and Colne Valley Swimming Club.

Evening cruise promotions include a New Orleans Jazz Night with the Dave Donohoe Quartet, Folk singing with the Oldham Tinkers and The Three Crows each of which (I am pleased to report) became over-subscribed.

Wednesday in Uppermill is Market Day and attracts many pensioners with their concessionary bus passes so, during August, two locks cruises — one morning and one afternoon — were publicised locally and were well subscribed until the first week in September when, on the 10.30am cruise we waited, and waited.....and waited, but not one passenger turned up. We continued with the afternoon cruise and got a smattering of folk, but the mould had been set for the withdrawal of this feature. The same fate came to the Friday Lunchtime Cruise — on which we offered hot pie and mushy peas, plus sandwiches. Brilliant while it lasted but only during the hot holiday period — thank God for a glorious hot summer.

More recently we have hosted two birthday parties and a Teddy Bears Picnic and we are for ever on the lookout for other progressive and interesting ideas to promote the chartering of “Benji”. So come all ye goodly members — if any novel (and financially viable) promotions flash to your mind, don’t keep them locked away in ‘memory plus’ — pick up the phone and bend my ear, I’m always willing to learn.

*Harold Nield*

A young HCS member Craig Watson, aged 9, has written suggesting we form a group for junior members, meeting possibly at the Tunnel End Cottages for a chat, and maybe a film or slides show. What a good idea Craig, I'm sure there'll be many others interested in seeing films and slides about the canal and the Society.

We grown-ups often forget that the films and slides are usually shown on an evening when you're in bed.

If you are interested, Craig would love to hear from you. You can contact him at 73 Thick Hollins Drive, Meltham, Huddersfield.

## Glossop Cake Stall

In order to spread the HCS word into Glossop, Eve Prugar and Felicity Tipple took a stall at the Bank Holiday Market, selling home-made cakes and produce.

They express their gratitude to all of you who donated cakes and other goods to the stall but regret that only £44.42p was taken due mainly to illness and the hot weather, (temperature in the eighties) melting the gateaux.

## HCS Survey

A big thank you to those who spared the time to write to me answering my questions. Their suggestions and advice were very helpful and the good luck wishes much appreciated. At a later date I hope to prepare an article for Pennine Link giving some results from the survey.

*Alex Crippa*

## HCS Drop-outs

You will see that we have now recruited member number 1???, what a shame we can't claim to have that number of members. Of course, from time to time members resign or leave for personal reasons, that is accepted, what is really upsetting is the number who drop out without ever saying why, particularly ones who have been members for many years. Sometimes, one fears that they are dropping out by accident — simply forgetting to pay.

What a tragedy, HCS needs **you** all, even if you feel that you are not playing an active part, your Council are grateful for your support. Without the members, HCS is just a small group of enthusiasts, with your backing, we are an influential pressure group, increasingly respected by the Authorities.

So come on, if your renewal is due (or overdue) send it in now, don't put it off, you may forget. Better still, why not give the membership secretary a surprise and send it in before its due!

## Tameside Canals Development Association

Chairman: Councillor F. Ruffley  
Hon. Secretary: Mr D. Sumner (Huddersfield Canal Society Ltd.)  
Hon. Treasurer: Mr D. Brown (Peak Forest Canal Co. Ltd.)  
Unit Manager: Mr Steve Whitby

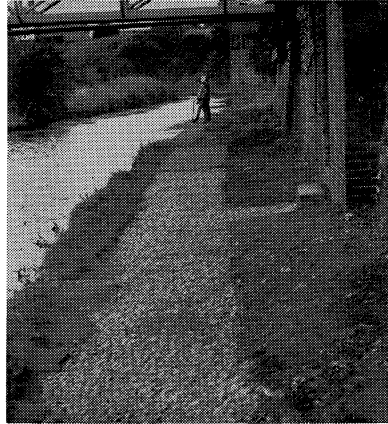
The Tameside Canals Development Association was recently formed to look at the extensive canal network within Tameside, the aim being to initiate and co-ordinate their renovation and reconstruction.

As an initial step we applied to the Manpower Services Commission and the British Waterways Board to sponsor a scheme to renew the towpath on the Peak Forest canal for approximately 3½ miles, between the swing-bridge at Dukinfield, to the Tameside border beyond Gee Cross mill, to Dunkirk Farm. The scheme was approved, and we began recruiting on 1st May this year.

Our present brief is to restore and renovate this 3½ mile stretch of the Peak Forest canal towpath, to marry in with work already completed by the Tame Valley Wardens. If there is sufficient time, and money available, we shall attempt some limited environmental work, i.e. grass cutting, tree and shrub planting, rebuilding or pointing walls, and possibly laying out recreational areas. In effect to create a linear park, along a navigable waterway.

M.S.C. schemes are designed to assist the long term unemployed, to give an opportunity of 52 weeks temporary employment. The Tameside Canals Development Association scheme is of 77 places, the breakdown is as follows:— 1 Unit Manager, 1 Senior Supervisor, 1 Administration Supervisor, 4 Supervisors, 3 Chargehands, 10 Craftsmen, 11 Full-Time Craftspersons Assistants, 45 Part-Time Craftspersons Assistants (Part Timers work weeks about, one week on/one week off), 1 Clerical Assistant. At this moment there are 72 positions filled. Out of these 72 participants we have 3 Registered Disabled, 3 Educationally Sub-Normal and 2 Mentally Retarded. Since the scheme started, 20 of the workforce have left. Of these, 11 have left to take up full-time permanent employment, 4 have left finding the work too demanding, and 5 were found to be unsuitable.

The financial details are rather complex, but we can give a rough outline of funding and running costs. The bulk of the contributions, including wages and salaries, come from the M.S.C. £4,000 from the B.W.B., and £1,000 from the T.V.W. (this being for environmental purposes). A further £1,000 was recently donated, again by the B.W.B. after an inspection for the purchase of a reconditioned engine for our working narrowboat. Roughly the running and expenditure costs are as follows:— Cabin Hire/Heating/Telephones/Lighting etc. £5,200. Materials/Tools/Plant/Safety/First-Aid etc. £18,300. Transport/Insurance/Bank Charges/Postage/Office Equipment etc. £3,800. Computer Charges £3,700. Capital Expenditure £4,500.



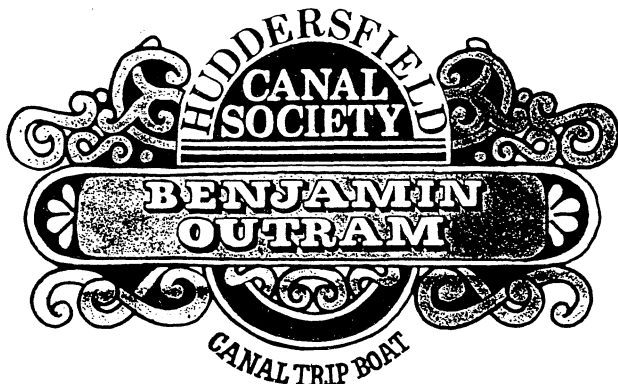
Training Costs etc. £1,000. A total of £36,500.00 altogether. To date we have purchased a few large items of essential equipment — a 46ft narrowboat, 2 pontoons, 1 Yazoo (Mini Tractor) and we have constructed a heavy roller from scrap. We hope in the near future to acquire for the Association, a Port-a-cabin, which is in a state of disrepair and will need renovating.

As well as creating temporary jobs for the long-term unemployed, this undertaking is also considered a pilot scheme for further, future developments. We would hope, as a natural progression, to continue our efforts on the Huddersfield canal, from Portland Basin up to Stalybridge. The scheme is administered on behalf of the Manpower Services Commission by the Tameside Community Programme Agency.

On Saturday 22nd September Councillor Frank Ruffley addressed an assembled company in the Cheshire Ring public house after a cruise past the newly renovated towpath from Manchester Road to Captain Clarke's Bridge. He thanked all present including some of the Job Creation Team, Alex Thomson MCS Co-ordinator BWB, IWA representatives, local councillors and county councillors and the Mayor of Tameside Councillor J. Brierley for their support.

Councillor Ruffley is convinced of the value of canal restoration schemes. He mentioned in his address the need to push the restoration schemes up the Tame Valley and of the value to the economy in Tameside of boats climbing up the Huddersfield towards Standedge. "The present scheme", he continued "by improving the canal environment in Tameside may encourage boaters to stop and spend money in Tameside. More income means more jobs".

Alex Thomson came from Gloucester for the day. He is certainly impressed with the proficiency of our team. Steve Whitby has moulded together a dedicated band of workers and by his enthusiasm persuaded many bodies to help the Association. We would certainly like to see a similar scheme move onto the Huddersfield in 1985.



## Message from "Benji" to all Readers

One fine, well-built and appointed trip boat, anxious to carry even more passengers along three levels of the Huddersfield Narrow Canal, requires additional party bookings from such well-respected stalwarts as Progressive teachers (there must be many HCS members here) championing at the bit to widen the horizons of school-children within their care, and even — dare we admit it — looking forward to end of term staff outings.

Councillors and full-time officials of County, Borough, or Parish status forever on the lookout for entertaining arrangements for visiting officials, clients and twin-town guests.

Nursing Sisters and Charge Nurses from General, Psychiatric, Geriatric, Convalescent and many other Units, looking to either hasten recovery or compliment existing treatment of their patients. We must have some hospital administrators amongst HCS membership anxious to collaborate with their senior nursing staff.

Wardens and Matrons of swing-along Pensioners Clubs and Senior Citizens Organisations — all desperate to offer members something different in winter entertainment. (One of the most enjoyable trips was from the young-at-heart Pensioners House, Hyde; they never stopped singing for me).

If you're not amongst this group, and you've got a party of prospective TRIPPERS, just pick up the phone to my skipper Harold Nield or his wife Lily, I'm sure they'll be pleased to squeeze you into my tightly-packed schedule.

---

## Mikron Message

1984 was the year of our 13th Tour of the waterways, our most successful tour ever and the year the Arts Council dumped us without warning. During the course of our 18 week tour of canals and rivers we performed to an average of 117 per performance (an increase of 11½% over 1983) and took average collections of £88 per performance (an increase of 28% on 1983).

So, in the year when we continued to increase the size of our audiences and our areas of influence, the Arts Council has decided, in its wisdom, to axe our



grant-in-aid from next April for no other reason except that we do not fit into the Council's new strategy of getting the arts out of the regions!

Thousands of you have signed our petition, hundreds of you have written personal letters of protest to the Arts Council but all of this has failed to reverse what we know to have been an ill-considered, off-hand decision.

Despite this critical setback, we are determined to keep going! We shall continue to gather signatures for our petition and to urge people to write individual letters to the Arts Council, their MP etc. We shall seek increased financial help from Regional Arts Associations and Local Authorities and we shall attempt to raise sponsorship from large organisations unconnected with the waterways and who will know little or nothing about our work. But in order to survive we need your help as well. The waterways system of this country was saved from dereliction despite wilful government short-sightedness. Mikron can be saved in the same way if we all decide that a unique part of our heritage is more important than government strategy.

We have set up a "Keep Mikron Afloat Appeal Fund". Don't forget we are a registered charity (No.265169).

Do you know of a company prepared to sponsor Mikron to a small or large degree? Please let us know as soon as possible so that we can discuss details.

Have you, as an individual, considered covenanting a sum of money to Mikron? It doesn't matter how small the amount, it just means that we get the benefit of the tax you pay on it — and not the tax man! Request a Deed of Covenant form from the address below.

Or would you like to donate an amount of money, however small, to our Appeal Fund? Please make cheques payable to the "Keep Mikron Afloat Appeal Fund" and send them to Mikron Theatre Company, 31 Warehouse Hill, Marsden, Huddersfield, West Yorkshire HD7 6AB.

We will, of course, keep you informed of developments, including the response to this appeal, in future issues of this magazine.

As I write this message we are just embarking on our South Pennines tour which we are hoping you will all support. I look out of my window and I see a very heart-warming sight — the Huddersfield Narrow Canal being restored. The pound outside our cottage has been dredged to a depth of 4ft (better than a lot of the waterways that "Tyseley" has travelled on this year!) and the lock has been decapped and pointed and is waiting for new gates. There is actively everywhere on the Marsden section of the canal — another example of what can be achieved if people believe in something enough and organise themselves in such a way as to influence the course of events. The Huddersfield Canal Society can be proud that it has been instrumental in bringing this restoration programme about.

I look forward to seeing "Tyseley" tied up outside our cottage in Marsden and travelling by boat to "The Railway" for our last night.!

**Theatre with a Horse-Drawn Boat**

Sonny left the Ashton Packet Boat Company's yard on 21st July with 12 performers aboard "Maria". We were off for a week on the summer tour of Manchester University's "Umbrella Theatre Company". On our first day we were accompanied by one of the regular crew, and this gave me my last opportunity to ask frantic questions before being left in charge of the horse and boat. What fate would befall us 12 on this intrepid journey into the unknown? Sonny had only been beyond Marple twice before during the seven years he has worked on the Ashton and Peak Forest Canals.

We were to be on Marple locks before 4pm due to the water shortage, having done our first lunchtime show at Woodley. Fortunately, all went well; as usual, the lock-keeper came to watch Sonny working the locks (He donated a swingletree from an icebreaker to us last season). We were helped through the locks by "Maria's" regular crew who had turned out to meet us there; we sat down together to a welcome evening picnic before waving goodbye, and being left on our own. We carried our hamper of props to our venue and our second show was soon underway.

I had met people as we came up the locks who had read my previous article in "Pennine Link" and knew we were on tour; they turned out to our show that evening, and from then on, publicity rippled along the canal about our shows.

Each night Sonny was tethered beside the canal, enjoying the fresh grass he found. We carried horse-feed too, on the boat for his daily ration of proven. The trip seemed a welcome change from his customary routes; he was so willing and amiable that I am sure he enjoyed the tour.

I walked with Sonny always, but invited the others to drive him in my presence. Better to have learners at the tiller only I reckoned, rather than at both ends! It paid off, as we had no mishaps, but there were times when we might have done so. The towline is a hazard as it can get caught up. Most people move out of its way, but I had to take over Sonny quickly when I realised that someone calmly watching the rope approaching at neck-level had no intention of moving. He was on holiday aboard one of the boats provided for the mentally-handicapped. There's no problem so long as you know what hazards to look out for!

The weather was always hot and dry. Everyone loved the boating. They might have thought differently in torrential rain! I would look back from where I was up front with Sonny to see the boat behind, with several dancers on the roof, bopping away to the music system.

Everyone was disappointed when we winded at Fool's Nook. The trial had been a success, and when we eventually left the boat at its yard. There was talk of "next year, we must go for longer....."

The shows seemed well received. I hope so! Following this tour, "Horse and Bamboo Theatre Company" approached me, and asked for help in getting their show on the canal with a horseboat for their 1985 summer season. So I'm now showing them the ropes — literally!

*Sue Day*

This is the true diary of a canal voyager, not the intrepid son of the deep who captains the narrowboat, but the little lady who feeds the crew and dries them out and, from the start of her story in 1980, slowly comes to terms with the tiller and the control lever.

The heroine is Anne, persuaded against her better judgement to try a boating holiday. She has never camped out in her life except for a couple of weekends of comparative privation in a Lakeland climbing centre. A strong swimmer but a very poor sailor, diving for the Kwells if the bath-water gets a little choppy.

Ken, Anne's husband, is a different kettle of fish. He was a Boy Scout, Royal Engineers trained boatman; once sailed from Lymm to Chester (well, apart from the last 12 locks) in a converted 70ft wooden butty that got stuck tight in Church Minshull Lock. Loves water less than 4 feet deep.

The rest of the crew are Simon (14 at the time of the first adventure) and Sarah (then 9), children of Anne and Ken, and Simon (just to confuse) friend of Simon, and Kate, the second Simon's sister and friends of Sarah. Clear?

Oh, and William too, long-haired dachshund, wearing his brand-new harness to stop him being strangled when he falls in.

### **First Adventure — April 1980**

Leeds and Liverpool Canal. Yorkshire Dales Cruisers "Arkendale" from Bank Newton base.

**Day 1** Weather — Sunny, light wind. Destination — somewhere between Gargrave and Skipton (Holme Bridge Lock). Number of Locks — 6. Number of Swing-bridges — Nil.

### **Remarks**

Boat super and everything we could wish for — arrived at Bank Newton dead on 3pm and aboard at about 4pm (Ken had to sit down and read the book through first although there was no exam). Shown photographs of brand-new boat, first time out, sunk in lock by being caught on sill. £25,000 damage. Oh heck!! Must remember DO NOT CATCH BOAT ON SILL. Took us some time to stow away all the food, drink and clothes. Were seen through the first lock and then on our own. Beautiful day, lovely scenery — couldn't wish for more — gradually getting used to boat after Ken got confused with the tiller and rammed the bank, backwards. Seemed quite clever to me but he was a bit cross (to say the least!). Made good time to Anchor Inn, Gargrave, and moored for dinner. As we approached Ken called "Anne, there's a camel on the tow-path". I said "Don't be so b..... silly" assuming he'd started on the home-brew but, incorrect — there WAS a camel on the tow-path. Nice little "pet's corner" type of thing at the Anchor.

Steak and Kidney, followed by fruit tart and cream. And all done without moving the feet. These gallerys (more nautical terms) are really something in design.

Decided to go on a bit further to Holme Bridge Lock where we moored for the night — had a little walk along the tow-path with William and Ken — tot before bed — very tired and in bed by 10pm. Children a great help — two Simons on locks and bridges — Kate and Sarah on fore and aft ropes —

getting the hang of it very well. His nibs, of course, is taking root at the tiller. Far too difficult for lesser mortals, this steering!

**Day 2 Time** — 8.10am to 8.30pm. **Weather** — brisk, fresh wind and sunny. **Destination** — Bingley five-rise and Dowley Gap Locks. **Number of Locks** — 5 rise and 3 rise. **Number of Swing-bridges** — about 20 or so — lost count.

### **Remarks**

Oh, what a night! After fighting the dining table for hours managed to get the double berth organised but hardly slept a wink — reminds me of the first night at Coniston climbing centre. Had breakfast then set off just after eight aiming for the Bingley 5-rise. A bit chill so set off walking — me that is — the boat stayed in the water! Sheep as far as the eye could see and beautiful green fields. Met our first swing-bridge and by the end of the day had it down to a fine art — letting the boys off, bridge open, through and shut again without stopping (or hitting it!) Stopped at Bradley for lunch — walked through lovely old village to pub and stopped in the garden — no children or dogs inside — slight altercation with landlord over lager and lime for the boys. Ken told them they'd earned it after fighting the b..... swing-bridges all morning, but he was unimpressed.

Family supposed to come and meet us but didn't show up so set off again at 1.10pm and didn't stop until Bingley 5-rise — awe inspiring. Frankly, with my fear of heights, I was terrified and went below to make tea! (Wait for Adventure 4 — Pontcysyllte aqueduct!) Had to wait and eventually got down by 7pm, being helped by the young and very good lock keeper. He was only standing in but a trick throwing the rope **under** the footbridges and catching it at the other side that was most impressive. He was a huge man with a mop of long hair and about size 14 clogs but so sensitive — he was furious because the Bingley G.S. boys had squashed some of his daffodils! Did the following 3-rise on our own and moored at the Fisherman's Arms.

Dinner curry and bakewell tart (separate plates). Planning in advance and bringing main courses ready-made is proving worthwhile — there isn't time to cook with the constant demand for drinks and snacks and fetching and carrying for "him out there". Kids eating like the proverbial horse.

Went for a quick drink and then bed — again very tired — who would believe that two 14 years old boys asked to go to bed at 8pm!

It's certainly a good **working** holiday. Slept v. well. Forgot to mention — William fell in but managed to get him before he went under!

### **General Impressions**

So far so good — it certainly is a 'different' holiday, whatever that means. I haven't felt so tired and aching in ages.

The boat is lovely, with the painted water-jug and mop on the roof, and much admired by passers-by. Gongoozlers we canal-people call them! Ken can't understand why the gear lever (not a short one on a stump but a long one through the floor) is in such a position that he has to duck below roof-level to operate it and then can't see where he's going in an emergency!

To be continued — will they ever find a water tap? Where do you turn round at Blackburn? Read the next thrilling instalment!



## **Canal Cruises at Uppermill**

"Benjamin Outram", our 70ft long trip boat cruises along three stretches of the Huddersfield Narrow Canal between Uppermill Basin (adjacent to Saddleworth Museum) and Brownhill Visitors Centre.

Party Bookings/charters now being taken for cruises varying in duration from ½ hour to 2 hours:

½ hour cruise	MUSEUM TO DUNGEBOOTH LOCK and back — not through lock
1 hour	MUSEUM TO RAILWAY VIADUCT and back — negotiating Dungebooth Lock in both directions
1½ hour	MUSEUM TO DOBCROSS NEW ROAD POUND and back without stopping at Brownhill — through Dungebooth and Lime Kiln Locks, under the railway viaduct and over the "Old Sag" aqueduct
1¾ or 2 hours	As above but mooring at Brownhill Visitors Centre allowing either ¼ or ½ hour to inspect the contents of this Local Interest Centre. — This cruise can be operated in reverse, a large car park and picnic area being provided at Wool Road Basin adjacent to Centre.

Other attractions include Alexandra Craft Centre, Clough Bottom Nursery, Saddleworth Pool, Pots and Pans and, of course, STANDEDGE TUNNEL.

Further details from HAROLD NIELD, 3 Grosvenor Square, UPPERMILL, Oldham OL3 6DG. Phone Saddleworth 3085.

**Prints Selling Well**

The first prints were collected from the framer on September 1st and were distributed over the next few days.

Since then there has been a steadily increasing demand and at the time of going to press (1st October), approximately half of the 250 copies have been sold.

So, if you have been thinking you might order a copy some time, don't delay or you could be disappointed.

Incidentally, all the purchasers (and several have bought 2 or 3 copies) insist that the print is much better than they had hoped for and grossly underpriced at £12.50!

**Contact Jean Buckley on 061-624 4881 or Ken Wright on 04577 3599 to order your copy.**

P.S. The print makes an ideal present and has already been given at weddings, leaving do's, etc.

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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.

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Address .....

.....

.....

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

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

I heard about the Society from .....

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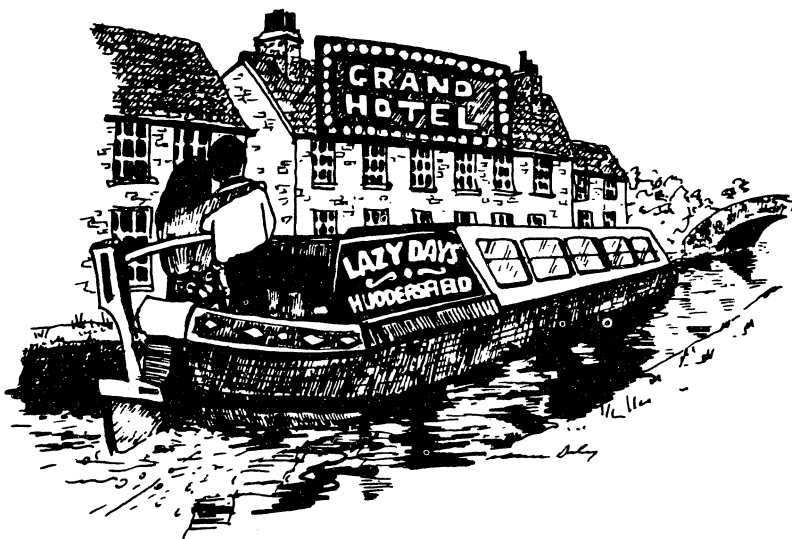
Family Membership £3.50. Junior (under 18) £1.00

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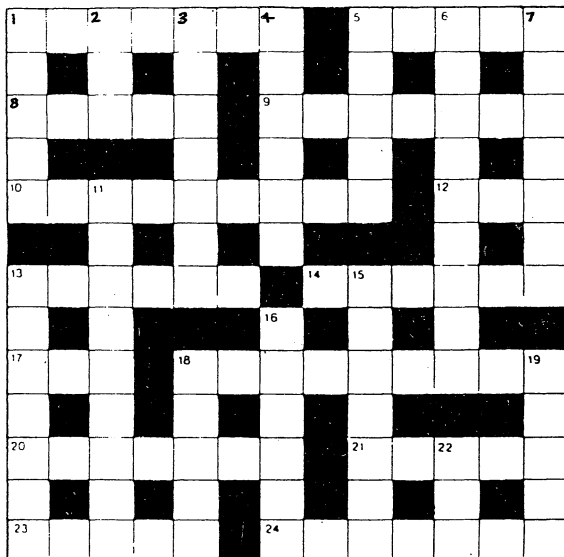


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CLUES ACROSS

- 1 Result of going overboard (7)
- 5 Goods quay (5)
- 8 River (5)
- 9 Tunnel Propulsion (7)
- 10 Water store (9)
- 12 Fishy one this (3)
- 13 Demands for rights (6)
- 14 Come into view (6)
- 17 Vehicle (3)
- 18 Creek (9)
- 20 Organiser (7)
- 21 Beat off (5)
- 23 Oak, ash, elm, etc. (5)
- 24 Horsey occupation (7)

CLUES DOWN

- 1 In this for 1 across (5)
- 2 Neckwear (3)
- 3 Meantime (7)
- 4 Ride quickly (6)
- 5 Bet (5)
- 6 Everything straight (9)
- 7 Scrapper (7)
- 11 5-rise for example (9)
- 13 Pilots 'pew' (7)
- 15 Motorised (7)
- 16 Lots of 20s (6)
- 18 Waters edge (5)
- 19 King (5)
- 22 Chum (3)

*Kindly sent in by Mr James Crosland*

**SOLUTION TO CROSSWORD NO.19**

ACROSS: 1—Towpath; 5—Ether; 8—Zero; 9—Infilled; 10—Baler; 11—Fender; 12—Ida; 13—Reason; 15—Stayer; 18—Cut; 19—Breach; 21—Whole; 24—Tidiness; 25—Also; 26—Yodel; 27—Craters.

DOWN: 2—Opera; 3—Propels; 4—Trip; 5—Elite; 6—Holiday; 7—Rider; 10—Bar; 11—Fast; 12—Inch; 14—Amended; 16—Athwart; 17—Roe; 19—Butty; 20—Canal; 22—Laser; 23—User.

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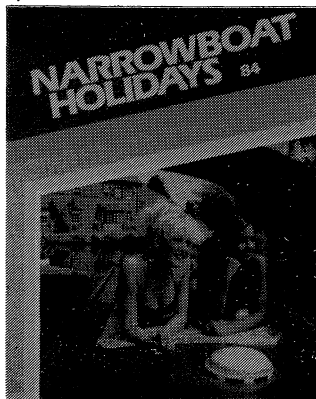
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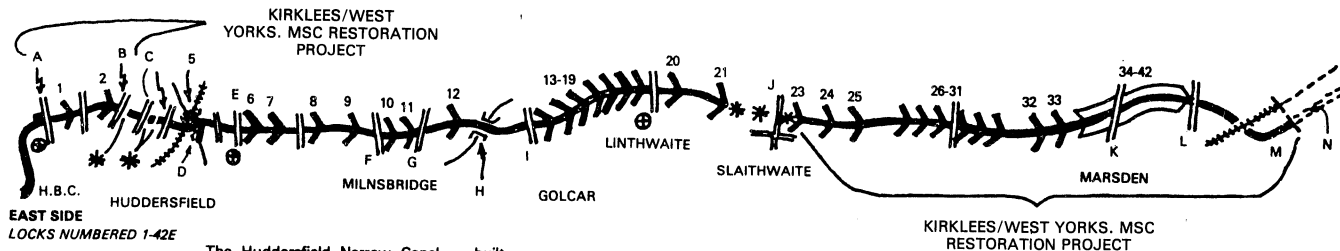
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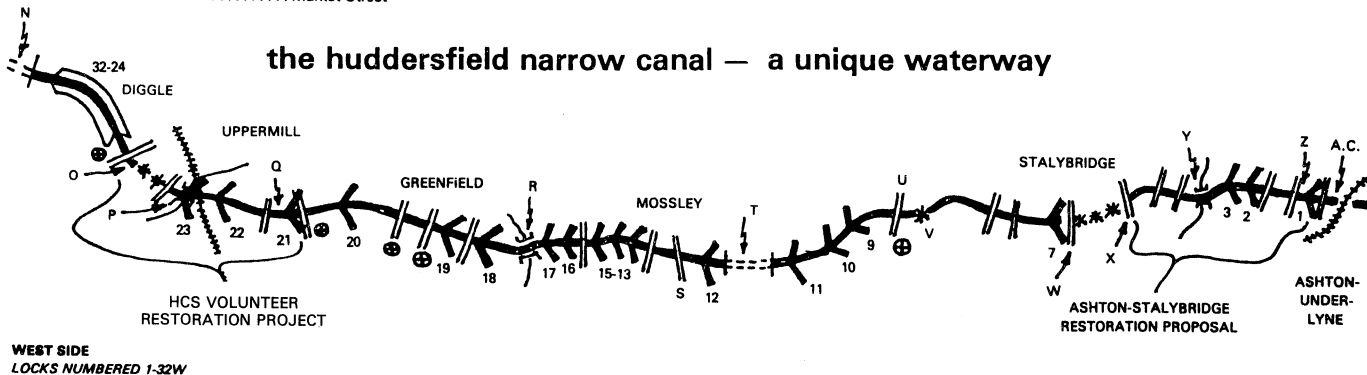
The Huddersfield Narrow Canal — built 1793—1811. Engineer: B. Outram. Closed: 1944. Last recorded passage across Summit: 1948. Restoration began 1981. Length: 19<sup>1</sup>/<sub>8</sub> miles. Summit pound: 645 ft. above sea level through Standedge Tunnel — 3 miles 418 yards long.

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

## the huddersfield narrow canal — a unique waterway



## End of a Season

After the theatre tour, the seats were put back in the boat, and Sonny returned to passenger trips. I'd estimate he travelled about 800 miles with "Maria" this season, operating from April to September.

At the end of September I rode Sonny from Guide Bridge on the Ashton Canal, to Slaithwaite, where I am wintering him as before. We follow the towpath of the Huddersfield Narrow Canal, picking up Boat Lane at Diggle where it is a bridleway.

And so while Sonny forgets about boating in favour of green country grass, we are planning for the next season. There are no more than ten horseboats licensed, and after a long legal battle this year, we can now claim to provide the only trip on which legging is performed in a tunnel. We applied for official permission to leg the Hyde Bank Tunnel, and were initially turned down as there was no other case yet authorised. The BBC heard about the issue, and filmed us; the showing was on "Look North-West". We also received help from the Rt. Hon. Robert Sheldon, M.P., who wrote on our behalf to the Under-Secretary of State for Transport. We eventually received notification that we can leg the tunnel.

So come and join us legging next season. It does the muscles wonders! Sonny goes over the top, where he can stop at the horse water trough we've cleaned out for his use. He has ordered crotcheted ear protectors as part of traditional boat-horse tackle for his Christmas present.

*Sue Day*



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## **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.

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.

## **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.

## **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*

## **Press Date**

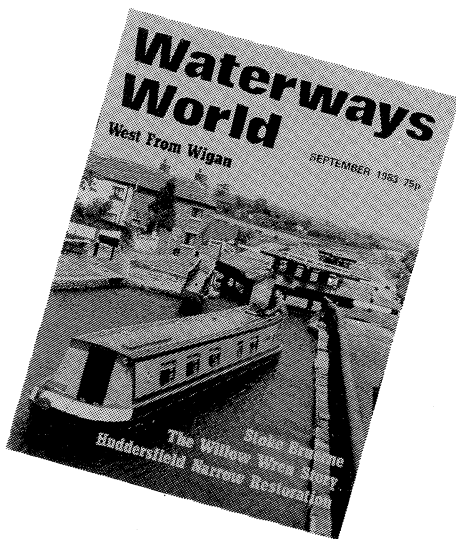
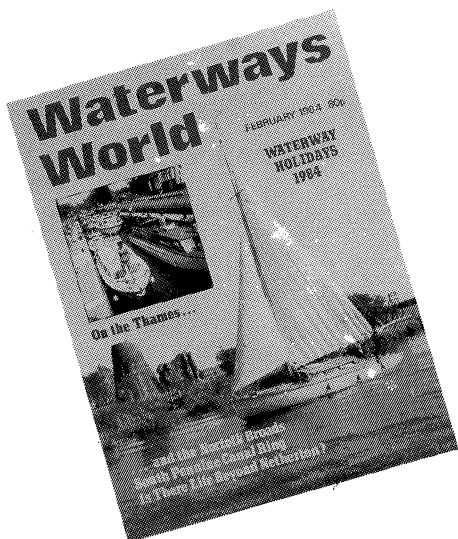
Articles for inclusion in the Jan/Feb issue of Pennine Link must be received no later than 1st December.

PENNINE LINK

*Until the Huddersfield Narrow's open again let*

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I am pleased to welcome the following new members:

1274 John & Gillian Watson, [REDACTED]

1275 Harold Heald, [REDACTED]

1276 Margaret McConnell, [REDACTED]

1277 John Haigh, [REDACTED]

1278 Joan B. Matthews, [REDACTED]

1279 F. Brian Gell, [REDACTED]

1280 Andrew P. Beid, [REDACTED]

1281 Dennis & Wendy Latham, [REDACTED]

1282 M. G. Sachs & Family, [REDACTED]

*Val Dewey, Membership Secretary*

## Diary

- 1st Nov. 8pm Illustrated talk by Alan Jervis of W.R.G. at Royal Oak, Linthwaite, Huddersfield.
- 5th Nov. 7.30pm H.C.S. Bonfire, Reddisher Road, Marsden. All welcome — Meet at the Railway 7pm.
- 14th Nov. 8pm Social Meeting at Farrars Arms, Grasscroft, Oldham.
- 17th Nov. Flag Day in Huddersfield.
- 6th Dec. 8pm Social Meeting, The Sair, Linthwaite, Huddersfield.
- 12th Dec. 8pm Christmas Party, Diggle Hotel, Diggle.
- 14th Dec. 8pm Tunnel End Christmas Party.
- 15th Dec. 8pm Christmas Ceilidh at the Friezland Hall, Well-i-hole, Greenfield, Oldham.
- 15th-16th Dec. H.C.S. Working Weekend on SOUTH STRATFORD CANAL BLITZ. If interested, contact Dave Irving, 416 Blackmoorfoot Road, Crosland Moor, Huddersfield.
- 27th Dec. Cure your hangover! Christmas Working Camp
- 1st Jan. SOUTH STRATFORD CANAL. Contact Dave Irving, address as above.

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